



PUBLIC REVIEW DRAFT

ENVIRONMENTAL IMPACT REPORT

FOR THE

LAWNDALE GENERAL PLAN UPDATE
(SCH: 2022120088)

AUGUST 2023

Prepared for:

City of Lawndale
Community Development Department
14717 Burin Avenue
Lawndale, CA 90260

Prepared by:

De Novo Planning Group
180 East Main Street, Suite 108
Tustin, CA 92780

D e N o v o P l a n n i n g G r o u p

A Land Use Planning, Design, and Environmental Firm



PUBLIC REVIEW DRAFT
ENVIRONMENTAL IMPACT REPORT

FOR THE

LAWNDALE GENERAL PLAN UPDATE
(SCH: 2022120088)

AUGUST 2023

Prepared for:

City of Lawndale
Community Development Department
14717 Burin Avenue
Lawndale, CA 90260
JChavez@lawndalecity.org
310-973-3206

Prepared by:

De Novo Planning Group
180 East Main Street, Suite 108
Tustin, CA 92780



Chapter	Page Number
1.0 Executive Summary.....	1-1
1.1 Project Location	1-1
1.2 Project Background	1-1
1.3 Project Objectives	1-2
1.4 Project Characteristics	1-2
1.5 Environmental Impacts	1-3
1.6 Summary of Project Alternatives	1-5
1.7 Summary of Environmental Impacts and Mitigation Measures	1-6
2.0 Introduction	2-1
2.1 Purpose & Type of EIR.....	2-1
2.2 Lawndale General Plan Update.....	2-3
2.3 Intended Uses of the Program EIR	2-4
2.4 Known Responsible and Trustee Agencies	2-4
2.5 Organization and Scope	2-5
2.6 Environmental Review Process.....	2-7
2.7 Incorporated by Reference	2-8
2.8 Comments Received on the Notice of Preparation	2-9
3.0 Project Description.....	3-1
3.1 Project Location	3-1
3.2 Environmental Setting	3-1
3.3 Project Background	3-5
3.4 Statement of Objectives	3-5
3.5 Project Characteristics	3-6
3.6 Use of the EIR and Required Agency Approvals	3-15
4.0 Basis of Cumulative Analysis	4-1
4.1 Introduction	4-1
4.2 Cumulative Analysis in this EIR	4-2
5.1 Aesthetics.....	5.1-1
5.1.1 Purpose	5.1-1



5.1.2 Environmental Setting	5.1-2
5.1.3 Regulatory Setting.....	5.1-4
5.1.4 Significance Criteria and Thresholds.....	5.1-6
5.1.5 Impacts and Mitigation Measures	5.1-7
5.1.6 Cumulative Impacts	5.1-14
5.1.7 Significant Unavoidable Impacts.....	5.1-16
5.1.8 References	5.1-17
5.2 Agriculture Resources	5.2-1
5.2.1 Environmental Setting	5.2-1
5.2.2 Regulatory Setting.....	5.2-3
5.2.3 Significance Criteria and Thresholds.....	5.2-5
5.2.4 Impacts and Mitigation Measures	5.2-6
5.2.5 Cumulative Impacts	5.2-7
5.2.6 Significant Unavoidable Impacts.....	5.2-9
5.2.7 References	5.2-9
5.3 Air Quality	5.3-1
5.3.1 Purpose	5.3-1
5.3.2 Environmental Setting	5.3-1
5.3.3 Regulatory Setting.....	5.3-15
5.3.4 Significance Criteria and Thresholds.....	5.3-23
5.3.5 Impacts and Mitigation Measures	5.3-26
5.3.6 Cumulative Impacts	5.3-43
5.3.7 Significant Unavoidable Impacts.....	5.3-45
5.3.8 References	5.3-46
5.4 Biological Resources.....	5.4-1
5.4.1 Purpose	5.4-1
5.4.2 Environmental Setting	5.4-2
5.4.3 Regulatory Setting.....	5.4-6
5.4.4 Significance Criteria and Thresholds.....	5.4-11
5.4.5 Impacts and Mitigation Measures	5.4-12
5.4.6 Cumulative Impacts	5.4-19



5.4.7 Significant Unavoidable Impacts.....	5.4-22
5.4.8 References	5.4-22
5.5 Cultural Resources	5.5-1
5.5.1 Purpose	5.5-1
5.5.2 Environmental Setting	5.5-1
5.5.3 Regulatory Setting.....	5.5-6
5.5.4 Significance Criteria and Thresholds.....	5.5-11
5.5.5 Impacts and Mitigation Measures	5.5-11
5.5.6 Cumulative Impacts	5.5-17
5.5.7 Significant Unavoidable Impacts.....	5.5-19
5.5.8 References	5.5-19
5.6 Energy	5.6-1
5.6.1 Purpose	5.6-1
5.6.2 Environmental Setting	5.6-1
5.6.3 Regulatory Setting.....	5.6-2
5.6.4 Significance Criteria and Thresholds.....	5.6-8
5.6.5 Impacts and Mitigation Measures	5.6-9
5.6.6 Cumulative Impacts	5.6-18
5.6.7 Significant Unavoidable Impacts.....	5.6-18
5.6.8 References	5.6-19
5.7 Geology and Soils.....	5.7-1
5.7.1 Purpose	5.7-1
5.7.2 Environmental Setting	5.7-1
5.7.3 Regulatory Setting.....	5.7-11
5.7.4 Significance Criteria and Thresholds.....	5.7-13
5.7.5 Impacts and Mitigation Measures	5.7-14
5.7.6 Cumulative Impacts	5.7-25
5.7.7 Significant Unavoidable Impacts.....	5.7-30
5.7.8 References	5.7-30



5.8 Greenhouse Gas Emissions	5.8-1
5.8.1 Purpose	5.8-1
5.8.2 Environmental Setting	5.8-1
5.8.3 Regulatory Setting.....	5.8-5
5.8.4 Significance Criteria and Thresholds.....	5.8-19
5.8.5 Impacts and Mitigation Measures	5.8-20
5.8.6 Cumulative Impacts	5.8-37
5.8.7 Significant Unavoidable Impacts.....	5.8-38
5.8.8 References	5.8-38
5.9 Hazards and Hazardous Materials	5.9-1
5.9.1 Purpose	5.9-1
5.9.2 Environmental Setting	5.9-1
5.9.3 Regulatory Setting.....	5.9-6
5.9.4 Significance Criteria and Thresholds.....	5.9-13
5.9.5 Impacts and Mitigation Measures	5.9-14
5.9.6 Cumulative Impacts	5.9-33
5.9.7 Significant Unavoidable Impacts.....	5.9-37
5.9.8 References	5.9-37
5.10 Hydrology and Water Quality	5.10-1
5.10.1 Purpose	5.10-1
5.10.2 Environmental Setting	5.10-1
5.10.3 Regulatory Setting.....	5.10-6
5.10.4 Significance Criteria and Thresholds.....	5.10-16
5.10.5 Impacts and Mitigation Measures	5.10-17
5.10.6 Cumulative Impacts	5.10-35
5.10.7 Significant Unavoidable Impacts.....	5.10-41
5.10.8 References	5.10-41
5.11 Land Use and Planning.....	5.11-1
5.11.1 Environmental Setting	5.11-1
5.11.2 Regulatory Setting.....	5.11-5
5.11.3 Significance Criteria and Thresholds.....	5.11-11



5.11.4 Impacts and Mitigation Measures	5.11-11
5.11.5 Cumulative Impacts	5.11-24
5.11.6 Significant Unavoidable Impacts.....	5.11-26
5.11.7 References	5.11-26
5.12 Mineral Resources	5.12-1
5.12.1 Environmental Setting	5.12-1
5.12.2 Regulatory Setting.....	5.12-2
5.12.3 Significance Criteria and Thresholds.....	5.12-2
5.12.4 Impacts and Mitigation Measures	5.12-3
5.12.5 Cumulative Impacts	5.12-3
5.12.6 Significant Unavoidable Impacts.....	5.12-4
5.12.7 References	5.12-5
5.13 Noise	5.13-1
5.13.1 Purpose	5.13-1
5.13.2 Environmental Setting	5.13-1
5.13.3 Regulatory Setting.....	5.13-14
5.13.4 Significance Criteria and Thresholds.....	5.13-19
5.13.5 Impacts and Mitigation Measures	5.13-19
5.13.6 Cumulative Impacts	5.13-32
5.13.7 Significant Unavoidable Impacts.....	5.13-35
5.13.8 References	5.13-35
5.14 Population and Housing.....	5.14-1
5.14.1 Purpose	5.14-1
5.14.2 Environmental Setting	5.14-1
5.14.3 Regulatory Setting.....	5.14-4
5.14.4 Significance Criteria and Thresholds.....	5.14-8
5.14.5 Impacts and Mitigation Measures	5.14-8
5.14.6 Cumulative Impacts	5.14-13
5.14.7 Significant Unavoidable Impacts.....	5.14-14
5.14.8 References	5.14-14



5.15 Public Services.....	5.15-1
5.15.1 Environmental Setting	5.15-1
5.15.2 Regulatory Setting.....	5.15-4
5.15.3 Significance Criteria and Thresholds.....	5.15-9
5.15.4 Impacts and Mitigation Measures	5.15-9
5.15.5 Cumulative Impacts	5.15-23
5.15.6 Significant Unavoidable Impacts.....	5.15-27
5.15.7 References	5.15-27
5.16 Parks and Recreation	5.16-1
5.16.1 Environmental Setting	5.16-1
5.16.2 Regulatory Setting.....	5.16-3
5.16.3 Significance Criteria and Thresholds.....	5.16-4
5.16.4 Impacts and Mitigation Measures	5.16-4
5.16.5 Cumulative Impacts	5.16-11
5.16.6 Significant Unavoidable Impacts.....	5.16-12
5.16.7 References	5.16-13
5.17 Transportation	5.17-1
5.17.1 Purpose	5.17-1
5.17.2 Environmental Setting	5.17-1
5.17.3 Regulatory Setting.....	5.17-10
5.17.4 Significance Criteria and Thresholds.....	5.17-16
5.17.5 Impacts and Mitigation Measures	5.17-19
5.17.6 Cumulative Impacts	5.17-33
5.17.7 Significant Unavoidable Impacts.....	5.17-35
5.17.8 References	5.17-35
5.18 Tribal Cultural Resources	5.18-1
5.18.1 Purpose	5.18-1
5.18.2 Environmental Setting	5.18-1
5.18.3 Regulatory Setting.....	5.18-2
5.18.4 Significance Criteria and Thresholds.....	5.18-7
5.18.5 Impacts and Mitigation Measures	5.18-8



5.18.6 Cumulative Impacts	5.18-10
5.18.7 Significant Unavoidable Impacts.....	5.18-11
5.18.8 References	5.18-11
5.19 Utilities and Services Systems.....	5.19-1
5.19.1 Purpose	5.19-1
5.19.2 Environmental Setting	5.19-1
5.19.3 Regulatory Setting.....	5.19-13
5.19.4 Significance Criteria and Thresholds.....	5.19-25
5.19.5 Impacts and Mitigation Measures	5.19-26
5.19.6 Cumulative Impacts	5.19-46
5.19.7 Significant Unavoidable Impacts.....	5.19-50
5.19.8 References	5.19-50
5.20 Wildfire	5.20-1
5.20.1 Environmental Setting	5.20-1
5.20.2 Regulatory Setting.....	5.20-4
5.20.3 Significance Criteria and Thresholds.....	5.20-9
5.20.4 Impacts and Mitigation Measures	5.20-10
5.20.5 Cumulative Impacts	5.20-17
5.20.6 Significant Unavoidable Impacts.....	5.20-20
5.20.7 References	5.20-20
6.0 Other CEQA Considerations	6.0-1
6.1 Long-Term Implications of the Proposed Project	6.0-1
6.2 Significant Irreversible Environmental Changes	6.0-1
6.3 Growth-Inducing Impacts	6.0-3
6.4 Significant and Unavoidable Impacts.....	6.0-6
7.0 Alternatives	7-1
7.1 Introduction	7-1
7.2 Alternatives Considered in this EIR.....	7-1
7.3 Environmental Analysis.....	7-4



8.0 Report Preparers..... 8-1
 8.1 Lead Agency 8-1
 8.1 Preparers of the Environmental Impact Report 8-1

<u>Table</u>	<u>Page Number</u>
Table 1-1: General Plan Update Growth Assumptions.....	1-3
Table 1-2: Summary of Environmental Impacts and Mitigation Measures.....	1-7
Table 3-1: Existing General Plan Land Use Designations.....	3-2
Table 3-2: Proposed General Plan Land Use Designations.....	3-9
Table 3-3: General Plan 2045 Buildout by Land Use Designation.....	3-13
Table 3-4: General Plan Update Growth Assumptions.....	3-15
Table 4-1: Los Angeles County Growth Projections.....	4-4
Table 5.2-1: Acres of FMMP Farmland within Study Area.....	5.2-2
Table 5.3-1: Meteorological Summary.....	5.3-3
Table 5.3-2: Federal and State Ambient Air Quality Standards.....	5.3-9
Table 5.3-3: State and National Attainment Status in Los Angeles County.....	5.3-10
Table 5.3-4: South Coast Air Basin Attainment Status.....	5.3-11
Table 5.3-5: Local Area Air Quality Levels.....	5.3-13
Table 5.3-6: Maximum Regional Construction Emissions.....	5.3-37
Table 5.3-7: Maximum Regional Operational Emissions (pounds/day).....	5.3-38
Table 5.4-1: Special-Status Plants Present or Potentially Present.....	5.4-4
Table 5.4-2: Special-Status Animals Present or Potentially Present.....	5.4-5
Table 5.5-1: Cultural Resources Recorded within the Planning Area.....	5.5-4
Table 5.5-2: Potential Built Environment Resources Locations Visited during Reconnaissance Survey.....	5.5-6
Table 5.6-1: Maximum Regional Construction Emissions (pounds/day).....	5.6-10
Table 5.6-2: On-Road Mobile Fuel Generated by Project Construction Activities – By Phase.....	5.6-11
Table 5.7-1: Richter Magnitudes and Effects.....	5.7-5
Table 5.7-2: Likelihood of Having One or More Earthquakes by Size in the Next 30 Years (Starting from 2014).....	5.7-6
Table 5.7-3: Historically Active and Active Fault Zones in the Region.....	5.7-7
Table 5.7-4: Planning Area Soils.....	5.7-8



Table 5.7-5:	Geologic Units and Their Paleontological Potential	5.7-10
Table 5.8-1:	Construction GHG Emissions (Metric Tons/Year)	5.8-20
Table 5.8-2:	Operational GHG Emissions 2045 (Metric Tons/Year).....	5.8-21
Table 5.8-3:	City of Lawndale Community-wide GHG Emissions by Sector from 2005 to 2012	5.8-22
Table 5.8-4:	Project Consistency with the 2022 Scoping Plan	5.8-25
Table 5.8-5:	Project Consistency with the 2020-2045 RTP/SCS.....	5.8-29
Table 5.9-1:	GeoTracker Database Sites	5.9-3
Table 5.11-1:	Existing Land Use Summary	5.11-2
Table 5.11-2:	City of Lawndale Projects Under Review	5.11-3
Table 5.12-1:	Mineral Resources Classification System.....	5.12-1
Table 5.13-1:	Decibel Addition.....	5.13-2
Table 5.13-2:	Typical Noise Levels	5.13-3
Table 5.13-3:	Perceived Changes in Noise Levels	5.13-3
Table 5.13-4:	Noise Reduction Afforded by Common Building Construction	5.13-7
Table 5.13-5:	Typical Human Reaction and Effect on Buildings Due to Ground-Borne Vibration	5.13-8
Table 5.13-6:	Short-Term Noise Measurement Summary.....	5.13-11
Table 5.13-7:	Long-Term Noise Measurement Summary.....	5.13-12
Table 5.13-8:	Existing Exterior Noise Levels Along Roadways.....	5.13-13
Table 5.13-9:	FHWA Design Noise Levels.....	5.13-15
Table 5.13-10:	2045 No Project Traffic Noise Levels (dBA, CNEL)	5.13-21
Table 5.13-11:	2045 Plus Project Traffic Noise Levels (dBA, CNEL)	5.13-22
Table 5.13-12:	Change in Noise Along Roadways (dBA, CNEL @ 50')	5.13-23
Table 5.13-13:	Typical Construction Noise Levels	5.13-26
Table 5.13-14:	Vibration Source Levels for Construction Equipment.....	5.13-30
Table 5.13-15:	Guidelines Vibration Damage Potential Threshold Criteria.....	5.13-31
Table 5.14-1:	Population Projections (2022-2045)	5.14-1
Table 5.14-2:	Existing Housing Supply Mix	5.14-2
Table 5.14-3:	Labor Force Participation and Unemployment	5.14-3
Table 5.14-4:	Jobs to Housing Ratio.....	5.14-4
Table 5.14-5:	Lawndale 6th Cycle Regional Housing Needs Allocation	5.14-5
Table 5.14-6:	General Plan Update Compared to SCAG	5.14-9
Table 5.15-1:	Lawndale Schools.....	5.15-3



Table 5.15-2:	LESD/CVUHSD School Districts Student Generation Rates.....	5.15-16
Table 5.16-1:	Existing Parkland and Recreational Uses in the Planning Area	5.16-2
Table 5.17-1:	Pedestrian Facility Conditions in Lawndale	5.17-6
Table 5.17-2:	LA Metro Bus Service in Lawndale	5.17-7
Table 5.17-3:	Existing Truck Routes	5.17-9
Table 5.17-4:	Existing Conditions (2023) VMT	5.17-10
Table 5.17-5:	VMT Generated by Land Uses.....	5.17-24
Table 5.19-1:	2020 Annual Potable Water Supplies for the GSWC Southwest Service Area by Source	5.19-3
Table 5.19-2:	Projected Water Supplies for the GSWC Southwest Service Area (AFY)	5.19-4
Table 5.19-3:	Projected Demands for Potable Water – GSWC Southwest.....	5.19-5
Table 5.19-4:	GSWC Southwest Service Reliability Assessment for Normal-, Single Dry-, and Multiple Dry-Years	5.19-6
Table 5.19-5:	Annual Projected Buildout Flow vs. Current Treatment Capacity (MGD) ¹ ...	5.19-8
Table 5.19-6:	Solid Waste Generation Rates in City of Lawndale.....	5.19-12
Table 5.20-1:	History of Fire in Lawndale and Surrounding Area	5.20-2
Table 7-1:	Growth Projections by Alternative	7-4
Table 7-2:	Alternative 1: No Project/Existing General Plan Alternative Compared to the Proposed Project	7-5
Table 7-3:	Alternative 2: Reduced Growth Alternative Compared to the Proposed Project.....	7-16
Table 7-4:	Comparison of Alternatives	7-26

Figure **Page Number**

Note: Figures are located at the end of the chapters.

Figure 3-1:	Regional Location Map	3-19
Figure 3-2:	General Plan Planning Area	3-21
Figure 3-3:	Existing General Plan Land Use Map	3-23
Figure 3-4:	Hawthorne Boulevard Specific Plan Map	3-25
Figure 3-5:	General Plan Update Land Use Map.....	3-27
Figure 5.4-1:	Land Cover Types	5.4-25
Figure 5.4-2:	California Natural Diversity Database: One-Mile Search.....	5.4-27
Figure 5.7-1:	Regional Fault Zones.....	5.7-33
Figure 5.7-2:	Potential Liquefaction Susceptibility	5.7-35



Figure 5.7-3:	Soil Survey.....	5.7-37
Figure 5.7-4:	Shrink-Swell Potential of Soils.....	5.7-39
Figure 5.7-5:	Landslide Susceptibility.....	5.7-41
Figure 5.10-1:	Hydrologic Units: Subbasin.....	5.10-43
Figure 5.10-2:	Hydrologic Units: Watershed.....	5.10-45
Figure 5.10-3:	FEMA Flood Map.....	5.10-47
Figure 5.11-1:	Existing Land Use Map.....	5.11-27
Figure 5.12-1:	Mineral Resource Zones.....	5.12-7
Figure 5.13-1:	Noise Measurement Locations.....	5.13-37
Figure 5.13-2:	Existing Roadway Noise Level Contours.....	5.13-39
Figure 5.13-3:	2045 No Project Noise Level Contours.....	5.13-41
Figure 5.13-4:	2045 With Project Noise Level Contours.....	5.13-43
Figure 5.15-1:	Public Safety Facilities.....	5.16-29
Figure 5.16-1:	Parks and Recreation Facilities.....	5.16-15
Figure 5.17-1:	Existing and Planned Bicycle Facilities.....	5.17-37
Figure 5.17-2:	Existing and Planned Transit Routes.....	5.17-39
Figure 5.17-3:	Existing Truck Routes.....	5.17-41
Figure 5.19-1:	Existing Water Infrastructure.....	5.19-53
Figure 5.19-2:	Existing Sewer Infrastructure.....	5.19-55
Figure 5.19-3:	Existing Stormwater and Flood Control Facilities.....	5.19-57

Appendices

Appendix A – NOP and NOP Comments

Appendix B – Air Quality, Energy and Greenhouse Gas Emissions Modeling Data

Appendix C – Biological Resources

Appendix D – Cultural and Paleontological Resources Study

Appendix E – Noise Impact Study

Appendix F – Transportation Impact Analysis

Appendix G – Tribal Consultation Communications



This page intentionally left blank.



1.0 EXECUTIVE SUMMARY

1.1 PROJECT LOCATION

The City of Lawndale is located in the South Bay area of Los Angeles County, approximately 10 miles southwest of downtown Los Angeles, refer to [Figure 3-1, *Regional Location Map*](#) in [Section 3.0, *Project Description*](#). The City is approximately 1.9 square miles (1,241 acres) and is bounded by the City of Hawthorne to the north and west, by unincorporated areas of Los Angeles County and the City of Gardena to the east, by the City of Torrance to the south, and by the City of Redondo Beach to the south and west. Regional access to the City is provided by Interstate 405, a major north-south highway which provides access to Lawndale and the greater Los Angeles region.

The Planning Area is the geographic area for which the General Plan Update provides a framework for long-term growth and resource conservation. State law requires the Planning Area for the General Plan Update to include all territory within Lawndale's incorporated area as well as "any land outside its boundaries which in the planning agency's judgment bears relation to its planning" (California Government Code Section 65300). The General Plan Update Planning Area, as shown in [Figure 3-2, *General Plan Planning Area*](#) of [Section 3.0](#), includes the entire City limits (approximately 1,241 acres) as well as the City of Lawndale's Sphere of Influence (approximately 314 acres); the entire Planning Area is approximately 1,555 acres.

1.2 PROJECT BACKGROUND

California Government Code Section 65300 et seq. requires all counties and cities to prepare and maintain a General Plan for the long-term growth, development, and management of the land within the jurisdiction's planning boundaries. The General Plan acts as a "constitution" for development, and is the jurisdiction's lead legal document in relation to growth, development, and resource management issues. Development regulations (e.g., zoning and subdivision standards) are required by law to be consistent with the General Plan.

The General Plan includes the eight elements mandated by State law, including: Circulation, Conservation, Housing, Land Use, Noise, Open Space, Environmental Justice and Safety. General Plans must also address the topics of climate change and resiliency planning, either as separate elements or as part of other required elements. The City's 2021-2029 Housing Element was adopted on February 7, 2022 and is not part of this update. The City may also address other topics of interest; this General Plan includes an element related to Economic Development and Community Facilities.

The California Government Code also requires that a General Plan be comprehensive, internally consistent, and plan for the long term. This General Plan Update plans out to the year 2045.

The City of Lawndale circulated a Notice of Preparation (NOP) of an EIR for the proposed Project on December 6, 2022 to trustee and responsible agencies, the State Clearinghouse, and the public. A scoping meeting was held on December 15, 2022 at the Harold E. Hofmann Community Center in Lawndale. The NOP public review period began on Tuesday, December 6, 2022 and ended on Thursday, January 5, 2023.



1.3 PROJECT OBJECTIVES

The following objectives were identified for the proposed update to the General Plan:

1. Reflect the current goals and vision expressed by City residents, businesses, decision-makers, and other stakeholders;
2. Address issues and concerns identified by city residents, businesses, decision-makers, and other stakeholders;
3. Protect Lawndale’s existing residences, character, and sense of community;
4. Proactively plan for and accommodate local and regional growth in a responsible manner;
5. Encourage mixed-use development patterns that promote vibrant commercial and residential areas;
6. Allow for a range of high-quality housing options;
7. Attract and retain businesses and industries that provide jobs for local residents;
8. Continue to maintain and improve multimodal transportation opportunities;
9. Maintain strong fiscal sustainability and continue to provide efficient and adequate public services;
10. Address new requirements of State law; and
11. Address emerging transportation, housing, and employment trends.

1.4 PROJECT CHARACTERISTICS

The City Lawndale is preparing a comprehensive update to its existing General Plan. The updated Lawndale General Plan is expected to be adopted in 2023 and will guide the City’s development, growth, and conservation through land use objectives and policy guidance. The General Plan Update is intended to be an expression of the community’s vision for the City and Planning Area, and constitutes the policy and regulatory framework by which future development projects will be reviewed and public improvements will be implemented. The City will implement the General Plan Update by requiring development, infrastructure improvements, and other projects to be consistent with its policies, and by implementing the actions included in the General Plan Update.

The Lawndale General Plan Update includes a comprehensive set of goals, policies, and actions (implementation measures), organized into Elements, as well as a revised Land Use Map (refer to [Figure 3-5, *General Plan Update Land Use Map*](#) in [Section 3.0](#)). The goals and policies provide guidance to the City on how to direct change, manage growth, and manage resources over the 20-year life of the General Plan. In order to ensure that the goals and policies in the General Plan are effectively implemented, a series of actions, or implementation measures have been developed, and are presented in each Element alongside the goals and policies they implement.



The General Plan Update includes the following Elements: Land Use Element; Mobility Element (Circulation); Resource Management Element (Conservation, Open Space and Air Quality); Public Safety Element (Safety and Noise); Environmental Justice Element; Economic Development Element; and Community Facilities Element. Together, they present a consistent policy platform, as required by law.

1.4.1 GENERAL PLAN BUILDOUT ANALYSIS

The maximum density or intensity permitted for an individual parcel is controlled by the land use designation, unless a density bonus pursuant to Lawndale Municipal Code Chapter 17.50, *Density Bonus Provisions for Residential Units* applies. In addition to the land use designation, development of a parcel is influenced by a variety of factors including the physical characteristics of a parcel, compatibility with nearby uses, access and infrastructure limitations, market factors, and previous developments trends.

While no specific development projects are proposed as part of the Lawndale General Plan Update, the General Plan Update will accommodate future growth in Lawndale, including new businesses, expansion of existing businesses, and new residential uses. New growth is anticipated to occur primarily within the Hawthorne Boulevard Specific Plan area. The buildout analysis assumes a 20-year planning horizon, and 2045 is to be the full buildout year of the General Plan (the point at which all parcels in the City are developed according to their General Plan land use designation).

Table 1-1, *General Plan Update Growth Assumptions*, summarizes the growth anticipated by the General Plan Update based upon the buildout potential associated with the General Plan Update Land Use Map in 2045 compared to existing on-the-ground conditions by General Plan Update Land Use Designation (refer to Table 3-3, *General Plan 2045 Buildout by Land Use Designation*, of Section 3.0).

**Table 1-1
General Plan Update Growth Assumptions**

Description	Housing Units	Population	Non-Residential Development (Square Feet)	Jobs
Existing Conditions (2022)	11,463	37,948	4,542,162	6,470
2045 General Plan	15,405	47,430	5,351,026	9,208
Net Change	+3,942	+9,482	+808,864	+2,738

1.5 ENVIRONMENTAL IMPACTS

The City determined that a Program EIR should be prepared pursuant to the California Environmental Quality Act Guidelines (CEQA Guidelines). The environmental issues identified by the City for assessment in the Program EIR are:

- Aesthetics
- Agricultural Resources
- Air Quality



- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

Section 5.0, *Environmental Analysis*, of this EIR provides a description of potential environmental impacts of the General Plan Update. After implementation of the General Plan Update goals, policies, and actions, most of the potentially significant impacts associated with the proposed General Plan Update would be reduced to a less than significant level. However, the impacts listed below could not be feasibly mitigated and would result in a significant and unavoidable impact with implementation of the General Plan Update.

Air Quality

- General Plan implementation would result in a cumulatively considerable net increase of criteria pollutants for which the project region is non-attainment under an applicable Federal or State ambient air quality standard during construction and operational activities.
- General Plan implementation would expose sensitive receptors to substantial pollutant concentrations during construction and operational activities.
- General Plan implementation would result in a cumulatively considerable contribution to significant cumulative air quality impacts with the potential to expose sensitive receptors to substantial pollutant concentrations.

Greenhouse Gas Emissions

- Project implementation would generate greenhouse gas emissions that would not satisfy the Greenhouse Gas reduction targets established by Federal and State law and may have a significant effect on the environment.
- Project implementation would contribute to global climate change through a cumulatively considerable contribution of greenhouse gases. The Project would result in a cumulatively considerable and significant adverse GHG emissions impact.



1.6 SUMMARY OF PROJECT ALTERNATIVES

Pursuant to Section 15126.6 of the CEQA Guidelines, “an EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. An EIR is not required to consider alternatives which are infeasible. The lead agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives.” This EIR includes two alternatives as discussed below.

- Alternative 1 – No Project Alternative
- Alternative 2 – Reduced Growth Alternative

Alternative 1: No Project Alternative

As required by CEQA Guidelines Section 15126.6(e), under Alternative 1, the City would not adopt the General Plan Update. The existing Lawndale General Plan would continue to be implemented and no changes to the General Plan, including the Land Use Map, goals, policies, or actions would occur. This Alternative assumes that ultimate development of the 1992 General Plan would occur and the 1992 General Plan would continue to provide outdated information regarding several issues, including projections and policy direction that were identified in the 1990s that are not reflective of the existing socioeconomic data and anticipated development patterns. This Alternative assumes increased residential development opportunities in the Hawthorne Boulevard Specific Plan area and Housing Opportunity Overlay land use designation areas in order to accommodate the City’s Regional Housing Needs Allocation (RHNA) as identified in the 2021-2029 Housing Element, would not occur. Subsequent projects, such as updating the Hawthorne Boulevard Specific Plan and amending the Municipal Code (including the zoning map), would not occur. The existing General Plan Land Use Map is shown on [Figure 3.3](#) in [Section 3.0](#).

The development anticipated by the No Project Alternative would result in the following when compared to the General Plan Update:

- 2,019 fewer housing units;
- 8,778 fewer residents;
- 280,047 fewer nonresidential square feet of development; and
- 491 fewer jobs.

Alternative 2: Reduced Growth Alternative

Under Alternative 2, the City would adopt the updated General Plan policy document, but at residential densities lower than those reflected in the proposed General Plan Update. This Alternative is defined by two major changes from the proposed General Plan Update:



1. Reduction in the maximum density associated with the Housing Opportunity Overlay (HOO) land use designation; in Alternative 2, the maximum density for residential development in areas designated with the HOO is reduced from 100 du/ac to 33 du/ac (consistent with the maximum density proposed for the High Density Residential land use designation).
2. Reduction in the maximum density associated with residential development within the Hawthorne Boulevard Specific Plan (HBSP) land use designation; in Alternative 2, the maximum density for residential development in the HBSP is reduced from 150 du/ac to 33 du/ac (consistent with the maximum density proposed for the High Density Residential land use designation).

Under Alternative 2, non-residential development potential and anticipated job growth would remain unchanged from the proposed General Plan Update. This alternative continues to allow for mixed-use opportunities with less residential development potential than allowed under the General Plan Update. It also reflects a maximum residential density of 33 du/ac, consistent with the maximum residential density allowed under the current General Plan. This alternative was developed to potentially reduce the severity of potential impacts related to air quality and greenhouse gas emissions, as overall development of residential uses would be less than what could develop under the proposed Project.

The development anticipated by the Reduced Growth Alternative would result in the following when compared to the General Plan Update:

- 1,603 fewer housing units;
- 3,639 fewer residents;
- Nonresidential development would remain the same; and
- Employment opportunities would remain the same.

1.7 SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

In accordance with the CEQA Guidelines, this EIR focuses on the Project's significant effects on the environment. The CEQA Guidelines defines a significant effect as a substantial adverse change in the physical conditions, which exist in the area affected by the proposed project. A less than significant effect is one in which there is no long or short-term significant adverse change in environmental conditions. Some impacts are reduced to a less than significant level with the implementation of General Plan Update policies and actions, mitigation measures, and/or compliance with regulations.

The environmental impacts of the proposed Project, the impact level of significance prior to mitigation, the proposed mitigation measures to mitigate an impact, and the impact level of significance after mitigation are summarized in [Table 1-2, *Summary of Environmental Impacts and Mitigation Measures*](#).



**Table 1-2
Summary of Environmental Impacts and Mitigation Measures**

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
5.1 Aesthetics			
Would the project have a substantial adverse effect on a scenic vista?	Land Use Policies 3.1, 3.3, 3.5, 4.2, 4.3. Land Use Actions 3a, 3b, 4e.	No mitigation measures are required.	Less Than Significant Impact
Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	No relevant proposed General Plan Update goals, policies, and actions.	No mitigation measures are required.	No Impact
In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	Land Use Policies 1.1, 3.3, 3.9, 4.2, 4.3. Land Use Actions 1a, 1b, 1c, 1d, 4e.	No mitigation measures are required.	Less Than Significant Impact
Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Land Use Policy 3.7. Land Use Actions 3c, 3d, 3e.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, have a substantial adverse effect on a scenic vista?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	No relevant proposed General Plan Update goals, policies, and actions.	No mitigation measures are required.	No Impact
Would the project, combined with other related cumulative projects, conflict with applicable zoning and other regulations governing scenic quality?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact



Table 1-2 (continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
Would the project, combined with other related cumulative projects, create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact
5.2 Agricultural Resources			
Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	No relevant proposed General Plan Update goals, policies, and actions.	No mitigation measures are required.	No Impact
Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?	No relevant proposed General Plan Update goals, policies, and actions.	No mitigation measures are required.	No Impact
Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	No relevant proposed General Plan Update goals, policies, and actions.	No mitigation measures are required.	No Impact
Implementation of the proposed General Plan Update would have no impact on forest land, timber, or timber production.	No relevant proposed General Plan Update goals, policies, and actions.	No mitigation measures are required.	No Impact
Would the project, combined with other related cumulative projects, convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	No relevant proposed General Plan Update goals, policies, and actions.	No mitigation measures are required.	No Impact



Table 1-2 (continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
Would the project, combined with other related cumulative projects, conflict with existing zoning for agricultural use, or a Williamson Act contract?	No relevant proposed General Plan Update goals, policies, and actions.	No mitigation measures are required.	No Impact
Would the project, combined with other related cumulative projects, involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	No relevant proposed General Plan Update goals, policies, and actions.	No mitigation measures are required.	No Impact
5.3 Air Quality			
Would the project conflict with or obstruct implementation of the applicable air quality plan?	Land Use Policies 1.1, 1.2, 1.4, 1.6. Land Use Action 3b. Mobility Policies 3.1, 3.2, 5.3, 6.1, 6.2, 6.3, 6.4, 6.5, 6.6, 9.2. Mobility Actions 3a, 5a, 6a, 6b, 6c, 9b. Resource Management Goals 4, 5. Resource Management Policies 4.1, 4.2, 4.3, 4.4, 4.5, 4.6, 4.7, 4.8, 4.9, 4.10, 5.1, 5.2, 5.3, 5.4, 5.5, 5.6, 5.7, 5.8, 5.9. Resource Management Actions 4a, 4b, 4c, 4d, 4e, 4f, 4g, 4h, 4j, 4k, 4l, 5a, 5b, 5c, 5d, 5e, 5f, 5g, 5h.	No mitigation measures are required.	Less Than Significant Impact
Would the project result in cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under the applicable federal or state ambient air quality standard?	Refer to the General Plan Update goals, policies and actions cited above in this section.	There is no feasible mitigation available for this impact.	Significant and Unavoidable Impact



Table 1-2 (continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
Would the project expose sensitive receptors to substantial pollutant concentrations?	Refer to the General Plan Update goals, policies and actions cited above in this section.	There is no feasible mitigation available for this impact.	Significant and Unavoidable Impact
Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	No proposed General Plan Update goals, policies, or actions specific to odors.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, conflict with or obstruct implementation of the applicable air quality plan?	Refer to the General Plan Update goals, policies and actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, conflict with or obstruct implementation of the applicable air quality plan, or result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard?	Refer to the General Plan Update goals, policies and actions cited above in this section.	No mitigation measures are required.	Significant and Unavoidable Impact
Would the project, combined with other related cumulative projects, expose sensitive receptors to substantial pollutant concentrations?	Refer to the General Plan Update goals, policies and actions cited above in this section.	No mitigation measures are required.	Significant and Unavoidable Impact
Would the project, combined with other related cumulative projects, result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Refer to the General Plan Update goals, policies and actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact



Table 1-2 (continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
5.4 Biological Resources			
Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	Resource Management Goal 1. Resource Management Policies 1.1, 1.3, 1.7, 1.8, 6.3. Resource Management Actions 1b, 1c, 1g, 1h, 6a. Public Safety Policy 7.3.	No mitigation measures are required.	Less Than Significant Impact
Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	Resource Management Policy 6.3. Resource Management Action 6a.	No mitigation measures are required.	Less Than Significant Impact
Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Resource Management Policy 6.3. Resource Management Action 6a.	No mitigation measures are required.	Less Than Significant Impact
Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Resource Management Goal 1. Resource Management Policies 1.1, 1.3, 1.7, 1.8, 6.3. Resource Management Actions 1b, 1c, 1g, 1h, 6a. Public Safety Policy 7.3.	No mitigation measures are required.	Less Than Significant Impact
Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Resource Management Element Policy 1.7.	No mitigation measures are required.	Less Than Significant Impact



Table 1-2 (continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	There are no General Plan Update goals, policies, or actions specific to habitat conservation plans.	No mitigation measures are required.	No Impact
Would the project, combined with other related cumulative projects, have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Refer to the General Plan Update goals, policies and actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Refer to the General Plan Update goals, policies and actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Refer to the General Plan Update goals, policies and actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Refer to the General Plan Update goals, policies and actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact



Table 1-2 (continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
Would the project, combined with other related cumulative projects, conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Refer to the General Plan Update goals, policies and actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	Refer to the General Plan Update goals, policies and actions cited above in this section.	No mitigation measures are required.	No Impact
5.5 Cultural Resources			
Would the project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	Resource Management Policies 3.1, 3.2, 3.3, 3.4, 3.6, 3.7. Resource Management Actions 3a, 3b, 3c, 3d, 3e.	No mitigation measures are required.	Less Than Significant Impact
Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	Resource Management Policies 3.1, 3.2, 3.4, 3.7. Resource Management Actions 3a, 3e.	No mitigation measures are required.	Less Than Significant Impact
Would the project disturb any human remains, including those interred outside of formal cemeteries?	Resource Management Policies 3.1, 3.5. Resource Management Action 3g.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	Refer to the General Plan Update goals, policies and actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Refer to the General Plan Update goals, policies and actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact



Table 1-2 (continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
Would the project, combined with other related cumulative projects, disturb any human remains, including those interred outside of dedicated cemeteries?	Refer to the General Plan Update goals, policies and actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact
5.6 Energy			
Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation; or conflict with or obstruct a state or local plan for renewable energy or energy efficiency	Resource Management Goals 4, 5. Resource Management Policies 4.1, 4.2, 4.3, 4.4, 4.5, 4.6, 4.7, 4.8, 4.9, 4.10, 5.1, 5.2, 5.3, 5.4, 5.5, 5.6, 5.7, 5.8, 5.9. Resource Management Action 4a, 4b, 4c, 4d, 4e, 4f, 4g, 4h, 4i, 4j, 4k, 4l, 5a, 5b, 5c, 5d, 5e, 5f, 5g, 5h.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.	Refer to the General Plan Update goals, policies and actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact
5.7 Geology & Soils			
Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, including liquefaction, or landslides?	Public Safety Goal 2. Public Safety Policies 2.1, 2.2, 2.3, 2.4. Public Safety Actions 2a, 2b, 2c, 2d, 2e.	No mitigation measures are required.	Less Than Significant Impact
Result in substantial soil erosion or the loss of topsoil?	Resource Management Policy 6.2. Resource Management Action 6a. Public Safety Policies 5.4, 5.6. Public Safety Action 2d.	No mitigation measures are required.	Less Than Significant Impact



Table 1-2 (continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	Public Safety Goal 2. Public Safety Policies 2.1, 2.2, 2.3, 2.4. Public Safety Actions 2a, 2b, 2c, 2d, 2e.	No mitigation measures are required.	Less Than Significant Impact
Be located on expansive soil, as defined in Tables 18-1-D of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	Public Safety Goal 2. Public Safety Policies 2.1, 2.2, 2.3. Public Safety Actions 2a, 2b, 2c, 2d, 2e.	No mitigation measures are required.	Less Than Significant Impact
Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	There are no General Plan Update goals, policies, or actions specific to septic tanks or alternative waste water disposal systems.	No mitigation measures are required.	No Impact
Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Resource Management Policy 3.1. Resource Management Actions 3a, 3f.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	Refer to the General Plan Update goals, policies and actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking or seismic-related ground failure, including liquefaction?	Refer to the General Plan Update goals, policies and actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact



Table 1-2 (continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
Would the project, combined with other related cumulative projects result in substantial soil erosion or the loss of topsoil?	Refer to the General Plan Update goals, policies and actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse or be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	Refer to the General Plan Update goals, policies and actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	There are no General Plan Update goals, policies, or actions specific to septic tanks or alternative waste water disposal systems.	No mitigation measures are required.	No Impact
Would the project, combined with other related cumulative projects directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Refer to the General Plan Update goals, policies and actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact



Table 1-2 (continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
5.8 Greenhouse Gas Emissions			
<p>Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?</p>	<p>Land Use policies 1.1, 1.2, 1.4. Mobility Policies 3.1, 3.2, 5.1, 5.2, 5.3, 6.1, 6.2, 6.3, 6.4, 6.5, 6.6, 9.2, 9.3, 9.4. Mobility Actions 5a, 6a, 6b, 6c, 9a, 9b. Resource Management Goals 4, 5. Resource Management Policies 4.1, 4.2, 4.3, 4.4, 4.5, 4.6, 4.7, 4.8, 4.9, 4.10, 5.1, 5.2, 5.3, 5.4, 5.5, 5.6, 5.7, 5.8, 5.9. Resource Management Actions 4a, 4b, 4c, 4d, 4e, 4f, 4g, 4h, 4i, 4j, 4k, 4l, 5a, 5b, 5c, 5d, 5e, 5f, 5g, 5h.</p>	<p>There is no feasible mitigation available for this impact.</p>	<p>Significant and Unavoidable Impact</p>
<p>Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?</p>	<p>Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.</p>	<p>There is no feasible mitigation available for this impact.</p>	<p>Significant and Unavoidable Impact</p>
<p>Would the Project, combined with other related cumulative projects, generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, or conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?</p>	<p>Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.</p>	<p>There is no feasible mitigation available for this impact.</p>	<p>Significant and Unavoidable Impact</p>



Table 1-2 (continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
5.9 Hazards & Hazardous Materials			
Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Mobility Policy 7.1. Mobility Action 7a. Resource Management Policy 2.3. Public Safety Goals 1, 3. Public Safety Policies 1.1, 1.2, 1.3, 1.4, 1.5, 1.6, 1.7, 1.8, 3.1, 3.2, 3.3, 3.4, 3.5, 3.6, 3.7, 3.8, 3.9. Public Safety Actions 1a, 1b, 1c, 1d, 1e, 1f, 3a, 3b, 3c, 3d, 3e.	No mitigation measures are required.	Less Than Significant Impact
Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Mobility Policy 7.1. Mobility Action 7a. Resource Management Policy 2.3. Public Safety Goal 3. Public Safety Policies 3.1, 3.2, 3.3, 3.4, 3.5, 3.6, 3.7, 3.8, 3.9. Public Safety Actions 3a, 3b, 3c, 3d, 3e.	No mitigation measures are required.	Less Than Significant Impact
Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Mobility Policy 7.1. Mobility Action 7a. Resource Management Policy 2.3. Public Safety Goal 3. Public Safety Policies 3.1, 3.2, 3.3, 3.4, 3.5, 3.6, 3.7, 3.8, 3.9. Public Safety Actions 3a, 3b, 3c, 3d, 3e.	No mitigation measures are required.	Less Than Significant Impact



Table 1-2 (continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Public Safety Goal 3. Public Safety Policies 3.1, 3.2, 3.3, 3.4, 3.5. Public Safety Actions 3a, 3b, 3c.	No mitigation measures are required.	Less Than Significant Impact
For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	There are no General Plan Update goals, policies, or actions specific to airports.	No mitigation measures are required.	Less Than Significant Impact
Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Public Safety Goal 1. Public Safety Policies 1.1, 1.2, 1.3, 1.4, 1.5, 1.6, 1.7, 1.8. Public Safety Actions 1a, 1b, 1c, 1d, 1e, 1f.	No mitigation measures are required.	Less Than Significant Impact
Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	Public Safety Goal 4. Public Safety Policies 4.1, 4.2, 4.3, 4.4, 4.5. Public Safety Actions 4a, 4b.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact



Table 1-2 (continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
Would the project, combined with other related cumulative projects, create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, combined with other related cumulative projects, result in significant cumulative impacts with respect to wildfire?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact



Table 1-2 (continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
5.10 Hydrology			
Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	Resource Management Policies 6.2, 6.4. Resource Management Action 6a. Community Facilities Policies 4.1, 4.2, 4.3, 4.4. Community Facilities Actions 4a, 4b, 4c, 4d, 4e.	No mitigation measures are required.	Less Than Significant Impact
Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Resource Management Policies 6.1, 6.2. Resource Management Actions 6b, 6c. Community Facilities Policies 2.1, 2.2, 2.3. Community Facilities Actions 2a, 2c.	No mitigation measures are required.	Less Than Significant Impact
<p>Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:</p> <ul style="list-style-type: none"> • result in substantial erosion or siltation on- or off-site; • substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; • create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or • impede or redirect flood flows? 	Resource Management Policies 6.2, 6.4. Resource Management Action 6a. Public Safety Policies 5.1, 5.3, 5.4, 5.5, 5.6. Public Safety Actions 5a, 5b, 5c. Community Facilities Policies 4.1, 4.2, 4.3, 4.4. Community Facilities Actions 4a, 4b, 4c, 4d, 4e.	No mitigation measures are required.	Less Than Significant Impact



Table 1-2 (continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
Would the project, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	Resource Management Policies 6.2, 6.4. Resource Management Action 6a. Public Safety Policies 5.1, 5.2, 5.3, 5.4, 5.5, 5.6. Public Safety Actions 5a, 5b, 5c.	No mitigation measures are required.	Less Than Significant Impact
Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Resource Management Policies 6.1, 6.2, 6.4. Resource Management Action 6a, 6b, 6c. Community Facilities Policies 2.1, 2.2, 2.3, 4.2, 4.3, 4.4. Community Facilities Actions 4a, 4b, 4c, 4d, 4e.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact



Table 1-2 (continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
<p>Would the project, combined with other related cumulative projects, substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:</p> <ul style="list-style-type: none"> • result in substantial erosion or siltation on- or off-site; • substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; • create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or • impede or redirect flood flows? 	<p>Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant Impact</p>
<p>Would the project, combined with other related cumulative projects, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?</p>	<p>Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant Impact</p>
<p>Would the project, combined with other related cumulative projects, conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?</p>	<p>Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant Impact</p>
<p>5.11 Land Use and Population</p>			
<p>Would the project physically divide an established community?</p>	<p>Land Use Policies 1.1, 2.1, 3.1, 4.3. Land Use Actions 3b, 3c, 4e.</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant Impact</p>



Table 1-2 (continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
<p>Would the project conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?</p>	<p>Land Use Policies 1.1, 1.2, 1.6, 2.2, 3.1, 4.3, 4.4, 4.7. Land Use Actions 1e, 3b, 3c, 4e, 4f.</p> <p>Mobility Policies 1.7, 2.2, 2.3, 3.1, 3.2, 3.3, 3.6, 5.1, 5.2, 5.3, 5.4, 5.5, 5.6, 6.1, 6.2, 6.4, 6.5, 6.6, 7.1, 7.2, 9.2, 9.3, 9.4. Mobility Actions 1e, 2a, 3a, 5a, 5b, 6a, 6b, 6c, 7a, 9a, 9b.</p> <p>Resource Management Policies 1.9, 1.10, 2.4, 2.5, 4.1, 4.2, 4.3, 4.4, 4.5, 4.6, 4.8, 4.9, 4.10, 5.1, 5.2, 5.3, 5.4, 5.5. Resource Management Actions 1g, 1h, 2a, 4a, 4b, 4c, 4d, 4e, 4f, 4g, 4h, 4i, 4j, 4k, 4l, 5a, 5b, 5c, 5d, 5e, 5f, 5g, 5h.</p> <p>Public Safety Policies 7.1, 7.2, 7.3, 7.4, 7.5, 7.6, 7.7, 7.8, 7.9, 7.10, 7.11, 7.12, 7.13. Public Safety Actions 7a, 7b, 7c, 7d, 7e, 7f.</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant Impact</p>
<p>Would the project, combined with other related cumulative projects, physically divide an established community?</p>	<p>Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant Impact</p>
<p>Would the project, combined with other related cumulative projects, cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?</p>	<p>Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant Impact</p>



Table 1-2 (continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
5.12 Mineral Resources			
Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	There are no relevant General Plan Update goals, policies, and actions.	No mitigation measures are required.	Less Than Significant Impact
Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	There are no relevant General Plan Update goals, policies, and actions.	No mitigation measures are required.	No Impact
Would the project, combined with other relative cumulative projects, result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	There are no relevant General Plan Update goals, policies, and actions.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other relative cumulative projects, result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	There are no relevant General Plan Update goals, policies, and actions.	No mitigation measures are required.	No Impact
5.13 Noise			
Would the project result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Public Safety Policies 6.1, 6.2, 6.3, 6.4, 6.8, 6.9. Public Safety Actions 6c, 6d, 6e, 6f.	No mitigation measures are required.	Less Than Significant Impact
Would the project result in the generation of excessive groundborne vibration or groundborne noise levels?	Public Safety Policy 6.14. Public Safety Actions 6c, 6k.	No mitigation measures are required.	Less Than Significant Impact



Table 1-2 (continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
For a project located within the vicinity of a private airstrip land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise?	There are no relevant General Plan Update goals, policies, and actions.	No mitigation measures are required.	No Impact
Would the project, combined with other related cumulative projects, generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, generate excessive groundborne vibration or groundborne noise levels?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact
For a project located within the vicinity of a private airstrip land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project, combined with other related cumulative projects, expose people residing or working in the project area to excessive noise?	There are no relevant General Plan Update goals, policies, and actions.	No mitigation measures are required	No Impact
5.14 Population and Housing			
Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	Land Use Goal 2. Land Use Policies 1.1, 1.2, 2.2, 3.1. Land Use Actions 1e, 3c.	No mitigation measures are required.	Less Than Significant Impact
Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	Land Use Goal 2. Land Use Policies 1.1, 2.2, 2.3, 3.1, 3.3, 3.4. Land Use Actions 2e, 3c, 3e.	No mitigation measures are required.	Less Than Significant Impact



Table 1-2 (continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
Would the project, combined with other related cumulative projects, induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes, and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact
5.15 Public Services			
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: fire protection and emergency services?	Land Use Policies 1.5, 2.6. Land Use Action 1e. Public Safety Policies 1.5, 4.1, 4.2, 4.4. Public Safety Actions 1e, 4a. Community Facilities Goal 1. Community Facilities Policy 1.1, 1.2, 1.3, 1.4, 1.5, 1.8, 1.9, 1.10, 1.11. Community Facilities Actions 1a, 1b, 1c, 1d, 1e.	No mitigation measures are required.	Less Than Significant Impact
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: police protection?	Land Use Policies 1.5, 2.6. Land Use Action 1e. Public Safety Policy 1.5. Public Safety Action 1e. Community Facilities Goal 1. Community Facilities Policy 1.1, 1.2, 1.3, 1.4, 1.5, 1.8, 1.9, 1.10, 1.11. Community Facilities Actions 1a, 1b, 1c, 1d, 1e.	No mitigation measures are required.	Less Than Significant Impact



Table 1-2 (continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
<p>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: schools?</p>	<p>Land Use Policies 1.5, 2.6. Land Use Action 1e. Community Facilities Goal 1. Community Facilities Policy 1.1, 1.2, 1.3, 1.4, 1.5, 1.8, 1.9, 1.10, 1.11, 6.1, 6.2, 6.3. Community Facilities Actions 1a, 1b, 1c, 1d, 1e, 6a.</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant Impact</p>
<p>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: library facilities?</p>	<p>Land Use Policies 1.5, 2.6. Land Use Action 1e. Community Facilities Goal 1. Community Facilities Policy 1.1, 1.2, 1.3, 1.4, 1.5, 1.8, 1.9, 1.10, 1.11, 6.6. Community Facilities Actions 1a, 1b, 1c, 1d, 1e, 6b.</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant Impact</p>
<p>Would the Project, combined with other relevant cumulative projects, result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: fire protection?</p>	<p>Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant Impact</p>



Table 1-2 (continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
Would the Project, combined with other relevant cumulative projects, result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: police protection?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact
Would the Project, combined with other relevant cumulative projects, result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: schools?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact
Would the Project, combined with other relevant cumulative projects, result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: other public facilities?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact



Table 1-2 (continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
5.16 Parks and Recreation			
<p>Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?</p>	<p>Land Use Policy 1.5. Land Use Action 1e. Resource Management Policies 1.1, 1.2, 1.4, 1.5, 1.8. Resource Management Actions 1a, 1b, 1c, 1d, 1h. Community Facilities Goal 1. Community Facilities Policy 1.1, 1.2, 1.3, 1.4, 1.5. Community Facilities Actions 1b, 1c, 1d.</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant Impact</p>
<p>Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?</p>	<p>Land Use Policies 1.5, 2.6. Land Use Action 1e. Resource Management Policies 1.1, 1.4, 1.5. Resource Management Actions 1a, 1b, 1c, 1d. Community Facilities Goal 1. Community Facilities Policy 1.1, 1.2, 1.3, 1.4, 1.5. Community Facilities Actions 1b, 1c, 1d.</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant Impact</p>
<p>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: parks?</p>	<p>Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant Impact</p>



Table 1-2 (continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
Would the project, combined with other relevant cumulative projects, result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Parks?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact
Would the Project, combined with other relevant cumulative projects, increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact
Would the Project, combined with other relevant cumulative projects, include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact



Table 1-2 (continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
5.17 Transportation			
Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities?	Land Use Policies 1.1, 1.2, 4.4. Mobility Goals 1, 3, 6. Mobility Policies 1.5, 1.7, 2.3, 3.1, 3.2, 3.3, 3.6, 5.1, 5.2, 5.3, 5.4, 5.5, 5.6, 6.1, 6.2, 6.4, 6.5, 6.6. Mobility Actions 1a, 1b, 1e, 3a, 5a, 5b, 6a, 6b, 6c. Resource Management Policies 1.9, 1.10, 4.4, 4.5, 4.6. Resource Management Actions 1g, 1h, 4g, 4h. Economic Development Policies 4.2, 4.3. Economic Development Action 4c.	No mitigation measures are required.	Less Than Significant Impact
Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	Land Use Policies 1.1, 1.2, 2.2, 4.4. Mobility Goals 3, 6. Mobility Policies 3.1, 3.2, 3.3, 3.6, 5.1, 5.2, 5.3, 5.4, 5.5, 6.1, 6.2, 6.4, 6.5, 6.6, 9.1, 9.2, 9.3, 9.4. Mobility Actions 3a, 5a, 5b, 6a, 6b, 6c, 9a, 9b. Resource Management Policies 1.9, 1.10, 4.4, 4.5, 4.6. Resource Management Actions 1g, 1h, 4g, 4h.	No mitigation measures are required.	Less Than Significant Impact



Table 1-2 (continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
Would the project substantially increase hazards due to geometric design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Land Use Goal 3. Land Use Policies 1.1, 3.1, 3.4. Land Use Action 3b. Mobility Goal 3. Mobility Policies 3.1, 3.4, 3.5, 3.6. Mobility Actions 3a, 3e.	No mitigation measures are required.	Less Than Significant Impact
Would the project result in inadequate emergency access?	Mobility Element Goal 3. Mobility Element Policies 2.1, 2.2, 3.5. Action 3e. Public Safety Policy 1.6, 4.3.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, substantially increase hazards due to geometric design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, result in inadequate emergency access?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact



Table 1-2 (continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
5.18 Tribal Cultural Resources			
<p>Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:</p> <p>Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k); or</p> <p>A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.</p>	<p>Resource Management Policies 3.1, 3.2, 3.5. Resource Management Actions 3a, 3e, 3g.</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant Impact</p>



Table 1-2 (continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
<p>Would the project, combined with other related cumulative projects, cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:</p> <p>Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k); or</p> <p>A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.</p>	<p>Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant Impact</p>



Table 1-2 (continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
5.19 Utilities and Service Systems			
<p>Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?</p>	<p>Land Use Policy 2.6. Land Use Action 1e. Resource Management Policies 5.4, 5.5, 6.1, 6.2, 6.4. Resource Management Actions 5a, 5b, 5c, 6b, 6c. Community Facilities Goal 1. Community Facilities Policies 1.1, 1.2, 1.3, 1.4, 1.5, 1.8, 1.9, 1.10, 1.11, 2.1, 2.2, 2.3, 3.1, 3.2, 3.3, 4.1, 5.1. Community Facilities Actions 1a, 1b, 1c, 1d, 1e, 2a, 2c, 3a, 4d, 4e, 5a.</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant Impact</p>
<p>Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?</p>	<p>Resource Management Policies 6.1, 6.2. Resource Management Action 6b, 6c. Community Facilities Policies 2.1, 2.2, 2.3. Community Facilities Actions 2a, 2c.</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant Impact</p>
<p>Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?</p>	<p>Land Use Policy 2.6. Land Use Action 1e. Community Facilities Goal 1. Community Facilities Policies 1.1, 1.3, 1.5, 1.8, 1.10, 1.11, 3.1, 3.2, 3.3. Community Facilities Actions 1a, 1b, 1c, 1d, 1e, 3a.</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant Impact</p>



Table 1-2 (continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
Would the project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	Resource Management Policies 2.1, 2.2, 2.4, 2.5, 2.6, 2.7. Resource Management Actions 2a, 2c, 2e.	No mitigation measures are required.	Less Than Significant Impact
Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	Resource Management Policies 2.1, 2.2, 2.4, 2.5, 2.6, 2.7. Resource Management Actions 2a, 2c, 2e.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, require or result in the relocation or construction of new or expanded water facilities, the construction or relocation of which could cause significant environmental effects, or have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, require or result in the relocation or construction of new or expanded wastewater facilities, the construction or relocation of which could cause significant environmental effects, or result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, require or result in the relocation or construction of new or expanded stormwater facilities, the construction or relocation of which could cause significant environmental effects?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact



Table 1-2 (continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
Would the project, combined with other related cumulative projects, require or result in the relocation or construction of new or expanded electrical, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals, and comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact
5.20 Wildfire			
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?	Public Safety Goal 1. Public Safety Policy 1.2, 1.3, 1.4, 1.6, 4.2, 4.3. Public Safety Action 1a, 1b.	No mitigation measures are required.	No Impact
Would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	Public Safety Goal 4. Public Safety Policies 1.4, 1.6, 4.1, 4.2, 4.4. Public Safety Action 4a, 4b.	No mitigation measures are required.	No Impact
Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	Public Safety Goal 4. Public Safety Policies 1.2, 1.4, 1.5, 4.1, 4.2, 4.4.	No mitigation measures are required.	No Impact



Table 1-2 (continued)
Summary of Environmental Impacts and Mitigation Measures

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	Public Safety Goals 1, 4, 5. Public Safety Policies 1.2, 4.1, 4.2, 5.3, 5.4, 5.6. Public Safety Action 4a.	No mitigation measures are required.	No Impact
Would the project, combined with other related cumulative projects, substantially impair an adopted emergency response plan or emergency evacuation plan?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	No Impact
Would the project, combined with other related cumulative projects, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	No Impact
Would the project, combined with other related cumulative projects, require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	No Impact
Would the project, combined with other related cumulative projects, expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	No Impact



This page intentionally left blank.



2.0 INTRODUCTION AND PURPOSE

The California Environmental Quality Act (CEQA) specifies that before a public agency decides to approve a project that could have one or more adverse effects on the physical environment, the agency must inform itself about the Project's potential environmental impacts, give the public an opportunity to comment on the environmental issues, and take feasible measures to avoid or reduce potential harm to the physical environment. The State CEQA Guidelines are located within the California Code of Regulations (CCR), Title 14, Division 6, Chapter 3, Sections 15000-15387, while the CEQA Statute is codified as Public Resources Code Sections 21000-21189.70.10.

2.1 PURPOSE OF THE EIR

The California Environmental Quality Act (CEQA) requires that all State and local agencies consider the potential environmental impacts of projects over which they have discretionary authority. An Environmental Impact Report (EIR) is intended to provide decision-makers and the public with information concerning the potential environmental impacts of a proposed project, possible ways to reduce or avoid the possible significant environmental impacts, and identify alternatives to the project. An EIR must also disclose significant impacts that cannot be avoided; growth inducing impacts; effects found not to be significant; as well as significant cumulative impacts of all past, present, and reasonably anticipated future projects.

The City of Lawndale is the Lead Agency under CEQA and is responsible for preparing this Program EIR for the General Plan Update (State Clearinghouse No. 2022120088). This Program EIR has been prepared in conformance with CEQA (California Public Resources Code Section 21000 et seq.), CEQA Guidelines (California Code of Regulations, Title 14, Section 15000 et seq.), and the rules, regulations, and procedures for implementation of CEQA, as adopted by the City of Lawndale. The principal CEQA Guidelines sections governing content of this document are Sections 15120 through 15132 (Contents of Environmental Impact Reports), and Section 15168 (Program EIR).

The purpose of this Program EIR is to review the existing conditions, analyze potential environmental impacts, identify General Plan Update policies and programs that serve as mitigation, and identify additional mitigation measures to reduce potentially significant effects of the proposed City of Lawndale General Plan Update (General Plan Update). For more detailed information regarding the proposed Project, refer to [Section 3.0, Project Description](#).

The City of Lawndale (which has the principal responsibility for processing and approving the Project) and other public (i.e., responsible and trustee) agencies that may use this Program EIR in the decision-making or permit process will consider the information in this Program EIR, along with other information that may be presented during the CEQA process. Environmental impacts are not always able to be mitigated to a level considered less than significant; in those cases, impacts are considered significant and unavoidable impacts. In accordance with Section 15093(b) of the CEQA Guidelines, if a public agency approves a project that has significant impacts that cannot be mitigated (i.e., significant unavoidable impacts), the agency shall state in writing the specific reasons for approving the project, based on the Final EIR and any other



information in the public record for the project. This is termed, per Section 15093 of the CEQA Guidelines, a “statement of overriding considerations.”

This document analyzes the environmental effects of the General Plan Update to the degree of specificity appropriate to the current proposed actions, as required by Section 15146 of the CEQA Guidelines. The analysis considers the activities associated with the Project to determine the short-term and long-term effects associated with their implementation. This Program EIR discusses both the direct and indirect impacts of this Project, as well as the cumulative impacts associated with other past, present, and reasonably foreseeable future projects at a programmatic level.

This EIR has been prepared as a Program EIR in accordance with CEQA Guidelines Section 15168, which states the following:

- a) *General. A program EIR is an EIR which may be prepared on a series of actions that can be characterized as one large project and are related either:*
 1. *Geographically,*
 2. *As logical parts in the chain of contemplated actions,*
 3. *In connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program, or*
 4. *As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.*
- b) *Advantages. Use of a program EIR can provide the following advantages. The program EIR can:*
 1. *Provide an occasion for a more exhaustive consideration of effects and alternatives than would be practical in an EIR on an individual action,*
 2. *Ensure consideration of cumulative impacts that might be slighted in a case-by-case analysis,*
 3. *Avoid duplicative reconsideration of basic policy considerations,*
 4. *Allow the Lead Agency to consider broad policy alternatives and program-wide mitigation measures at an early time when the agency has greater flexibility to deal with basic problems or cumulative impacts, and*
 5. *Allow reduction in paperwork.*
- c) *Use with Later Activities. Subsequent activities in the program must be examined in the light of the program EIR to determine whether an additional environmental document must be prepared.*
 1. *If a later activity would have effects that were not examined in the Program EIR, a new Initial Study would need to be prepared leading to either an EIR or a Negative Declaration.*
 2. *If the agency finds that pursuant to Section 15162, no new effects could occur or no new mitigation measures would be required, the agency can approve the activity as being within the scope of the project covered by the program EIR, and no new environmental document would be required.*
 3. *An agency shall incorporate feasible mitigation measures and alternatives developed in the program EIR into subsequent actions in the program.*
 4. *Where the subsequent activities involve site-specific operations, the agency should use a written checklist or similar device to document the evaluation of the site and the activity to*



determine whether the environmental effects of the operations were covered in the program EIR.

5. *A program EIR will be most helpful in dealing with subsequent activities if it deals with the effects of the program as specifically and comprehensively as possible. With a good and detailed analysis of the program, many subsequent activities could be found to be within the scope of the project described in the program EIR, and no further environmental documents would be required.*
- d) *Use with Subsequent EIRs and Negative Declarations. A program EIR can be used to simplify the task of preparing environmental documents on later parts of the program. The program EIR can:*
 1. *Provide the basis in an Initial Study for determining whether the later activity may have any significant impacts.*
 2. *Be incorporated by reference to deal with regional influences, secondary effects, cumulative impacts, broad alternatives, and other factors that apply to the program as a whole.*
 3. *Focus an EIR on a subsequent project to permit discussion solely of new effects which had not been considered before.*

2.2 LAWNDALE GENERAL PLAN UPDATE

GENERAL PLAN

The Lawndale General Plan (General Plan Update or Project) is the overarching policy document that guides land use, housing, transportation, open space, public safety, community services, and other policy decisions throughout the City of Lawndale and the Sphere of Influence (collectively referred to as the Planning Area). The General Plan includes the eight elements mandated by State law, to the extent that they are relevant locally, which include: land use, circulation, housing, conservation, open space, noise, environmental justice, and safety elements, as specified in Government Code Section 65302. The City has chosen to combine the topics of Conservation and Open Space into one Element: Resource Management. The topic of Noise is included in the Public Safety Element. General plans must also address the topics of climate change and resiliency planning, either as separate elements or as part of other required elements. At the discretion of each jurisdiction, the general plan may combine these elements and may add optional elements relevant to the physical features of the jurisdiction. The City may also address other topics of interest; this General Plan includes elements related to Economic Development and Community Facilities. The General Plan Update sets out the goals, policies, and actions in each of these areas, serves as a policy guide for how the City will make key planning decisions in the future, and guides how the City will interact with the broader Los Angeles County, surrounding cities, and other local, regional, State, and Federal agencies.

The General Plan Update contains the goals and policies that will guide future decisions within the Planning Area. It also identifies implementation programs, in the form of actions, that will ensure the goals and policies in the General Plan Update are carried out. As part of the General Plan Update, the City and the consultant team prepared several support documents that serve as the building blocks for the General Plan Update and analyze the environmental impacts associated with implementing the General Plan Update.



EXISTING CONDITIONS REPORT

The Existing Conditions Report discusses Lawndale’s current (2019-2023) trends and conditions; what is on the ground. It provides a detailed description of a wide range of topics within the City, such as demographic and economic conditions, land use, public facilities, and environmental resources. The Existing Conditions Report provides decision-makers, the public, and local agencies with context for making policy decisions. The Existing Conditions Report also provides information for the environmental setting and description contained within this Draft EIR.

ENVIRONMENTAL IMPACT REPORT

An EIR responds to the requirements of CEQA as set forth in Sections 15126, 15175, and 15176 of the CEQA Guidelines. The Community Development Department and City Council will use the EIR during the General Plan Update process in order to understand the potential environmental implications associated with implementing the General Plan Update. This EIR was prepared concurrently with the General Plan policy document in order to facilitate the development of a General Plan that is largely self-mitigating. In other words, as environmental impacts associated with the new General Plan Update, including the Land Use Map, were identified; policies and actions were incorporated into the General Plan Update policy document in order to reduce or avoid potential environmental impacts.

2.3 INTENDED USES OF THE PROGRAM EIR

The City of Lawndale, as the lead agency, has prepared this EIR to provide the public and responsible and trustee agencies with an objective analysis of the potential environmental impacts resulting from adoption of the General Plan Update and subsequent implementation of projects consistent with the General Plan Update. The environmental review process enables interested parties to evaluate the proposed Project in terms of its environmental consequences, to examine and recommend methods to eliminate or reduce potential adverse impacts, and to consider a reasonable range of alternatives to the project. While CEQA requires that consideration be given to avoiding adverse environmental effects, the lead agency must balance adverse environmental effects against other public objectives, including the economic and social benefits of a project, in determining whether a project should be approved.

This EIR will be used as the primary environmental document to evaluate all subsequent planning and permitting actions associated with the General Plan Update. This EIR may also be used by other agencies within Los Angeles County.

2.4 KNOWN RESPONSIBLE AND TRUSTEE AGENCIES

The term “Responsible Agency” includes all public agencies other than the Lead Agency that have discretionary approval power over the project or an aspect of the project (CEQA Guidelines Section 15381). For the purpose of CEQA, a “Trustee” agency has jurisdiction by law over natural resources that are held in trust for the people of the State of California (CEQA Guidelines Section 15386). While no Responsible Agencies or Trustee Agencies are responsible for approvals associated with adoption of the General Plan Update, implementation of future projects within the Planning Area may require permits and approvals from such agencies, which may include the following:



- California Air Resources Board (CARB);
- California Department of Conservation;
- California Department of Fish and Wildlife (CDFW);
- California Department of Forestry and Fire (CALFIRE);
- California Department of Toxic Substances Control;
- California Department of Transportation (Caltrans);
- California Department of Water Resources;
- California Emergency Management Agency;
- California Energy Commission;
- California Environmental Protection Agency (CalEPA);
- California Office of Emergency Services;
- Golden State Water Company (GSWC) Southwest System;
- West Basin Municipal Water District (WBMWD);
- Central Basin Municipal Water District (CBMWD);
- Native American Heritage Commission;
- Los Angeles County Sanitation Districts (LACSD);
- Los Angeles County Fire Department (LACoFD);
- Los Angeles County Sheriff's Department
- Los Angeles County Flood Control and Water Conservation District;
- Lawndale Elementary School District;
- Centinela Valley Union High School District;
- Los Angeles Regional Water Quality Control Board (RWQCB);
- South Coast Air Quality Management District (SCAQMD);
- Southern California Association of Governments (SCAG);
- U.S. Army Corps of Engineers (ACOE); and
- U.S. Fish and Wildlife Service (USFWS).

2.5 ORGANIZATION AND SCOPE

Sections 15122 through 15132 of the State CEQA Guidelines identify the content requirements for Draft and Final EIRs. An EIR must include a description of the environmental setting, an environmental impact analysis, mitigation measures for any significant impacts, alternatives, significant irreversible environmental changes, growth-inducing impacts, and cumulative impacts. The EIR prepared reviews environmental and planning documentation developed for the Project, environmental and planning documentation prepared for recent projects located within the Planning Area, and responses to the Notice of Preparation (NOP).

This Draft EIR is organized in the following manner:

SECTION 1.0 EXECUTIVE SUMMARY

The Executive Summary summarizes the characteristics of the proposed Project, known areas of controversy and issues to be resolved, and provides a concise summary matrix of the Project's



environmental impacts and possible mitigation measures. This chapter identifies alternatives that reduce or avoid at least one significant environmental effect of the proposed Project.

SECTION 2.0 INTRODUCTION

Section 2.0 briefly describes the proposed Project, the purpose of the environmental evaluation, identifies the lead, trustee, and responsible agencies, summarizes the process associated with preparation and certification of an EIR, identifies the scope and organization of the Draft EIR, and summarizes comments received on the NOP.

SECTION 3.0 PROJECT DESCRIPTION

Section 3.0 provides a detailed description of the proposed Project, including the location of land uses, intended objectives, background information, the physical and technical characteristics, including the decisions subject to CEQA, subsequent projects and activities, and a list of related agency action requirements.

SECTION 4.0 BASIS OF CUMULATIVE ANALYSIS

Section 4.0 describes the approach taken and methodology for the cumulative environmental analysis.

SECTION 5.0 ENVIRONMENTAL ANALYSIS

Section 5.0 evaluates the impacts associated with implementation of the General Plan Update. This section is organized according to issue area. Each area includes a description of the environmental and regulatory setting relative to that issue; the CEQA thresholds for the specific issue area; and the environmental impacts of the proposed Project. Implementation of General Plan Update goals, policies, and actions and their ability to reduce potential impacts are described in the Impacts and Mitigation Measures subsection.

Impacts and General Plan Update goals, policies and actions are generally organized according to the topical areas. However, an impact or General Plan Update goals, policies, or actions located within the document should not restrict it from being considered under another issue topic, even though omitted from that section. Many of the impacts relating to the General Plan Update are multi-faceted. Similarly, the goals, policies, and actions may accomplish several objectives and reduce more than one impact. It is important that decision-makers be cognizant of this fact in their consideration and use of this document. If goals, policies, and actions are altered, the affect that would have on other issues should be evaluated.

SECTION 6.0 OTHER CEQA CONSIDERATIONS

Section 6.0 discusses the potential long-term implications of the proposed action and irreversible changes on the environmental that would be caused by the proposed Project, should it be implemented. The Project's growth-inducing impacts, including the potential for economic or population growth are also discussed.

SECTION 7.0 ALTERNATIVES

Section 7.0 describes a reasonable range of alternatives to the Project that could avoid or substantially lessen the Project's significant impacts and still feasibly attain the Project's basic objectives.



SECTION 8.0 REPORT PREPARERS

Section 8.0 identifies all individuals involved in preparing the EIR.

APPENDICES

This section includes all notices and other procedural documents pertinent to the Draft EIR, as well as technical material prepared to support the analysis.

2.6 ENVIRONMENTAL REVIEW PROCESS

The review and certification process for the EIR has involved, or will involve, the following general procedural steps:

NOTICE OF PREPARATION

The City of Lawndale circulated a Notice of Preparation (NOP) of an EIR for the Project on December 6, 2022 to trustee and responsible agencies, the State Clearinghouse, and the public. A scoping meeting was held on December 15, 2022 at 6:30 p.m. at the Harold E. Hofmann Community Center. Information regarding the scoping meeting was included in the NOP, as described above. The intent of the meeting was to share information regarding the proposed Project and the environmental review process and to receive comments regarding the scope and content of the environmental analysis to be addressed in the EIR.

No public or agency comments on the NOP related to the EIR analysis were presented or submitted during the scoping meeting. However, during the 30-day public review period for the NOP, which ended on January 5, 2023, four written comment letters were received on the NOP. A summary of the NOP comments is provided later in this chapter. The NOP and all comments received on the NOP are presented in [Appendix A, *NOP and NOP Comment Letters*](#).

DRAFT EIR

The Draft EIR contains a description of the Project, description of the environmental setting, identification of the Project's direct and indirect impacts on the environment and mitigation measures for impacts found to be significant, as well as an analysis of Project alternatives, identification of significant irreversible environmental changes, growth-inducing impacts, and cumulative impacts. This Draft EIR identifies issues determined to have no impact or a less than significant impact, and provides detailed analysis of potentially significant and significant impacts. Comments received in response to the NOP were considered in preparing the analysis in this EIR. Upon completion of the Draft EIR, the City of Lawndale will file the Notice of Completion (NOC) with the State Clearinghouse of the Governor's Office of Planning and Research to begin the public review period.

PUBLIC NOTICE/PUBLIC REVIEW

Coinciding with the NOC, the City of Lawndale will provide a public notice of availability for the Draft EIR, and invite comment from the general public, agencies, organizations, and other interested parties. Consistent with CEQA requirements, the review period for this Draft EIR is forty-five (45) days. Public



comment on the Draft EIR will be accepted in written form. All comments or questions regarding the Draft EIR should be addressed to:

Jared Chavez - Community Development Manager
City of Lawndale
14717 Burin Avenue
Lawndale, CA 90260
Email: jchavez@lawndalecity.org

RESPONSE TO COMMENTS/FINAL EIR

Following the public review period, a Final EIR will be prepared. The Final EIR will respond to both oral and written comments received during the public review period.

CERTIFICATION OF THE EIR/PROJECT CONSIDERATION

The City of Lawndale City Council will review and consider the Final EIR. If the City finds that the Final EIR is "adequate and complete," the City Council may certify the Final EIR in accordance with CEQA. As set forth by CEQA Guidelines Section 15151, the standards of adequacy require an EIR to provide a sufficient degree of analysis to allow decisions to be made regarding the proposed project that intelligently take account of environmental consequences.

Upon review and consideration of the Final EIR, the City Council may take action to approve, revise, or deny the Project. If the EIR determines that the project would result in significant adverse impacts to the environment that cannot be mitigated to less than significant levels, the City Council would be required to adopt a statement of overriding considerations as well as written findings in accordance with State CEQA Guidelines Sections 15091 and 15093. If additional mitigation measures are required (beyond the General Plan Update policies and actions that reduce potentially significant impacts, as identified throughout this EIR), a Mitigation Monitoring and Reporting Program (MMRP) would also be adopted in accordance with Public Resources Code Section 21081.6(a) and CEQA Guidelines Section 15097 for mitigation measures that have been incorporated into or imposed upon the project to reduce or avoid significant effects on the environment. The MMRP would be designed to ensure that these measures are carried out during project implementation, in a manner that is consistent with the EIR.

2.7 INCORPORATED BY REFERENCE

Pertinent documents relating to this EIR have been cited in accordance with CEQA Guidelines Section 15148, which encourages "incorporation by reference" as a means of reducing redundancy and length of environmental reports. The documents listed below, which are available for public review at the City of Lawndale, Community Development Department, at 14717 Burin Avenue, and on the City's website: www.lawndalecity.org, are hereby incorporated by reference into this EIR. Information contained within these documents has been utilized for each section of this EIR. A brief synopsis of the scope and content of these documents is provided below.



CITY OF LAWDALE MUNICIPAL CODE

The Lawndale Municipal Code (Municipal Code) consists of all the regulatory and penal ordinances and administrative ordinances of the City of Lawndale. The Municipal Code is one of the City’s primary tools to control land uses, in accordance with the General Plan programs and policies. The City’s Zoning regulations are incorporated as Title 17, *Zoning*. Zoning regulations are adopted to protect and promote the public health, safety, comfort, convenience, prosperity, and general welfare and to provide the economic and social advantages resulting from an orderly planned use of land resources.

Municipal Code Title 15, *Buildings and Construction*, adopts the 2022 California Building Standards Code, with amendments in consideration of the City’s local climactic, geological, and topographical considerations. Other relevant Municipal Code regulations include the following, among others: Title 8, *Health and Safety*; Title 10, *Vehicles and Traffic*; and Title 12, *Streets, Sidewalks, and Public Places*; and Title 13, *Public Services*.

CITY OF LAWDALE CLIMATE ACTION PLAN

In cooperation with the South Bay Cities Council of Governments, the City of Lawndale developed a Climate Action Plan (CAP) to reduce Greenhouse Gas (GHG) emissions within the City. The City’s CAP serves as a guide for action by setting GHG emission reduction goals and establishing strategies and policy to achieve desired outcomes over the next 20 years. The CAP is designed to identify community-wide strategies to lower GHG emissions from a range of sources within the jurisdiction, including transportation, land use, energy generation and consumption, water, and waste. The CAP advances these goals and streamlines City efforts to deploy specific initiatives and programs that target the reduction of GHG emissions, while integrating these efforts with the other priorities such as economic development, regional mobility and connectivity, and improving the local air and water quality.

2.8 COMMENTS RECEIVED ON THE NOTICE OF PREPARATION

The City received four comment letters on the NOP. Copies of these letters are provided in [Appendix A](#) of this Draft EIR and the comments are summarized below.

- Southern California Association of Governments: The Southern California Association of Governments (SCAG) provides SCAG Connect SoCal Goals for discussion of consistency, non-consistency, or non-applicability, in the Draft EIR and background regarding demographic and growth forecasts. SCAG also provides mitigation measures for operational air quality impacts that the City should consider in the DEIR.
- South Coast Air Quality Management District: The South Coast Air Quality Management District (SCAQMD) recommends that the SCAQMD’s CEQA Air Quality Handbook be used as guidance when preparing the DEIR air quality and greenhouse gas analyses. It is also recommended that the Lead Agency (City of Lawndale) use the CalEEMod land use emissions software to estimate pollutant emissions from typical land use development. SCAQMD recommends that criteria pollutant emissions are quantified and compared to SCAQMD’s CEQA regional pollutant emissions significance thresholds and localized significance thresholds (LSTs) to determine the Proposed Project’s air quality impacts. Any potential adverse air quality impacts that could occur from all



phases of the Proposed Project, and all air pollutant sources related to the Proposed Project, are to be identified. It is also recommended that the Lead Agency perform a mobile source health risk assessment to disclose the potential health risks.

- Native American Heritage Commission: The Native American Heritage Commission (NAHC) provides information on Assembly Bill (AB) 52 and Senate Bill (SB) 18 tribal consultation requirements. The NAHC recommends conducting tribal consultation early and gives recommendations for Cultural Resources Assessments.
- Rick Hinojos: Mr. Hinojos requested that the Current General Plan Land Use Map be included in the project description.



3.0 PROJECT DESCRIPTION

3.1 PROJECT LOCATION

The City of Lawndale is located in the South Bay area of Los Angeles County, approximately 10 miles southwest of downtown Los Angeles, refer to [Figure 3-1, *Regional Location Map*](#). The City is approximately 1.9 square miles (1,241 acres) and is bounded by the City of Hawthorne to the north and west, by unincorporated areas of Los Angeles County and the City of Gardena to the east, by the City of Torrance to the south, and by the City of Redondo Beach to the south and west. Regional access to the City is provided by Interstate 405, a major north-south highway which provides access to Lawndale and the greater Los Angeles region.

The Planning Area is the geographic area for which the General Plan Update provides a framework for long-term growth and resource conservation. State law requires the Planning Area for the General Plan Update to include all territory within Lawndale's incorporated area as well as "any land outside its boundaries which in the planning agency's judgment bears relation to its planning" (California Government Code Section 65300). The General Plan Update Planning Area, as shown in [Figure 3-2, *General Plan Planning Area*](#), includes the entire City limits (approximately 1,241 acres) as well as the City of Lawndale's Sphere of Influence (approximately 314 acres); the entire Planning Area is approximately 1,555 acres.

3.2 ENVIRONMENTAL SETTING

The City of Lawndale is a city of approximately 30,882 people (Department of Finance 2023). The City was incorporated in 1959, although the community's history dates back to the Rancho Era. The "town" of Lawndale was founded in 1905 and remained a predominantly agricultural community until major growth occurred after the conclusion of World War II. Lawndale incorporated in large part to fend off annexation attempts by adjoining cities and since that time it has essentially been a bedroom community, primarily of single-family homes. However, many older single-family homes have been replaced with duplexes and multi-family developments of three or more units resulting in the City having one of the highest population densities in Los Angeles County.

The City of Lawndale is a small but highly urbanized community that is primarily a residential community with well-established neighborhoods. Lawndale is dominated by single-family low density housing, e.g., single-family detached, duplex/double unit. Commercial activity is concentrated along the City's major arterial roadways, particularly along Hawthorne Boulevard.

CITY OF LAWDALE GENERAL PLAN

The City's General Plan was last comprehensively updated in 1992, the Housing Element was updated in 2022 (in accordance with State housing law). The City's Existing General Plan Land Use Map ([Figure 3-3, *Existing General Plan Land Use Map*](#)) designates land uses within the Planning Area, which includes the City, but does not include its Sphere of Influence. [Table 3-1, *Existing General Plan Land Use Designations*](#), summarizes land uses included in the Existing General Plan (1992 General Plan).



**Table 3-1
Existing General Plan Land Use Designations**

General Plan Designation	Within City Boundary		Within Sphere of Influence		Total Planning Area	
	Acres	% of Total Acres	Acres	% of Total Acres	Acres	% of Total Acres
Single-Family Low Density	11	<1%	0	0%	11	<1%
Single-Family Medium Density	41	3%	0	0%	41	3%
Multi-Family Low Density	443	36%	0	0%	443	29%
Multi-Family Medium Density	115	9%	0	0%	115	7%
General Commercial	113	9%	0	0%	113	7%
Downtown Commercial	31	3%	0	0%	31	2%
Specialty Commercial	0	0%	0	0%	0	0%
Light Industrial	21	2%	0	0%	21	1%
Open Space	20	2%	0	0%	20	1%
Public Facilities	121	10%	0	0%	121	8%
Public Facilities Overlay	n/a	0%	0	0%	n/a	0%
Other*	0	0%	229	73%	229	15%
Transportation/Utilities Related	325	26%	85	27%	410	26%
Total	1,241	100%	314	100%	1,555	100%

Note: Numbers are rounded to the nearest whole number.
 * The SOI area is not included as part of the planning area for the current General Plan, and are included in the Los Angeles County General Plan.
 Source: De Novo Planning, *City of Lawndale General Plan Existing Conditions Report*, 2023.

City of Lawndale General Plan Land Use Designations

Single-Family Low Density: Permits a density range of 0-8.9 dwelling units per acre. This category is intended for single-family detached units on a minimum 5,000-square foot lot. Permits single-family detached homes and ancillary uses.

Single-Family Medium Density: Permits a density of 8.9-17.6 dwelling units per acre. This category is only intended to be applied to the areas of Lawndale where the predominate use is existing single-family units on 2,500-square foot lots. Permits single-family detached homes on 2,500-square foot lots and ancillary uses.



Multi-Family Low Density: Permits a density of 8.9 dwelling units per acre to 17.6 dwelling units per acre and allows two units on a minimum 5,000-square foot lot. Permits single-family detached, duplex/double unit, condominiums, townhomes, or any combination of the above and ancillary uses.

Multi-Family Medium Density: Permits a density range of 17.6 dwelling units per acre to 33 dwelling units per acre, on a minimum 5,000-square foot lot. Permits single-family detached, duplex/double unit, condominiums, townhomes, apartments, manufactured housing, or any combination of the above if deemed appropriate and compatible with surrounding land uses, and ancillary uses.

General Commercial: This designation provides the community with a wide variety of retail shops, restaurants, services, and office uses to meet the daily needs of the residents. The permitted floor area ratio, not to exceed 1.0, unless modified by the Hawthorne Boulevard Corridor Specific Plan.

Downtown Commercial: The purpose of this designation is to encourage urban nodes with commercial activity. This designation is applied specifically to the northerly side of the Hawthorne Boulevard and Manhattan Beach Boulevard intersection, and on the southerly side of the Marine Avenue and Hawthorne Boulevard intersection (see Hawthorne Boulevard Corridor Specific Plan).

Specialty Commercial: This designation can apply to sites that are a minimum five (5) acres in size and are located so as to be easily accessible and visible from major transportation corridors. The uses should have a central theme and attract customers from outside the City as well as within Lawndale. Examples of suitable specialty commercial uses are a complex of stores catering to major household purchases, such as furniture, appliances, carpets, etc.; a variety of factory outlet stores; or assorted entertainment and eating establishments. The floor area ratio shall not exceed 0.3.

Light Industrial: This designation permits light manufacturing, assembly, packaging, fabrication, and processing of materials into finished products rather than the conversion of raw materials. The industrial activity shall be conducted primarily within structures and outside storage areas and assembly activity should be limited. The floor area ratio shall not exceed 0.5.

Open Space: This designation includes public parks, parks that are part of school sites, public and private outdoor recreational facilities, and landscaped open space areas.

Public Facilities: This category includes public school sites; Atchison, Topeka and Santa Fe Railroad right-of-way; civic center; public maintenance yards; utility easements; library; and Prairie Avenue Recreation Center uses.

Public Facilities Overlay: This overlay is intended to identify existing and potential sites that are suitable for a public park, recreational facility, or any other public facility building or use. In the area adjacent to the Lawndale Civic Center, this overlay is intended to identify areas where possible expansion of City Hall and/or future public uses can occur.

LOS ANGELES COUNTY GENERAL PLAN (SOI)

East of the City Limits (east of Prairie Avenue) is the Los Angeles County unincorporated community of El Camino Village, which is within the City's Sphere of Influence. El Camino Village is primarily a densely developed, single-family residential community with commercial uses along Crenshaw Boulevard. The



area is approximately 314 acres and is entirely built-out. Although parts of El Camino Village share a Lawndale zip code (90260), the City has historically not provided services to the community.

The SOI area is not included in the planning area for the Current General Plan, and is in unincorporated Los Angeles County. Below are the applicable Los Angeles County General Plan Land Use designations, which are included in the SOI area.

Residential 9 (H9): Single family residences, 0-9 dwelling unit (du)/net acre.

Residential 18 (H18): Single family residences, two family residences, 0-18 du/net acre.

Residential 30 (H30): Single family residences, two family residences, multifamily residence, 0-30 du/net acre.

General Commercial (CG): Local-serving commercial uses, including retail, restaurants, and personal and professional services; single family and multifamily residences; and residential and commercial mixed uses, 0-50 du/net acre.

Public and Semi-Public (P): Public and semi-public facilities and community-serving uses, including public buildings and campuses, schools, hospitals, cemeteries, and fairgrounds; airports and other major transportation facilities.

Water (W): Bodies of water, such as lakes, reservoirs, natural waterways, and man-made infrastructure, such as drainage channels, floodways, and spillways. Includes active trail networks within or along drainage channels.

HAWTHORNE BOULEVARD SPECIFIC PLAN

The Hawthorne Boulevard Specific Plan (HBSP) oversees the development of the Hawthorne Boulevard corridor and the north side of both Artesia Boulevard and Redondo Beach Boulevard (see [Figure 3-4, Hawthorne Boulevard Specific Plan Map](#)). The HBSP acts as a tool for implementing the goals and policies of the General Plan through the regulation of use, density, height, and other design standards to achieve the overall vision for the area. The Specific Plan was originally adopted in June 1999 and has undergone various amendments since its adoption. The Specific Plan includes General Commercial, Downtown Commercial, Public Facilities and Multi-Family Medium land use designations.

Hawthorne Boulevard serves as the City's primary transportation route, corridor of economic activity, and the community focal point. It has been, and continues to be, the City's central artery for circulation, commerce, employment, and social activity. Hawthorne Boulevard is oriented in a north-south direction, connecting the City of Lawndale with the cities of Hawthorne in the north and Torrance in the south.

CITY OF LAWDALE ZONING ORDINANCE

The City's Zoning Ordinance is codified as Title 17, Zoning, of the Lawndale Municipal Code. The stated purpose of Title 17 is to designate, regulate, and restrict the location and use of buildings, structures, and land for residence, commerce, trade, industry, or other purposes; to regulate and limit the height, number of stories, and size of buildings and other structures hereafter erected or altered; to regulate and determine the size of yards and other open spaces; and to regulate and limit the density of population



and, for said purposes, to divide the city into zones of such number, shape, and area as may be deemed best suited to carry out these regulations and to provide for their enforcement, in accordance with the comprehensive general plan.

3.3 PROJECT BACKGROUND

California Government Code Section 65300 et seq. requires all counties and cities to prepare and maintain a General Plan for the long-term growth, development, and management of the land within the jurisdiction's planning boundaries. The General Plan acts as a "constitution" for development, and is the jurisdiction's lead legal document in relation to growth, development, and resource management issues. Development regulations (e.g., zoning and subdivision standards) are required by law to be consistent with the General Plan.

The General Plan includes the eight elements mandated by State law, including: Circulation, Conservation, Housing, Land Use, Noise, Open Space, Environmental Justice and Safety. The City's 2021-2029 Housing Element was adopted on February 7, 2022 and is not part of this update. The City may also address other topics of interest; this General Plan includes an element related to Economic Development and Community Facilities.

The California Government Code also requires that a General Plan be comprehensive, internally consistent, and plan for the long term. The General Plan should be clearly written, easy to administer, and available to all those concerned with the community's development.

State planning and zoning law (California Government Code Section 65000 et seq.) establishes that zoning ordinances are required to be consistent with the general plan and any applicable specific plans, area plans, master plans, and other related planning documents. When amendments to the general plan are made, corresponding changes in the zoning ordinance may be required within a reasonable time to ensure consistency between the revised land use designations in the general plan (if any) and the permitted uses or development standards of the zoning ordinance (Gov. Code Section 65860, subd. [c]). Thus, the Lawndale Zoning Ordinance is effectively the principal tool for implementing the City's General Plan, and by State law, must be consistent with the General Plan.

3.4 STATEMENT OF OBJECTIVES

The following objectives were identified for the proposed update to the General Plan:

1. Reflect the current goals and vision expressed by City residents, businesses, decision-makers, and other stakeholders;
2. Address issues and concerns identified by City residents, businesses, decision-makers, and other stakeholders;
3. Protect Lawndale's existing residences, character, and sense of community;
4. Proactively plan for and accommodate local and regional growth in a responsible manner;



5. Encourage mixed-use development patterns that promote vibrant commercial and residential areas;
6. Allow for a range of high-quality housing options;
7. Attract and retain businesses and industries that provide jobs for local residents;
8. Continue to maintain and improve multimodal transportation opportunities;
9. Maintain strong fiscal sustainability and continue to provide efficient and adequate public services;
10. Address new requirements of State law; and
11. Address emerging transportation, housing, and employment trends.

3.5 PROJECT CHARACTERISTICS

The City Lawndale is preparing a comprehensive update to its existing General Plan. The updated Lawndale General Plan is expected to be adopted in 2023 and will guide the City's development, growth, and conservation through land use objectives and policy guidance. The General Plan Update is intended to be an expression of the community's vision for the City and Planning Area, and constitutes the policy and regulatory framework by which future development projects will be reviewed and public improvements will be implemented. The City will implement the General Plan Update by requiring development, infrastructure improvements, and other projects to be consistent with its policies, and by implementing the actions included in the General Plan Update.

The Lawndale General Plan Update includes a comprehensive set of goals, policies, and actions (implementation measures), organized into Elements, as well as a revised Land Use Map (refer to [Figure 3-5, *General Plan Update Land Use Map*](#)). The goals and policies provide guidance to the City on how to direct change, manage growth, and manage resources over the 20-year life of the General Plan. In order to ensure that the goals and policies in the General Plan are effectively implemented, a series of actions, or implementation measures have been developed, and are presented in each Element alongside the goals and policies they implement.

- A **goal** is a description of the general desired result that the City seeks to create through the implementation of the General Plan.
- A **policy** is a specific statement that guides decision-making as the City works to achieve its goals. Once adopted, policies represent statements of City regulations. The General Plan's policies set out the standards that will be used by City staff, the Planning Commission, and the City Council in their review of land development projects, resource protection activities, infrastructure improvements, and other City actions. Policies are on-going and require no specific action on behalf of the City.
- An **action** is an implementation measure, procedure, technique, or specific program to be undertaken by the City to help achieve a specified goal or implement an adopted policy. The City



must take additional steps to implement each action in the General Plan. An action is something that can and will be completed.

Additional elements that relate to the physical development of the City will also be addressed in the General Plan Update. The degree of specificity and level of detail of the discussion of each General Plan Update Element need only reflect local conditions and circumstances. The Lawndale General Plan Update will include all of the State-mandated elements, and will address two optional topics: Economic Development and Community Facilities.

The General Plan Update is being prepared to address the requirements of State law and the relevant items addressed in Government Code Section 65300 et seq. The Lawndale General Plan Update is intended to reflect the desires and vision of Lawndale residents, businesses, the Planning Commission, and City Council.

3.5.1 GENERAL PLAN UPDATE ELEMENTS

As part of the General Plan Update, some of the elements have been renamed and reorganized, including combining topical areas, as described and summarized below.

Land Use Element

The Land Use Element designates the general distribution and intensity of residential, commercial, industrial, open space, public, and other categories of public and private land uses. The Land Use Element includes the Land Use Map, which identifies land use designations for each parcel in the Planning Area (Figure 3-5). The Land Use Element provides descriptions of land use designations and policy guidance to address the City's preferred mix of land uses, plans to manage growth, strategies to encourage land use compatibility, conservation of existing character and quality of established neighborhoods, and direction on community character and design.

Mobility Element (Circulation)

The Mobility Element correlates closely with the Land Use Element and identifies the general locations and extent of existing and proposed major thoroughfares, transportation routes, and alternative transportation facilities necessary to support a multi-modal transportation system. This Element is intended to facilitate mobility of people and goods throughout Lawndale by a variety of transportation modes, including bicycle, pedestrian, and transit.

Resource Management Element (Conservation, Open Space and Air Quality)

The Resource Management Element focuses on the cultural, environmental, and man-made resources and the provision of open spaces. The Element combines the State-mandated Open Space, Conservation and Air Quality Elements and provides the foundation for resource conservation in the context of the City's long-term vision for the future and land use map. The Resource Management Element also guides decision making around the community's infrastructure systems, including water supply, wastewater, flood control, solid waste collection and disposal, and storm drainage and water quality. Other public and semi-public community facilities are also addressed in this chapter, including parks and recreation.



Public Safety Element (Safety and Noise)

The Public Safety Element establishes goals, policies and actions to protect the community from risk associated with geologic, fire, and flood hazards, as well as setting standards for emergency preparedness. The Public Safety Element supports the City’s participation in the Lawndale Local Hazard Mitigation Plan, County of Los Angeles All-Hazards Mitigation Plan and the Lawndale Climate Action Plan. This Element also addresses the required topics related to noise, including standards and policies to protect the community from the harmful and annoying effects of exposure to excessive noise levels. This Element includes strategies to reduce land use conflicts that may result in exposure to unacceptable noise levels.

Environmental Justice Element

The Environmental Justice Element establishes goals, policies, and actions to improve environmental conditions within the community, especially for sensitive population groups. Environmental Justice Communities are described by the California Communities Environmental Health Screen Tool (CalEnviroScreen) as areas (i.e., census tracts) of a city or county that have higher environmental burdens and vulnerabilities than other areas. The term “disadvantaged community” is a broad designation that includes any community disproportionately affected by environmental, health, and other burdens or low-income areas disproportionately affected by environmental pollution and other hazards. In relation to environmental justice, disadvantaged communities are typically those communities that disproportionately face the burdens of environmental hazards. Environmental issue areas include pollution exposure (including air quality); access to public facilities, such as public improvements, public services and community amenities; access to healthy food; safe and sanitary living conditions; opportunities and access for physical activity; and improved opportunities for civic engagement. This Element includes strategies to reduce public health risks and address environmental justice concerns of those living in disadvantaged communities.

Economic Development Element

The Economic Development Element is intended to guide the City’s future policy decisions to support growing and strengthening the local economy and supporting the City’s role in the South Bay regional economy. The policies contained within the Element are intertwined with those found in other elements of the General Plan.

Community Facilities Element

The Community Facilities Element guides decision making to meet the infrastructure and public services needs of business and residents. Goals, policies, and actions address the provision of services and facilities, as well as water, wastewater and communications systems, and community safety specific to police and fire services. Health and educational resources are also discussed in this Element.

Housing Element

The Housing Element is the City’s primary policy guide for the maintenance, improvement, and development of housing withing Lawndale. The Element provides an indication of the need for housing in the community in terms of affordability, availability, adequacy, and accessibility. It provides a strategy to address housing needs and identifies a series of specific housing program actions to meet community



needs at all income levels for the 6th Cycle Housing Element Planning Period (2021-2029). The City’s 2021-2029 Housing Element was adopted on February 7, 2022 and is not part of this update.

Existing and Proposed General Plan Elements

Existing General Plan Elements

- Land Use
- Circulation
- Housing
- Economic Development
- Open Space
- Conservation
- Air Quality Management Plan
- Safety Element
- Noise Element

General Plan Update Elements

- Land Use
- Mobility
- Housing
- Resource Management
- Public Safety
- Environmental Justice
- Economic Development
- Community Facilities

3.5.2 LAND USE DESIGNATIONS

The General Plan Land Use Map identifies land use designations for each parcel within the Planning Area (Figure 3-4). The Land Use Element of the General Plan Update defines various land use designations by their allowable uses and maximum and minimum development densities and intensities. Table 3-2, Proposed General Plan Land Use Designations, summarizes land uses included in the General Plan Update.

**Table 3-2
Proposed General Plan Land Use Designations**

General Plan Land Use Designations	Within City Boundary		Within Sphere of Influence		Total Planning Area	
	Acres	% of Total Acres	Acres	% of Total Acres	Acres	% of Total Acres
Low Density Residential	49	4%	202	64%	251	16%
Medium Density Residential	458	37%	0	0%	458	30%
High Density Residential	115	9%	0	0%	115	7%
Commercial	38	3%	18	6%	56	4%
Industrial	21	2%	0	0%	21	1%
Open Space	13	1%	0	0%	13	1%
Public Facilities	128	10%	10	3%	138	9%
Hawthorne Boulevard Specific Plan	95	8%	0	0%	95	6%
Right-of-Way	324	26%	84	27%	408	26%
Total	1,241	100%	314	100%	1,555	100%

Note: Numbers are rounded to the nearest whole number.



The following describes the proposed land use designations for the General Plan Update.

[Low Density Residential \(LDR\); 0 – 8.9 du/ac](#)

The Low Density Residential land use designation provides for the development of low density single-family dwellings at a density between 0 and 8.9 dwelling units per acre.

[Medium Density Residential \(MDR\); 9 – 17.4 du/ac](#)

The Medium Density Residential land use designation allows for a range of housing types including single-family attached and detached units and duplex, condominiums, and townhouse at a density of between 9 and 17.4 dwelling units per acre.

[High Density Residential \(HDR\); 17.5 – 33 du/ac](#)

The High Density Residential land use designation provides for a variety of small-lot single-family dwelling units and multi-family dwelling units including: courtyard homes, patio homes, duplex, condominiums, townhomes, apartments, and manufactured homes at a density between 17.5 and 33 dwelling units per acre.

[Housing Opportunity Overlay; 20 – 100 du/ac](#)

The Housing Opportunity Overlay is an overlay requiring a minimum residential density of 20 dwelling units per acre and allowing for a maximum density of 100 dwelling units per acre in accordance with 2021-2029 Housing Element. For sites not utilized for Housing Opportunity Overlay uses, the density range or maximum floor-area- ratio shall be as allowed in the primary land use designation.

[Commercial \(C\)](#)

The Commercial land use designation provides a variety of retail and service-oriented business activities, restaurants, services and office uses to meet the daily needs of the residents. There is no minimum or maximum building intensity.

[Industrial \(I\)](#)

The Industrial designation permits light manufacturing, assembly, packaging, fabrication and processing of materials into finishing products rather than the conversion of raw materials. Industrial activity shall be conducted primarily within structures and outside storage areas and assembly activity should be limited. There is no minimum or maximum building intensity.

[Open Space \(OS\)](#)

The Open Space designation includes public parks, parks that are part of school sites, public and private outdoor recreational facilities, and landscaped open space areas.

[Public Facilities \(PF\)](#)

The Public Facilities designation provides for publicly owned properties and facilities including, schools, fire stations, police stations, community centers, utility substations, water facilities, administrative offices and City government office complexes. Other uses that are determined to be compatible with primary uses may also be allowed. There is no minimum or maximum building intensity.



[Hawthorne Boulevard Specific Plan \(HBSP\)](#)

The Hawthorne Boulevard Specific Plan (HBSP) provides detailed policies, standards, and criteria for the area's development. Land uses within the Specific Plan area are detailed in the Specific Plan document. The Specific Plan serves as zoning for the Specific Plan area. The maximum densities and intensities of development are detailed in the Specific Plan.

3.5.3 GENERAL PLAN BUILDOUT ANALYSIS

The maximum density or intensity permitted for an individual parcel is controlled by the land use designation, unless a density bonus pursuant to Lawndale Municipal Code Chapter 17.50, *Density Bonus Provisions for Residential Units* applies. In addition to the land use designation, development of a parcel is influenced by a variety of factors including the physical characteristics of a parcel, compatibility with nearby uses, access and infrastructure limitations, market factors, and previous developments trends.

While no specific development projects are proposed as part of the Lawndale General Plan Update, the General Plan Update will accommodate future growth in Lawndale, including new businesses, expansion of existing businesses, and new residential uses. New growth is anticipated to occur primarily within the Hawthorne Boulevard Specific Plan area. The buildout analysis assumes a 20-year planning horizon, and 2045 is to be the full buildout year of the General Plan (the point at which all parcels in the City are developed according to their General Plan land use designation).

Table 3-3, *General Plan 2045 Buildout by Land Use Designation*, provides a statistical summary of the buildout potential associated with the General Plan Update Land Use Map compared to existing on-the-ground conditions by General Plan Update Land Use Designation. As shown in Table 3-3, buildout of the General Plan could yield a total of up to 15,405 housing units, a population of 47,430 people, approximately 5.35 million square feet of non-residential building square footage, and 9,208 jobs within the Planning Area. As shown in Table 3-4, this represents development growth over existing conditions of up to approximately 3,942 new housing units, 9,482 people, 808,864 square feet of new non-residential building square footage and 2,738 jobs.



This page intentionally left blank.



**Table 3-3
General Plan 2045 Buildout by Land Use Designation**

General Plan Land Use Designations	Existing Conditions				Proposed General Plan Update (2045)				Net Change			
	Units	Pop.	NRSF	Jobs	Units	Pop.	NRSF	Jobs	Units	Pop.	NRSF	Jobs
LDR	575	2,090	0	0	420	1,537	0	0	-155	-553	0	0
MDR	5,522	19,255	126,644	199	5,534	18,404	0	0	12	-851	-126,644	-199
HDR	3,229	9,190	50,934	80	3,464	9,418	0	0	235	228	-50,934	-80
C	120	365	487,809	768	311	706	836,681	1,673	191	341	348,872	905
I	55	184	336,957	531	0	0	459,130	612	-55	-184	122,173	81
OS	0	0	0	0	27	62	0	0	27	62	0	0
PF	0	0	1,124,243	1,125	0	0	1,124,243	1,124	0	0	0	-1
HBSP	391	1,125	2,174,447	3,424	3,931	11,017	2,484,823	4,970	3,540	9,892	310,376	1,546
City Total	9,892	32,209	4,301,034	6,127	13,688	41,144	4,904,877	8,379	3,796	8,935	603,843	2,252
LDR	1,569	5,734	0	0	1,717	6,286	0	0	148	552	0	0
C	2	5	177,631	280	0	0	382,651	765	-2	-5	205,020	485
PF	0	0	63,498	63	0	0	63,498	63	0	0	0	0
SOI Total	1,571	5,740	241,129	343	1,717	6,286	446,149	829	146	546	205,020	486
Grand Total	11,463	37,948	4,542,162	6,470	15,405	47,430	5,351,026	9,208	3,942	9,482	808,864	2,738

Notes:
 SOI: Sphere of Influence
 Units: Housing Units
 Pop.: Population
 NRSF: Non-residential square footage
 Numbers are rounded to the nearest whole number.



This page intentionally left blank.



For each environmental issue addressed in Section 5.0, *Environmental Analysis*, the analysis of the General Plan Update is based on various assumptions regarding existing and future conditions in Lawndale. Unless otherwise stated, the assumptions are as specified in Table 3-4, *General Plan Update Growth Assumptions*, which are based on the General Plan 2045 Buildout shown in Table 3-3.

**Table 3-4
General Plan Update Growth Assumptions**

Description	Housing Units	Population	Non-Residential Development (Square Feet)	Jobs
Existing Conditions (2022)	11,463	37,948	4,542,162	6,470
2045 General Plan	15,405	47,430	5,351,026	9,208
Net Change	+3,942	+9,482	+808,864	+2,738

3.6 USE OF THE EIR AND REQUIRED AGENCY APPROVALS

This EIR may be used for the following direct and indirect approvals and permits associated with adoption and implementation of the General Plan Update.

3.6.1 CITY OF LAWNDLAE

The City of Lawndale is the lead agency for the proposed Project. The City of Lawndale General Plan Update will be presented to the Planning Commission for review and recommendation and to the City Council for comment, review, and consideration for adoption. The City Council has the sole discretionary authority to approve and adopt the General Plan Update. In order to approve the proposed Project, the City Council would consider the following actions:

- Certification of the General Plan EIR;
- Adoption of required CEQA findings and Statement of Overriding Considerations for the above action, if required;
- Adoption of a Mitigation Monitoring and Reporting Program; and
- Approval of the General Plan Update.

3.6.2 SUBSEQUENT USES OF THE EIR

The policy framework set forth in the proposed General Plan Update would not result in the construction of any new development nor entitlement of any new project. All new development within the Planning Area would continue to be subject to the City's development review and approval processes (with Los Angeles County responsible for the unincorporated SOI area). Elected and appointed officials and City staff will review subsequent project applications for consistency with the General Plan and Zoning



Ordinance, and will prepare appropriate environmental documentation to comply with CEQA and other applicable environmental requirements.

Pursuant to Section 15168 of the State CEQA Guidelines, this EIR is a Program EIR. The goals, policies, actions, land use designations, and other substantive components of the General Plan constitute the “program” evaluated in this Program EIR. This EIR provides a review of environmental effects associated with implementation of the proposed General Plan Update. When considering approval of subsequent activities under the proposed General Plan Update, the City of Lawndale would utilize this EIR as the basis in determining potential environmental effects and the appropriate level of environmental review, if any, of a subsequent activity. Projects or activities successive to this EIR may include, but are not limited to, the following:

- Approval and funding of major projects and capital improvements;
- Future Specific Plan, Planned Unit Development, or Master Plan approvals, including the Hawthorne Boulevard Specific Plan;
- Revisions to the Lawndale Municipal Code (Title 8 – Health and Safety, Title 16 – Subdivisions, and Title 17 – Zoning) Update
- Development plan approvals, such as tentative subdivision maps, variances, conditional use permits, and other land use permits;
- Development Agreements;
- Property rezoning consistent with the General Plan;
- Permit issuances and other approvals necessary for public and private development projects; and
- Issuance of permits and other approvals necessary for implementation of the General Plan.

3.6.3 OTHER GOVERNMENT AGENCY APPROVALS

Subsequent projects and other actions to support implementation of the General Plan Update would require actions, including permits and approvals, by other public agencies that may include, but are not necessarily limited to:

- California Department of Fish and Wildlife (CDFW) approval of potential future streambed alteration agreements, pursuant to Fish and Game Code. Approval of any future potential take of State-listed wildlife and plant species covered under the California Endangered Species Act.
- California Department of Transportation (Caltrans) approval of projects and encroachment permits for projects affecting State highway facilities.
- Regional Water Quality Control Board (RWQCB) approval for National Pollution Discharge Elimination System compliance, including permits and Storm Water Pollution Prevention Plan approval and monitoring.

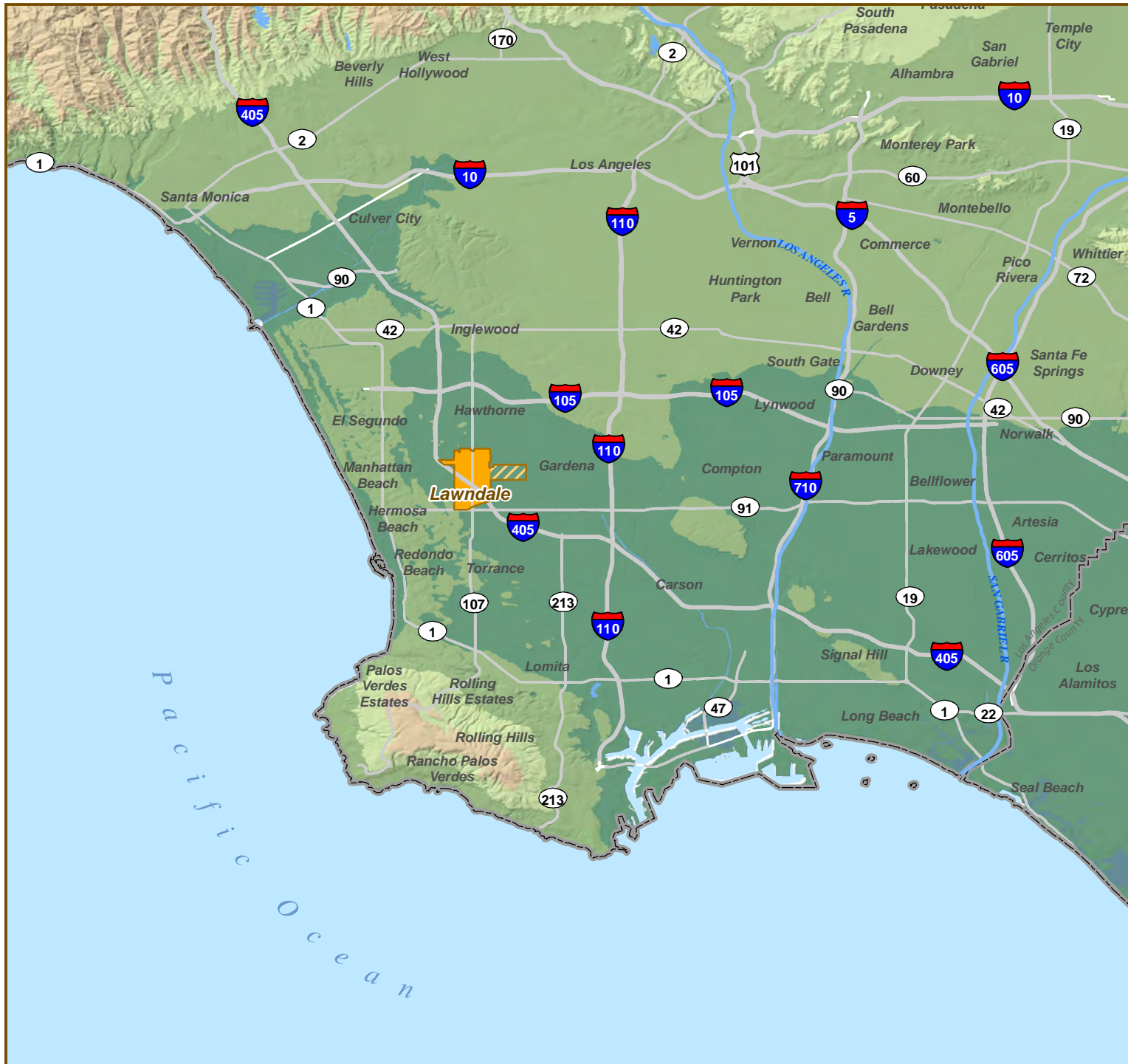


- U.S. Fish and Wildlife Service (USFWS) approvals involving any future potential take of Federally listed wildlife and plant species and their habitats, pursuant to the Federal Endangered Species Act.



This page intentionally left blank.

Figure 3-1.
Regional Location Map



LEGEND

- City of Lawndale
- Sphere of Influence
- Planning Area
- County Boundary



Sources: California State Geoportals.
Date: November 18, 2022.

City of Lawndale
The Heart of the Southbay

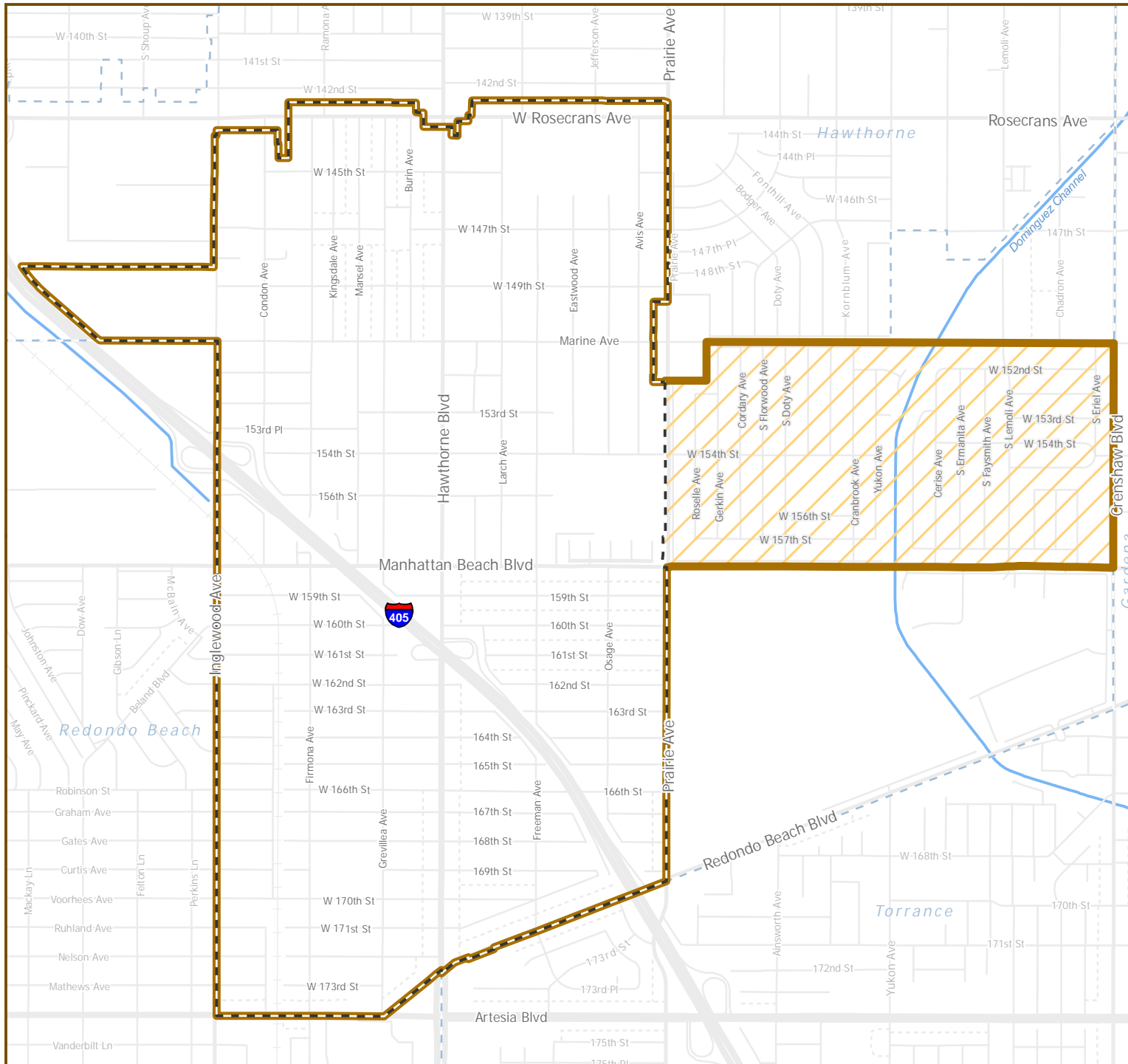


2020 GENERAL PLAN &
HAWTHORNE BOULEVARD SPECIFIC PLAN UPDATE







This page intentionally left blank.

Figure 3-2.
General Plan
Planning Area



LEGEND

-  City of Lawndale
-  Sphere of Influence
-  Planning Area
-  Adjacent Incorporated Area



Sources: City of Lawndale; Los Angeles County.
Date: June 22, 2023.

City of Lawndale
The Heart of the Southbay

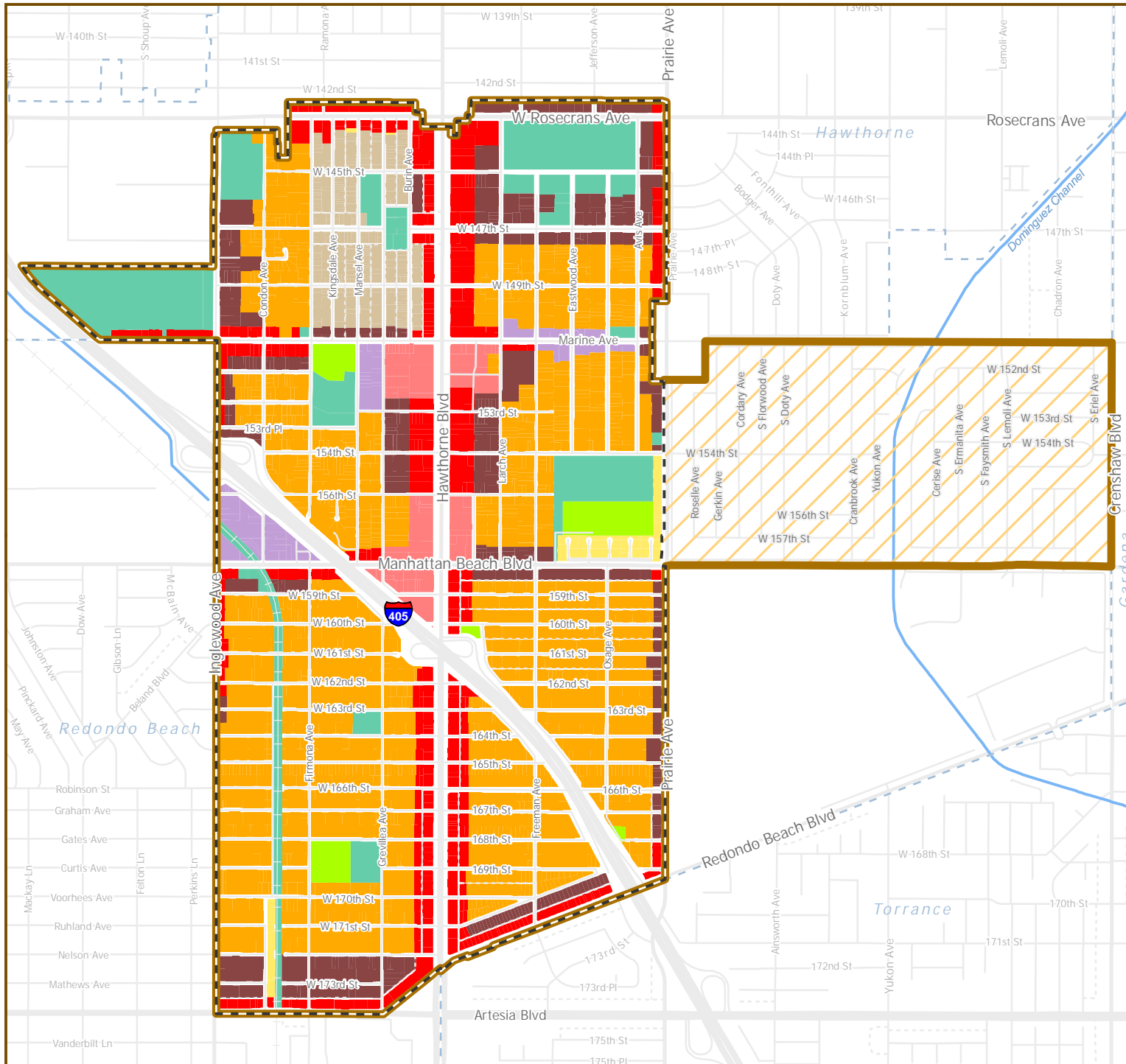


2020 GENERAL PLAN &
HAWTHORNE BOULEVARD SPECIFIC PLAN UPDATE



This page intentionally left blank.

Figure 3-3.
Existing General Plan
Land Use Map



LEGEND

- City of Lawndale
- Sphere of Influence
- Planning Area
- Adjacent Incorporated Area

General Plan Land Use

- Residential Single Family Low
- Residential Single Family Medium
- Residential Multiple Family Low
- Residential Multiple Family Medium
- Commercial
- Downtown Commercial
- Industrial
- Open Space
- Public Facilities/Schools



Sources: City of Lawndale; Los Angeles County.
Date: June 22, 2023.

City of Lawndale
The Heart of the Southbay

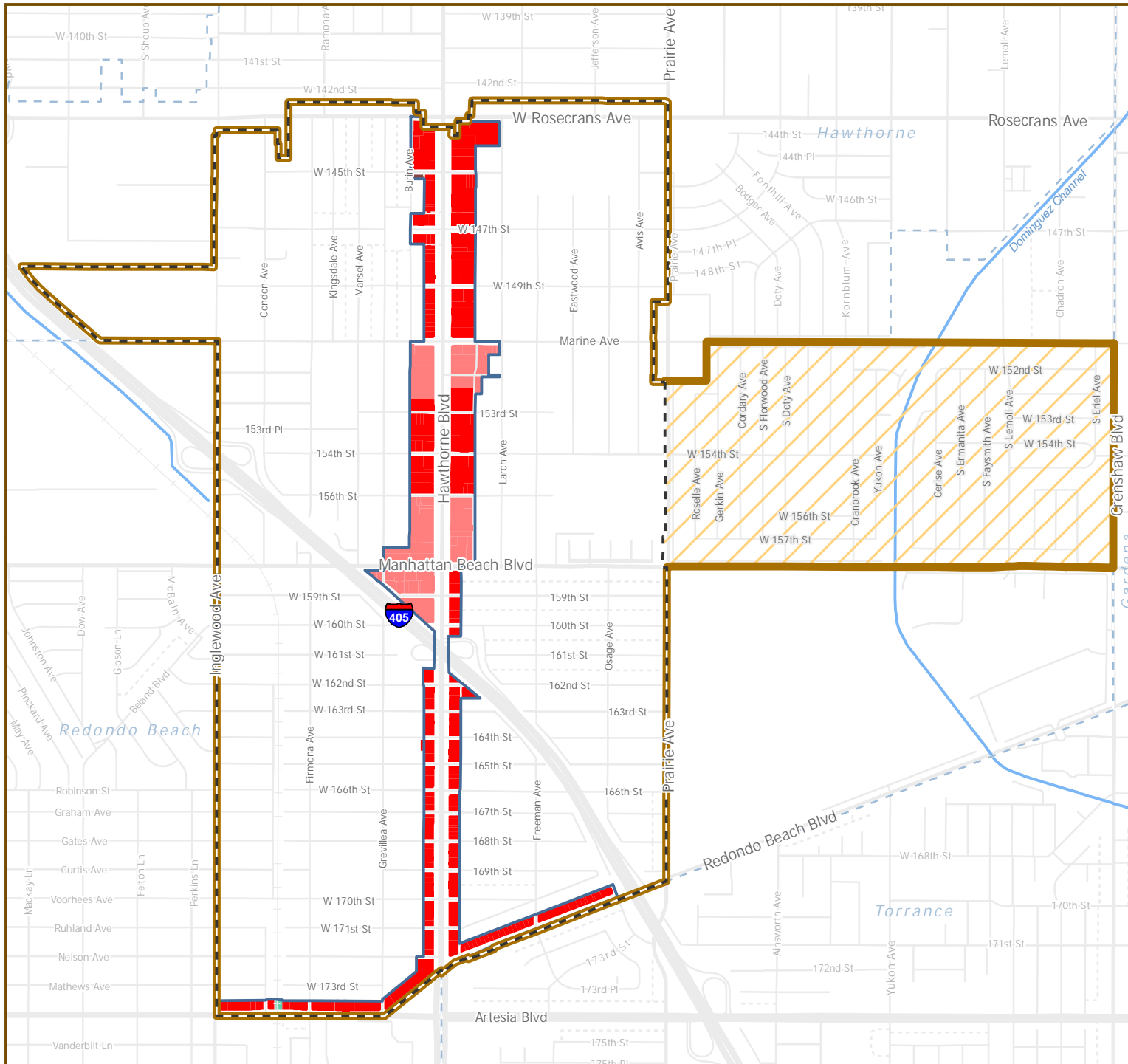


2020 GENERAL PLAN &
HAWTHORNE BOULEVARD SPECIFIC PLAN UPDATE



This page intentionally left blank.

Figure 3-4.
Hawthorne Boulevard
Specific Plan Map



LEGEND

- City of Lawndale
- Sphere of Influence
- Planning Area
- Adjacent Incorporated Area
- Hawthorne Boulevard Specific Plan Boundary
- Commercial
- Downtown Commercial
- Public Facilities/Schools
- Residential Multiple Family Medium



Sources: City of Lawndale; Los Angeles County.
Date: June 22, 2023.

City of Lawndale
The Heart of the Southbay

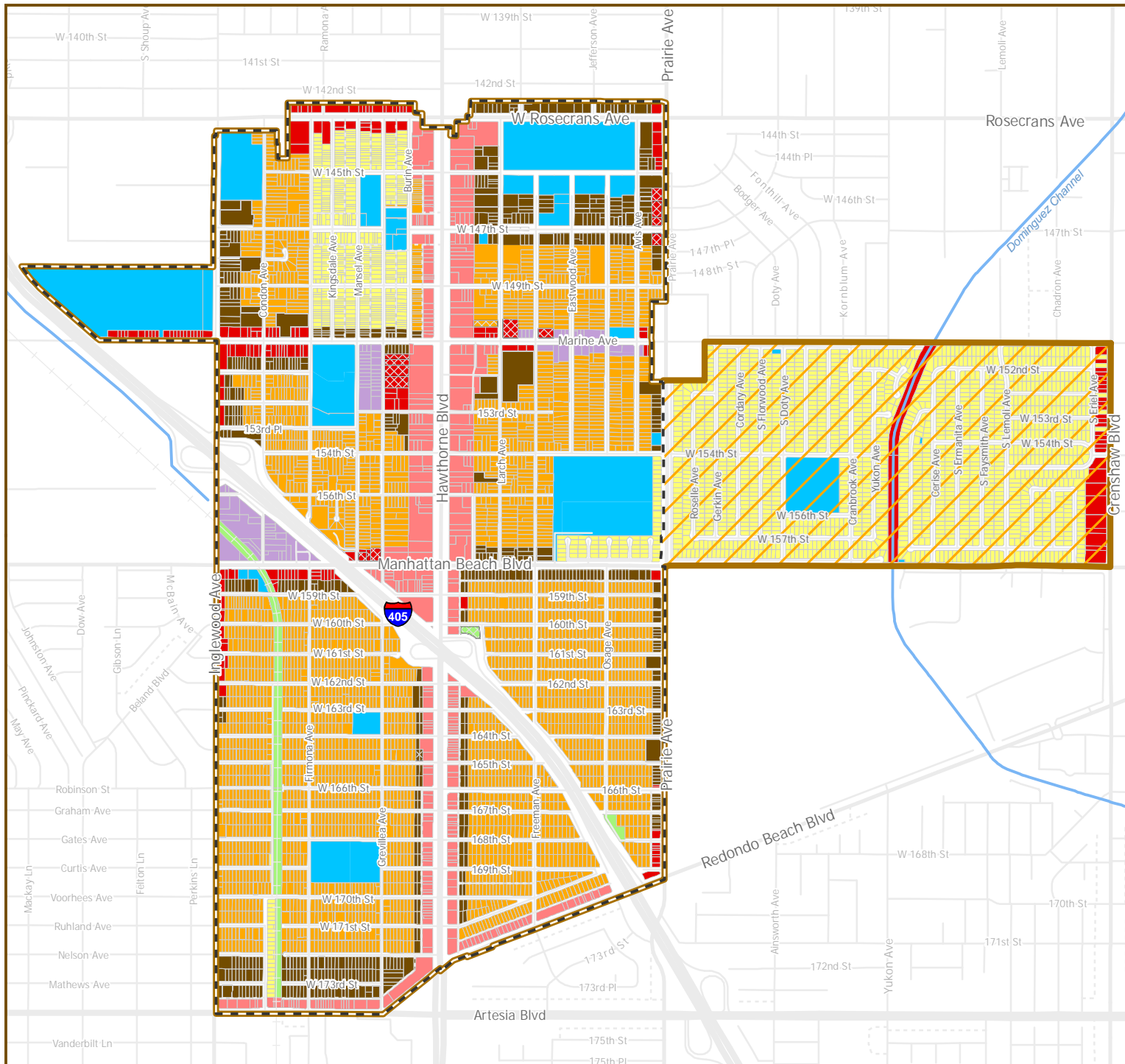


2020 GENERAL PLAN &
HAWTHORNE BOULEVARD SPECIFIC PLAN UPDATE



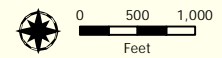
This page intentionally left blank.

Figure 3-5.
General Plan Update
Land Use Map



LEGEND

- City of Lawndale
- Sphere of Influence
- Planning Area
- Assessor Parcel Boundary
- Low Density Residential (LDR)
- Medium Density Residential (MDR)
- High Density Residential (HDR)
- Housing Opportunity Overlay (HOO)
- Commercial (C)
- Industrial (I)
- Open Space (OS)
- Public Facilities (PF)
- Hawthorne Boulevard Specific Plan (HBSP)



Sources: City of Lawndale; Los Angeles County.
Date: June 22, 2023.

City of Lawndale
The Heart of the Southbay



2020 GENERAL PLAN &
HAWTHORNE BOULEVARD SPECIFIC PLAN UPDATE



This page intentionally left blank.



4.0 BASIS OF CUMULATIVE ANALYSIS

4.1 INTRODUCTION

This section analyzes potential impacts resulting from reasonably foreseeable growth, including the Lawndale General Plan Update (Project).

CEQA Guidelines Section 15355 defines cumulative impacts as “...two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.” The following elements are necessary in an adequate discussion of cumulative impacts, as noted in Sections 15130(b) through 15130(e) of the CEQA Guidelines:

(b) The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effects attributable to the project alone. The discussion should be guided by standards of practicality and reasonableness, and should focus on the cumulative impact to which the identified other projects contribute rather than the attributes of other projects which do not contribute to the cumulative impact. The following elements are necessary to an adequate discussion of significant cumulative impacts:

(1) Either:

(A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency; or,

(B) A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projections may be supplemented with additional information such as a regional modeling program. Any such document shall be referenced and made available to the public at a location specified by the lead agency.

(2) When utilizing a list, as suggested in paragraph (1) of subdivision (b), factors to consider when determining whether to include a related project should include the nature of each environmental resource being examined, the location of the project and its type. Location may be important, for example, when water quality impacts are at issue since projects outside the watershed would probably not contribute to a cumulative effect. Project type may be important, for example, when the impact is specialized, such as a particular air pollutant or mode of traffic.



(3) Lead agencies should define the geographic scope of the area affected by the cumulative effect and provide a reasonable explanation for the geographic limitation used.

(4) A summary of the expected environmental effects to be produced by those projects with specific reference to additional information stating where that information is available; and

(5) A reasonable analysis of the cumulative impacts of the relevant projects. An EIR shall examine reasonable, feasible options for mitigating or avoiding the project's contribution to any significant cumulative effects.

(c) With some projects, the only feasible mitigation for cumulative impacts may involve the adoption of ordinances or regulations rather than the imposition of conditions on a project-by-project basis.

(d) Previously approved land use documents such as general plans, specific plans, and regional transportation plans may be used in cumulative impact analysis. A pertinent discussion of cumulative impacts contained in one or more previously certified EIRs may be incorporated by reference pursuant to the provisions for tiering and program EIRs. No further cumulative impacts analysis is required when a project is consistent with a general, specific, master or comparable programmatic plan where the lead agency determines that the regional or areawide cumulative impacts of the proposed project have already been adequately addressed, as defined in section 15152(f), in a certified EIR for that plan.

(e) If a cumulative impact was adequately addressed in a prior EIR for a community plan, zoning action, or general plan, and the project is consistent with that plan or action, then an EIR for such a project should not further analyze that cumulative impact, as provided in Section 15183(j).

4.2 CUMULATIVE ANALYSIS IN THIS EIR

A cumulative impact is an impact created by the combination of the project evaluated in the EIR and other reasonably foreseeable projects or actions. CEQA Guidelines Section 15130 requires an EIR to discuss cumulative impacts of a project when the project's incremental effect is "cumulatively considerable." Used in this context, cumulatively considerable means that the incremental effects of an individual project are considerable when viewed in connection with effects of past projects, other current projects, and probable future projects.

Cumulative impacts may be discussed in terms of impacts resulting from the General Plan Update, in combination with impacts anticipated for future development (including approved and planned development within the Planning Area and surrounding affected area), and impacts associated with growth within the greater region. Where the incremental effect of a project is not "cumulatively considerable," a lead agency need not consider that effect significant but must briefly describe its basis for concluding that the effect is not cumulatively considerable. The geographic area for each impact varies, depending on the nature of the impact, whether it is regional, such as air quality or greenhouse gas emissions, or local, such as noise or aesthetics.



Quantification can pose as a challenge for cumulative impacts, as it requires speculative estimates of impacts including, but not limited to the following: the geographic diversity of impacts (impacts of future development may affect different areas); variations in time of impacts; and data for buildout projections may change following subsequent approvals. However, every attempt has been made herein to make sound qualitative judgments of the combined effects of, and relationship between, land uses and potential environmental impacts.

This EIR assesses the overall environmental effects of the General Plan Update at a program level of detail. This EIR evaluates the overall (cumulative) effects of development in accordance with the community development types, land use assumptions, and all goals and policies contained in the General Plan Update. The environmental analyses in Sections 5.1 through 5.20 of this EIR consider Project impacts in combination with regional impacts, where applicable, that could be expected as other cities within the greater Los Angeles region approach 2045.

In compliance with CEQA Guidelines Section 15130(1)(b), this section of the EIR describes the environmental effects of the General Plan Update in combination with the effects of regional growth, as forecasted in the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy, adopted by SCAG's Regional Council on September 3, 2020. It is important to note that the SCAG projections, which are compiled using a number of sources including adopted plans, historical trends, and interviews with local jurisdictions, tend to be more accurate on a regional level than on a local or city level. It is likely that through a combination of market changes, catalytic projects, updated land use direction in the General Plan Update, and other factors, Lawndale could capture either more or less of expected regional growth than forecasted by SCAG.

Table 4.1, Los Angeles County Growth Projections, summarizes household, population, and employment growth forecasts for the County. The Project considers growth patterns for the year 2045, consistent with the SCAG forecasts. Using a consistent buildout year (2045) allows for better growth projection comparisons. As shown in Table 4-1, SCAG forecasts Los Angeles County's population will grow to 11,674,000 persons by 2045, an increase of approximately 19 percent over the existing 2022 population estimate of 9,834,503 persons. The number of households in the Los Angeles County region is projected to increase from approximately 3,446,205 households in 2022 to 4,119,000 households in 2045. Employment numbers are forecasted to increase from approximately 4,739,900 jobs in 2022 to 5,382,000 jobs in 2045 within the County. Section 5.14, Population and Housing, further elaborates on projected growth assumptions within the Planning Area as well as within Los Angeles County.



**Table 4-1
Los Angeles County Growth Projections**

Description	Population	Households	Jobs (Employment)
Existing Conditions (2022) ¹	9,834,503	3,446,205*	4,739,900
SCAG 2045 Forecasts ²	11,674,000	4,119,000	5,382,000
2045 SCAG: Existing Conditions Difference	+1,839,497	+672,795	+642,100
2045 SCAG: Existing Conditions % Difference	+18.7%	+19.5%	+13.5%
Notes: *Assumes a vacancy rate of 5.2% Source: 1: California Department of Finance, Report E-5 Population and Housing Estimates for Cities, and Counties, and the State. January 1, 2023 and California Employment Development Department, Los Angeles County Profile, 2022. 2: Southern California Association of Governments (SCAG), <i>Connect SoCal, Current Context Demographics and Growth Forecast, Table 13 (County Forecast of Population, Households, and Employment)</i> , September 2020.			

As indicated in Section 3.0, Project Description, the City is forecast to have approximately 15,405 housing units by 2045 buildout, which would result in an approximate population of 47,430 persons. Therefore, the General Plan Update would facilitate the addition of 3,942 housing units through 2045 and would result in a population growth of approximately 9,482 persons in the City.



5.1 AESTHETICS

5.1.1 PURPOSE

This section identifies the existing aesthetic and light/glare conditions within the Planning Area and provides an analysis of potential impacts associated with implementation of the General Plan Update.

Because of its inherent subjectivity, difficulties arise in the evaluation of visual quality and the degree of impact that may result from visual change. Additionally, there are limited objectives or quantitative standards to analyze visual quality and individuals respond differently to changes in the visual environment. What may be considered an adverse visual condition to one person may represent an improved visual condition to another.

CONCEPTS AND TERMINOLOGY

When viewing the same landscape, people may have different responses to that landscape and any proposed visual changes, based upon their values, familiarity, concern, or expectations for that landscape and its scenic quality. Since each person's attachment to and value for a particular landscape is unique, visual changes to that landscape inherently affect viewers differently. However, generalizations can be made about viewer sensitivity to scenic quality and visual changes. The visual sensitivity of a landscape is affected by the viewing distances at which it is seen, such as close-up or far away. The visual sensitivity of a landscape also is affected by the travel speed at which a person is viewing the landscape (high speeds on a highway, low speeds on a hiking trail, or stationary at a residence).

The same feature of a project can be perceived differently by people depending on the distance between the observer and the viewed object. When a viewer is closer to a viewed object in the landscape, more detail can be seen, and there is greater potential influence of the object on visual quality because of its form or scale (relative size of the object in relation to the viewer). When the same object is viewed at background distances, details may be imperceptible but overall forms of terrain and vegetation are evident, and the horizon and skyline are dominant. In the middle-ground, some detail is evident (e.g., the foreground), and landscape elements are seen in context with landforms and vegetation patterns (e.g., the background).

The following terms and concepts are used in this EIR section:

- **Scenic vista.** An area that is designated, signed, and accessible to the public for the express purposes of viewing and sightseeing. This includes any such areas designated by a Federal, State, or local agency.
- **Scenic highway.** Any stretch of public roadway that is designated as a scenic corridor by a Federal, State, or local agency.
- **Sensitive receptors.** Viewer responses to visual settings are inferred from a variety of factors, including distance, viewing angle, types of viewers, number of viewers, duration of view, and viewer activities. The viewer type and associated viewer sensitivity are distinguished among project viewers in recreational, residential, commercial, military, and industrial areas. Viewer



activities can range from a circumstance that encourages a viewer to observe the surroundings more closely (such as recreational activities) to one that discourages close observation (such as commuting in heavy traffic). Viewers in recreational areas are considered to have high sensitivity to visual resources. Residential viewers generally have moderate sensitivity but extended viewing periods. Viewers in commercial, military, and industrial areas are considered to have low sensitivity.

- **Viewshed.** The viewshed for a project is defined as the surrounding geographic area from which the project is likely to be seen, based on topography, atmospheric conditions, land use patterns, and roadway orientations.
- **Visual character** typically consists of the landforms, vegetation, water features, and cultural modifications that impart an overall visual impression of an area's landscape. Scenic areas typically include open space, landscaped corridors, and viewsheds. Visual character is influenced by many different landscape attributes including color contrasts, landform prominence, repetition of geometric forms, and uniqueness of textures among other characteristics.
- **Light and Glare.** Lighting effects are associated with the use of artificial light during the evening and nighttime hours. There are two primary sources of light: light emanating from building interiors passing through windows and light from exterior sources (i.e., street lighting, building illumination, security lighting, parking lot lighting, landscape lighting, and signage). Light introduction can be a nuisance. Uses such as residences and hotels are considered light sensitive, since occupants have expectations of privacy during evening hours and may be subject to disturbance by bright light sources. Light spill is typically defined as the presence of unwanted light on properties adjacent to the property being illuminated. With respect to lighting, the degree of illumination may vary widely depending on the amount of light generated, height of the light source, presence of barriers or obstructions, type of light source, and weather conditions.

Glare is primarily a daytime occurrence caused by the reflection of sunlight or artificial light on highly polished surfaces such as window glass or reflective materials and, to a lesser degree, from broad expanses of light-colored surfaces. Perceived glare is the unwanted and potentially objectionable sensation as observed by a person as they look directly into the light source of a luminaire. Daytime glare generation is common in urban areas and is typically associated with buildings with exterior facades largely or entirely comprised of highly reflective glass. Glare can also be produced during evening and nighttime hours by the reflection of artificial light sources such as automobile headlights. Glare generation is typically related to either moving vehicles or sun angles, although glare resulting from reflected sunlight can occur regularly at certain times of the year. Glare-sensitive uses include residences, hotels, transportation corridors, and aircraft landing corridors.

5.1.2 ENVIRONMENTAL SETTING

The City of Lawndale is located in a highly urbanized area within the South Bay region of southwestern Los Angeles County. The City's topography is relatively flat with an elevation averaging 59 feet above sea level. There are some high points in the southwestern quadrant of the City that reach 100 feet above sea level. Distant mountain ranges, including the Palos Verdes Hills located approximately six miles to the south, the Santa Monica Mountains approximately 20 miles to the north, and the San Gabriel Mountains



approximately 25 miles to the northeast, contribute to the Planning Area's regional identity, while the City itself is primarily developed with limited natural or scenic resources.

The Planning Area's visual character stems largely from its urban form. Streets in the Planning Area are generally oriented in a north-south and east-west grid pattern. The City is bisected by both Interstate 405 (I-405), which runs northwest-southeast through the bottom half of the City, and Hawthorne Boulevard (SR-107), which runs north-south through the center of the City. Other major corridors and arterials generally define the Planning Area's edges. The Planning Area is built out and primarily comprised of established residential neighborhoods. Commercial and light industrial development is generally located along the Planning Area's corridors, particularly Hawthorne Boulevard. The Planning Area is located within an urban setting and surrounded by residential, commercial, and light industrial uses in adjacent jurisdictions, including the cities of Hawthorne, Redondo Beach, Torrance, and other unincorporated areas of Los Angeles County.

SCENIC VISTAS

Scenic views within the Planning Area include long-range views of the Palos Verdes Hills, Santa Monica Mountains, and San Gabriel Mountains. The County of Los Angeles General Plan Conservation and Natural Resources Element identifies scenic resources within the County to include hillsides, scenic viewsheds, and ridgelines, including the Santa Monica Mountains and San Gabriel Mountains (Los Angeles County 2015). As the Planning Area is located a great distance away from these scenic resources, views are highly dependent on atmospheric conditions. Additionally, views of these scenic resources are intermittent from within the Planning Area due to existing development within the Planning Area and surrounding area. Long-range views are primarily provided along the north-south corridors and at elevated locations within the Planning Area, including in the southwestern quadrant of the City, the I-405, and from multi-story buildings. Other features that contribute to the visual character within the Planning Area include public parks, the density and distribution of existing development, and the architecture of the built environment.

SCENIC HIGHWAYS

There are no Eligible or Designated State Scenic Highways within the Planning Area. The nearest officially designated State Scenic Highway is a portion of State Highway 2 that extends through the San Gabriel Mountains, beginning just north of Route 210 and the City of La Cañada Flintridge (Caltrans 2023). The portion of State Highway 2 that is officially designated as a State Scenic Highway is located approximately 25 miles northeast of the Project site. Due to this distance, the Planning Area is not within the viewshed of this State Scenic Highway. The nearest eligible State Scenic Highway is a portion of State Highway 1, just northwest of the intersection at Venice Boulevard, in the Venice Beach neighborhood of the City of Los Angeles. The portion of State Highway 1 that is eligible for designation as a State Scenic Highway is located approximately nine miles northwest of the Planning Area.

LIGHT & GLARE

Sensitive light and glare receptors in and around the Planning Area are generally represented by residential uses. During the day, sunlight reflecting from structures is a primary source of glare, while nighttime light and glare can be divided into both stationary and mobile sources. Stationary sources of nighttime light include structure illumination, interior lighting, decorative landscape lighting, and



streetlights. The principal mobile source of nighttime light and glare is vehicle headlamp illumination. This ambient light environment can be accentuated during periods of low clouds or fog.

The variety of urban land uses in the Planning Area are the main source of daytime and nighttime light and glare. They are typified by single- and multi-family residences, commercial structures, and streetlights. These areas and their associated human activities (inclusive of vehicular traffic) characterize the existing light and glare environment present during daytime and nighttime hours in the Planning Area. Areas along Hawthorne Boulevard and other major corridors in the Planning Area generally have more sources of glare due to increased vehicle traffic and reflective surfaces associated with increased density and building intensity in these areas.

Within the Planning Area, existing light sources generally include buildings, recreational facilities (i.e., sports fields), and nighttime safety lighting along roadways and parking lots. Interior light emanating from a structure; exterior light sources (i.e., security lighting); or, lighting to illuminate features for safety or decorative purposes may be visible within the existing landscape.

Sunlight reflecting off a reflective surface can result in glare effects and unsafe visual conditions that may interfere with the vision of motorists operating vehicles in the area or that may otherwise generally degrade scenic views. Few structures within the Planning Area exhibit highly reflective materials (i.e., taller buildings with extensive glazing), and therefore, potential glare effects are not considered to be of major concern under existing conditions.

5.1.3 REGULATORY SETTING

STATE

California Scenic Highways and Historic Parkways Program

The California Scenic Highways and Historic Parkways Program was created in 1963 to preserve and protect highway corridors located in areas of outstanding natural beauty from changes that would diminish the aesthetic value of the adjacent lands. Caltrans maintains its State Scenic Highways and Historic Parkways Program, through which segments of the State highway system are designated as being of particular scenic value or interest. A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. Interstates, State highways, byways, and parkways are eligible for designation or for recognition as eligible for designation. The Program is governed by the regulations found in the California Streets and Highways Code, Section 260 et seq.

California Streets and Highway Code Section 261 requires local government agencies to take the following actions to protect the scenic appearance of the scenic corridor:

- Regulate land use and density of development;
- Provide detailed land and site planning;
- Prohibit offsite outdoor advertising and control of on-site outdoor advertising;



- Pay careful attention to and control of earthmoving and landscaping; and
- Scrutinize the design and appearance of structures and equipment.

California Streets and Highway Code Section 263 allows the California State Legislature the authority to identify highways as eligible for designation as a scenic highway. The government with jurisdiction over land abutting a highway considered to be scenic is required to adopt a “scenic corridor protection program” that restricts development, outdoor advertising, and earthmoving activities along the affected segment or corridor (“Corridor Protection Program”). Caltrans must also indicate that the highway segment meets established criteria for the roadway or segment to be designated as scenic.

[California Building Standards Code](#)

Title 24 of the California Building Standards Code serves as the basis for the design and construction of buildings in California. In addition to safety, sustainability, new technology and reliability, the California Building Standards Code addresses light pollution and glare hazards through the establishment of maximum allowable backlight, up light, and glare (BUG) ratings.

LOCAL

[City of Lawndale Municipal Code](#)

Title 17 of the City of Lawndale Municipal Code contains the City’s Zoning Code, and provides specific development standards that influence the City’s scenic views, visual character, and restrict lighting. The Zoning Code implements the General Plan goals and policies by classifying and regulating the specific uses of land and structures within the City. The Zoning Code identifies standards that include, but are not limited to: minimum lot size and lot coverage requirements; maximum building height; minimum building setbacks; automobile storage requirements; open space and landscaping requirements; and lighting requirements.

Chapter 17.28, *Special Use Permit*, regulates the issuance of Special Use Permits (SUP). Land uses that require a SUP generally have a unique and distinct impact on the area in which they are located or are capable of impacts to adjacent properties unless given special review and conditions. SUPs may be approved, conditionally approved, or denied. Before granting a SUP, the approving body must find that the proposed project meets the conditions set forth in Section 17.28.014, *Prerequisite Conditions*, including, but not limited to, the presence of site features required to adjust the proposed use with the land and uses in the neighborhood, and consistency with the General Plan. In addition, all SUPs must meet the standard conditions set forth in Section 17.28.105, *Standard Conditions*, including, but not limited to, the provision of adequate exterior lighting for parking areas, provided such lighting does not disturb surrounding residential or commercial areas.

Chapter 17.30, *Design Review*, establishes a design review evaluation procedure that is intended to support orderly development by ensuring that proposed residential structures meet all aspects of the Zoning Code, are harmonious with the surrounding area within residential zones, and do not pose a threat to the public health, safety and general welfare of the City and its citizens. The design review procedure is decided upon by either the Community Development Director or Planning Commission, depending on the type of development and is decided according to design criteria established in Section 17.30.040,



Design Criteria, which includes, but is not limited to: building height, bulk and other design features; site layout, orientation and location of structures; illumination and landscaping; respect for natural terrain and landscape; and substantial compliance with adopted design guidelines.

Section 17.36.220, *Temporary Storage of Construction Materials*, provides aesthetic-related standards for worksites and construction staging areas, including that such areas are kept clear of trash, dirt, and debris; are adequately screened; and that, following completion of construction, the property is restored to the same or an improved condition to that which existed prior to the contractor's use for the temporary office and/or storage of materials and equipment.

Section 17.72.071, *Improvement of Parking Areas*, requires that projects abutting a residential zone or residential project must direct lighting to illuminate parking areas away from adjoining residential premises and adequately shield headlight glare.

Sections 17.48.203, *Construction Standards Regulating Apartment Houses*, and 17.48.273, *Construction Standards Regulating Apartment Houses*, provides standards applicable to apartments within the R-3 and R-4 zones, respectively. Said standards include a provision that lighting used to illuminate the premises be directed away from adjacent properties.

Section 17.60.020, *P Parking Zone—Conditions and Development Standards*, provides that lighting to illuminate parking areas be so arranged as to reflect the light away from any residential zone.

Section 17.76.140, *Commercial and Industrial Zones*, contains provisions to restrict lighting and illumination of all signs in commercial and industrial zones, and to legal, nonresidential uses in residential zones. In these zones, signs with internal or external illumination are allowed, subject to a maximum of forty watts; however, flashing, moving or sequential operation is prohibited. Additionally, all exterior lighting fixtures must be directed onto the subject property with no direct glare visible from adjoining residentially zoned and/or developed properties. The maximum allowable illumination at the subject property line is one-half foot candle.

[City of Lawndale Residential Development Standards and Design Guidelines](#)

Adopted in 2019, the City of Lawndale Residential Development Standards and Design Guidelines contains both residential development standards and design guidelines intended to improve the quality of life throughout the City's residential neighborhoods; ensure that new development is compatible with surrounding developments; and assists the public in understanding and implementing principles of design.

5.1.4 SIGNIFICANCE CRITERIA AND THRESHOLDS

Appendix G of the California Environmental Quality Act (CEQA) Guidelines contains the Initial Study Environmental Checklist, which includes questions related to aesthetics and light/glare. The issues presented in the Initial Study Environmental Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant environmental impact if it would:

- Have a substantial adverse effect on a scenic vista (refer to Impact Statement AES-1);
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway (refer to Impact Statement AES-2);



- In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings and/or in an urbanized area, conflict with applicable zoning and other regulations governing scenic quality (refer to Impact Statement AES-3); and/or
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area (refer to Impact Statement AES-4).

5.1.5 IMPACTS AND MITIGATION MEASURES

AES-1: Would the project have a substantial adverse effect on a scenic vista?

Impact Analysis: Scenic views within the Planning Area include long-range views of the Palos Verdes Hills, Santa Monica Mountains, and San Gabriel Mountains. Due to the Planning Area's relatively flat topography and distance from these scenic resources, views are highly dependent on atmospheric conditions. Additionally, views of these scenic resources are intermittent from within the Planning Area due to existing development within and surrounding the area. Long-range views are primarily provided along the north-south corridors and at elevated locations within the Planning Area.

Implementation of the Project would result in new development and intensification of existing urban uses along major corridors, including Hawthorne Boulevard. While the Project does not include any specific development proposals, the Project could facilitate future development projects at higher densities and intensities than currently exist. The City's Zoning Code would regulate development within the City, including building heights, setbacks, massing, and design and architectural regulations. Pursuant to Chapter 17.30, *Design Review*, future residential development projects would be reviewed for conformance with the City's established design criteria. Each future development project would be subject to the City's development standards, site plan and/or design review process to ensure conformance with the General Plan Update and the City's established development standards. Future development within the Sphere of Influence (SOI) that is under the County's land use control would be subject to the County's entitlement requirements, regulations, and review processes.

The General Plan Update goals, policies, and actions are intended to ensure that new development and intensification of existing urban uses within the Planning Area would not result in substantial adverse effects on a scenic vista. Proposed Land Use Element Policy LU-3.1 requires that the compatibility of new development with surrounding uses and the ability of new development to enhance the character of the surrounding area be considered during the development review process. Policy LU-3.3 requires land use compatibility through adherence to the policies, standards, and regulations in the Municipal Code, Zoning Code, and other regulations or administrative procedures that manage the form and relationship of projects and uses. Policy LU-3.3 requires that the scale and massing of new development provide appropriate transitions in building height and bulk that are sensitive to the physical and visual character of adjacent lower density neighborhoods. Policy LU-4.2 directs the development and enforcement of development standards and objective design guidelines that provide clear direction for achieving quality community design in new development and redevelopment projects consistent with the City's desired aesthetic. Policy LU-4.3 requires that new development use site planning techniques (e.g., the placement of proposed structures, building materials, landscaping, access ways) that consider the physical characteristics of its site and surrounding land uses. Action LU-3a directs the City to prepare and adopt



Objective Design Standards applicable to all new multi-family residential and mixed-use development. Action LU-3b ensures all projects are reviewed and processed per CEQA Guidelines. Action LU-4e implements the City's existing development standards, or where not in place, creates new standards (either through an update to the Zoning Code or update to the Hawthorne Boulevard Specific Plan or other regulating tool) to regulate new construction and revisions to existing buildings. In particular, new development standards would be created for higher density stand-alone residential projects and mixed-use projects to ensure that quality infill developments can be created within the areas identified for focused growth.

Although the potential for new residential development at higher densities could occur within the Planning Area, scenic vistas and resources do not readily occur within the Planning Area and long-range views are limited due to the existing topography and urbanized nature of the area. Thus, the Project would not have a substantial adverse effect on a scenic vista and impacts would be less than significant.

Proposed General Plan Update Goals, Policies, and Actions:

LAND USE ELEMENT

Policy LU-3.1: Surrounding Uses. Consider as part of the development review process the compatibility of new development with surrounding uses and the ability of new development to enhance the character of the surrounding area.

Policy LU-3.3: Code Compliance. Require land use compatibility through adherence to the policies, standards, and regulations in the Municipal Code, Zoning Code, and other regulations or administrative procedures that manage the form and relationship of projects and uses.

Policy LU-3.5: Scale and Massing. Require that the scale and massing of new development provide appropriate transitions in building height and bulk that are sensitive to the physical and visual character of adjacent lower density neighborhoods.

Action LU-3a: Prepare and adopt Objective Design Standards applicable to all new multi-family residential and mixed-use development.

Action LU-3b: Ensure all projects are reviewed and processed per the California Environmental Quality Act (CEQA) Guidelines.

Policy LU-4.2: Standards and Guidelines. Develop and enforce development standards and objective design guidelines that provide clear direction for achieving quality community design in new development and redevelopment projects consistent with the City's desired aesthetic.

Policy LU-4.3: Site Planning. Require that new development use site planning techniques (e.g., the placement of proposed structures, building materials, landscaping, access ways) that consider the physical characteristics of its site and surrounding land uses, maximize access to sunlight and natural airflow between buildings, and optimize energy efficiency.



Action LU-4e: Continue to implement the City’s existing development standards, or create new standards, if appropriate, to regulate new construction and revisions to existing buildings. New development standards shall be created for higher density stand-alone residential projects and mixed-use projects to promote quality infill development.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

AES-2: Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Impact Analysis: As discussed above, there are no Eligible or Designated State Scenic Highways within the Planning Area. The nearest officially designated State Scenic Highway is a portion of State Highway 2 that extends through the San Gabriel Mountains, beginning just north of Route 210 and the City of La Cañada Flintridge. The portion of State Highway 2 that is officially designated as a State Scenic Highway is located approximately 25 miles northeast of the Project site. Due to this distance, the Planning Area is not within the viewshed of this State Scenic Highway. The nearest eligible State Scenic Highway is a portion of State Highway 1, just northwest of the intersection at Venice Boulevard, in the Venice Beach neighborhood of the city of Los Angeles. The portion of State Highway 1 that is eligible for designation as a State Scenic Highway is located approximately nine miles northwest of the Planning Area. Due to the distance and relatively flat intervening topography, the Planning Area is not within the viewshed of State Highway 1. As there are no officially designated or eligible scenic highways located within the viewshed of the Planning Area, implementation of the General Plan Update would not substantially damage scenic resources within a State scenic highway. No impact would occur in this regard.

Proposed General Plan Update Goals, Policies, and Actions: There are no relevant proposed General Plan Update goals, policies, and actions.

Mitigation Measures: No mitigation measures are required.

Level of Significance: No Impact.

AES-3: In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Impact Analysis:

Public Resources Code Section 21071 defines an “Urbanized area” as:

- (a) An incorporated city that meets either of the following criteria:
 - (1) Has a population of at least 100,000 persons.



- (2) Has a population of less than 100,000 persons if the population of that city and not more than two contiguous incorporated cities combined equals at least 100,000 persons.

According to the California Department of Finance, the City has a current (2023) population of 30,882. The adjacent City of Torrance has a population of 143,057. Combined, the cities have a population of 173,939, which exceeds 100,000 persons; thus, the City qualifies as being within an “Urbanized Area.” Therefore, a significant impact would occur if a future development project associated with implementation of the Project conflicts with applicable zoning and other regulations governing scenic quality.

VISUAL CHARACTER – SHORT TERM

Construction activities for future development accommodated through implementation of the General Plan Update could temporarily degrade the visual character and quality of the respective development site and/or its immediate surrounding. Visible features associated with construction activities would include exposed building pads and staging areas for grading, excavation, and construction equipment. In addition, temporary structures could be located on the respective development site during various stages of construction, within materials storage areas, or associated with construction debris piles on site. Exposed trenches, roadway bedding, spoils/debris piles, and steel plates would be visible during construction of street and utility infrastructure improvements. These materials could temporarily degrade the existing visual character and quality of the respective development sites and surrounding areas.

All construction activities related to the General Plan Update would be temporary in nature and all construction equipment would ultimately be removed from individual project sites following completion of construction activities. Therefore, changes to local visual character and quality associated with construction of future development would be temporary, and impacts would be less than significant.

VISUAL CHARACTER – LONG TERM

The General Plan Update would support additional development beyond existing conditions. This development could increase residential densities and non-residential land use intensities in specific areas and could impact the City’s visual character over the long-term. In general, the General Plan Update Land Use Element proposes an increase in building density and intensity areas along major corridors, including Hawthorne Boulevard, in accordance with State and regional housing and climate change goals. For instance, as shown in Table 3-3, *General Plan 2045 Buildout by Land Use Designation*, the majority of new residential development (3,540 units) is anticipated to occur within the Hawthorne Boulevard Specific Plan (HBSP) area. The HBSP would govern land uses within the HBSP area, including maximum densities and intensities of development, as well as development standards specific to the HBSP area. The proposed Land Use Element also includes the Housing Opportunity Overlay, which allows for a maximum density of 100 dwelling units per acre on sites outside of the HBSP area, in accordance with 2021-2029 Housing Element. The Project is also expected to result in an increase of 808,864 square feet of new non-residential building square footage, the majority of which is anticipated to occur within the proposed Commercial (C) land use designation and HBSP area. Refer to Section 3.0, *Project Description*, for a description of land use designations proposed under the General Plan Update. As shown in Figure 3-3 and Figure 3-5, as part of the General Plan Update, an increase in densities and intensities is proposed generally along Hawthorne Boulevard and Redondo Beach Boulevard.



The General Plan Update incorporates consistent and compatible development intensities that would maintain and enhance the overall visual character/quality of the Planning Area. Specifically, the Land Use Element includes policies and actions, maps, and diagrams to control and direct the general distribution, location, and extent of land uses within the Planning Area. For example, Policy LU-1.1 requires the provision of an appropriate land use plan that promotes efficient development; fosters and enhances community livability and public health; sustains economic vitality; promotes efficient development and multiple transportation options; reduces pollution, greenhouse gas emissions, and the expenditure of energy and other resources; and ensures compatibility between uses consistent with the land use designations identified in the Land Use Element and Land Use Map. Policy LU-4.2 directs the City to develop and enforce development standards and objective design guidelines that provide clear direction for achieving quality community design in new development and redevelopment projects consistent with the City's desired aesthetic. Action LU-1a directs the City to create consistency between the City's Zoning Code and Zoning Map as appropriate to ensure consistency with the Land Use Element and designations shown on the Land Use Map. Action LU-1b ensures the City updates the Hawthorne Boulevard Specific Plan as appropriate to ensure consistency with the Land Use Element, designations shown on the Land Use Map, and the City's adopted 2021-2029 Housing Element. Action LU-1c directs the City to review the Zoning Code and update as appropriate to reflect Land Use goals, policies, and implementation actions included in the General Plan Update. Action LU-4e directs the implementation the City's existing development standards, or where not in place, creates new standards to regulate new construction and revisions to existing buildings. Guiding future growth and development based on the General Plan Update would ensure future development complements and protects the quality of the existing environment.

All future development would also be subject to conformance with applicable requirements in the Lawndale Municipal Code. The City's Zoning Code (Title 17) would regulate maximum building height, building setbacks, parking and garage/carport placement, landscaping and screening requirements, and other development characteristics in place in each zoning district to protect the City's long-term visual character. Pursuant to Chapter 17.30, *Design Review*, future residential development projects would be subject to project-specific design review to ensure compatibility with the site surrounding area, and consistency with design standards and guidelines (refer to Impact AES-2). Future development within the SOI that is under the County's land use control would be subject to the County's entitlement requirements, regulations, and review processes. Additionally, applicable future land use and development review applications would undergo environmental review on a project-by-project basis prior to consideration by the decision-making authority. If necessary, mitigation would be recommended to reduce potential impacts to a less than significant level.

The implementation of policies and actions contained in the General Plan Update and compliance with the Lawndale Municipal Code would ensure that new development in the Planning Area would be designed to enhance the visual quality of the area and be visually compatible with existing development and open space resources. Therefore, implementation of the General Plan Update would not substantially degrade the existing visual character or quality of public views or conflict with applicable zoning and other regulations governing scenic quality. Impacts would be less than significant in this regard.



Proposed General Plan Update Goals, Policies, and Actions:

LAND USE ELEMENT

Policy LU-1.1: Sustainable Land Use Pattern. Provide an appropriate land use plan that promotes efficient development; fosters and enhances community livability and public health; sustains economic vitality; promotes efficient development and multiple transportation options; reduces pollution, greenhouse gas emissions, and the expenditure of energy and other resources; and ensures compatibility between uses consistent with the land use designations identified in this Element and Land Use Map (LU-1).

Action LU-1a: Create consistency between the City's Zoning Code and Zoning Map and General Plan.

Action LU-1b: Update the Hawthorne Boulevard Specific Plan as appropriate to ensure consistency with this Land Use Element, designations shown on Figure LU-1, and the City's adopted 2021-2029 Housing Element.

Action LU-1c: Review the Zoning Code and update as appropriate to reflect Land Use goals, policies, and implementation actions included in this Plan.

Action LU-1d: As part of development review process, ensure that residential and non-residential developments fall within the minimum and maximum density requirements and/or allowed floor-area-ratios stipulated on the Land Use Map and included within the Land Use Descriptions. Projects shall also be reviewed for consistency with the development standards and density requirements established by any applicable Specific Plan governing the area in question.

Policy LU-3.3: Code Compliance. Require land use compatibility through adherence to the policies, standards, and regulations in the Municipal Code, Zoning Code, and other regulations or administrative procedures that manage the form and relationship of projects and uses.

Policy LU-3.9 Interagency Cooperation. Establish and maintain an ongoing liaison with Caltrans, LA Metro, utility companies, adjacent cities, and other major government and private agencies to help minimize the traffic, noise, and visual impacts of their facilities and operations.

Policy LU-4.2: Standards and Guidelines. Develop and enforce development standards and objective design guidelines that provide clear direction for achieving quality community design in new development and redevelopment projects consistent with the City's desired aesthetic.

Policy LU-4.3: Site Planning. Require that new development use site planning techniques (e.g., the placement of proposed structures, building materials, landscaping, access ways) that consider the physical characteristics of its site and surrounding land uses, maximize access to sunlight and natural airflow between buildings, and optimize energy efficiency.



Action LU-4e Continue to implement the City’s existing development standards, or create new standards if appropriate, to regulate new construction and revisions to existing buildings. New standards shall be created for higher density stand-alone residential projects and mixed-use projects to promote quality infill developments.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

AES-4: Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Impact Analysis: Future development accommodated through implementation of the General Plan Update could introduce new sources of light or glare with the potential to adversely affect day or nighttime views. Light and glare impacts could result from new light sources such as street lighting, interior and exterior building lighting (including for safety purposes), vehicle headlights, illuminated signage, and new glare sources such as reflective building materials, roofing materials, and windows. These new sources of light and glare would be most visible from development along adjacent roadways, and to receptors such as residents and traveling motorists.

All lighting installed in future development projects as a result of the implementation of the General Plan Update would be subject to conformance with applicable Zoning Code requirements and guided by the General Plan Update Land Use Element, which includes policies and actions to reduce potential light and glare impacts. Land Use Element Policy LU-3.7 requires new uses to provide buffers between existing uses where potential adverse impacts could occur, such as decorative walls, setbacks and landscaping, restricted vehicular access, parking enclosures, and lighting control. Action LU-3c directs the City to evaluate development proposals for land use and transportation network compatibility with existing surrounding or abutting development and neighborhoods. Action LU-3d requires that the City review the Zoning Code, and amend it if necessary to create standards addressing appropriate treatments to buffer nonresidential uses from residential and other sensitive uses. Action LU-3e requires as part of the development review process, the analysis of land use compatibility to require adequate buffers and/or architectural enhancements that protect sensitive receptors from intrusion of development activities that may cause unwanted nuisances and health risks. In addition, pursuant to Section 17.72.071, *Improvement of Parking Areas*, projects abutting a residential zone or residential project must direct lighting to illuminate parking areas away from adjoining residential premises and adequately shield headlight glare. Therefore, implementation of the General Plan Update would not result in adverse light and glare impacts. Impacts would be less than significant in this regard.



Proposed General Plan Update Goals, Policies, and Actions:

LAND USE ELEMENT

Policy LU-3.7: Development Buffers. Require new uses to provide buffers between existing uses where potential adverse impacts could occur, such as decorative walls, setbacks and landscaping, restricted vehicular access, parking enclosures, and lighting control.

Action LU-3c: Through the development review process, evaluate development proposals for land use and transportation network compatibility with existing surrounding or abutting development and neighborhoods.

Action LU-3d: Review the Zoning Code, and amend it if necessary, to create standards addressing appropriate treatments to buffer nonresidential uses from residential and other sensitive uses.

Action LU-3e: Analyze land use compatibility through the development review process to require adequate buffers and/or architectural enhancements that protect sensitive receptors from intrusion of development activities that may cause unwanted nuisances and health risks.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.1.6 CUMULATIVE IMPACTS

Section 4.0, *Basis of Cumulative Analysis*, identifies projected growth within the Planning Area with the potential to interact with the proposed Project to the extent that a significant cumulative effect may occur. The cumulative projects' setting for aesthetics is the City.

Would the project, combined with other related cumulative projects, have a substantial adverse effect on a scenic vista?

Impact Analysis: The Planning Area does not contain any scenic vistas or scenic resources; long-range views of the Palos Verdes Hills, Santa Monica Mountains, and San Gabriel Mountains are limited and primarily provided along major north-south corridors due to the existing development within the City and surrounding area. The Planning Area, and the surrounding areas, are developed and within an urbanized area. Development and/or redevelopment of the Planning Area would be subject to the regulations and requirements of the City's Zoning Code, including building heights, setbacks, massing, and design and architectural regulations, while projects in the SOI would be subject to the County's standards and requirements. Future development projects in the City would be subject to the City's development standards, site plan and/or design review process to ensure conformance with City's established development standards. Although the potential for new development at higher densities/intensities could occur with implementation of the Project, scenic vistas and resources do not readily occur within the City and long-range views are limited due to the existing topography and urbanized nature of the area. Further, future projects implemented under the General Plan Update would be required to be consistent with the



General Plan Update policies and actions and adopted regulations pertaining to aesthetics. With implementation of the adopted policies and regulations described above, the proposed General Plan Update would not considerably contribute to permanent changes in visual character, such as obstruction of scenic views. The polices and actions included within the General Plan Update and compliance with the Zoning Code would reduce the cumulative effect of the General Plan Update on visual character to a less-than-significant level. Thus, the Project’s incremental effects involving the potential for substantial adverse effects on a scenic vista would not be cumulatively considerable.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

Would the project, combined with other related cumulative projects, substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Impact Analysis: As there are no officially designated or eligible scenic highways located within the viewshed of the Planning Area, future development and cumulative development associated with implementation of the General Plan Update would not substantially damage scenic resources within a State scenic highway. Thus, the Project’s incremental effects involving the potential for substantial damage to scenic resources within a State scenic highway would not be cumulatively considerable.

Proposed General Plan Update Goals, Policies, and Actions: There are no relevant proposed General Plan Update goals, policies, and actions.

Mitigation Measures: No mitigation measures are required.

Level of Significance: No Impact.

Would the project, combined with other related cumulative projects, conflict with applicable zoning and other regulations governing scenic quality?

Impact Analysis: Future development and cumulative development are located within the Planning Area and are therefore within an “Urbanized Area.” As discussed above, implementation of the General Plan Update would result in new development and intensification of existing urban uses along major corridors. While the Project does not include any specific development proposals, the Project could facilitate future development projects within these areas at higher densities and intensities than currently exist. Development within the City is subject to the Lawndale Zoning Code, which provides for project-specific design review of future development proposals, which would ensure that development is consistent with the General Plan Update goals, policies, and actions, and the Zoning Code. Individual development projects are reviewed subject to the specific zoning district and development being proposed. Further, future projects implemented under the General Plan Update would be required to be consistent with the General Plan Update policies and actions and adopted regulations pertaining to scenic quality. The



proposed Project would not conflict with applicable zoning and other regulations governing scenic quality. Thus, the Project's incremental effects involving potential conflicts with applicable zoning and other regulations governing scenic quality would not be cumulatively considerable.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

Would the project, combined with other related cumulative projects, create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Impact Analysis: Future development associated with the General Plan Update and development in the surrounding communities could introduce new sources of light or glare with the potential to adversely affect day or nighttime views. All lighting installed in future development projects would be subject to conformance with the General Plan Update and applicable Zoning Code requirements. Additionally, pursuant to Chapter 17.30, *Design Review*, future residential development projects would be reviewed for conformance with the City's established design criteria, including project illumination. Further, future projects implemented under the General Plan Update would be required to be consistent with the General Plan Update policies and actions and adopted regulations pertaining to aesthetics. With implementation of the adopted policies and regulations described above, the proposed General Plan Update would not considerably contribute to permanent changes in visual character, such as increased lighting resulting in a substantial degradation. The policies and actions included within the General Plan Update and compliance with the Zoning Code would reduce the cumulative effect of the General Plan Update on lighting and glare to a less-than-significant level. Thus, through compliance with the City's established regulatory requirements, the Project's incremental effects involving the potential to create a new source of substantial light or glare which would adversely affect day or nighttime views in the area would not be cumulative considerable.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.1.7 SIGNIFICANT UNAVOIDABLE IMPACTS

Aesthetics impacts associated with the implementation of the General Plan Update would be less than significant and no significant unavoidable aesthetics impacts would occur as a result of the General Plan Update.



5.1.8 REFERENCES

California Department of Finance (DOF), *Report E-5 Population and Housing Estimates for Cities, and Counties, and the State, January 2021-2023*, May 2023.

California Department of Transportation (Caltrans), *California State Scenic Highway System Map*, <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>, accessed March 14, 2023.

Los Angeles County, *Los Angeles County 2035 General Plan*, October 2015.



This page intentionally left blank.



5.2 AGRICULTURE RESOURCES

This section identifies the existing agricultural conditions within the Planning Area and provides an analysis of potential impacts associated with implementation of the General Plan Update.

5.2.1 ENVIRONMENTAL SETTING

AGRICULTURAL RESOURCES

The California Department of Conservation (DOC), Division of Land Resource Protection, identifies important farmland throughout the State through its Farmland Mapping and Monitoring Program (FMMP). The FMMP is non-regulatory and was developed to inventory land and provide categorical definitions of important farmlands; and, provide consistent and impartial data to decision makers for use in assessing present status, reviewing trends, and planning for the future of California's agricultural land resources. The program does not necessarily reflect local General Plan actions, urban needs, changing economic conditions, proximity to market, and other factors, which may be taken into consideration when government considers agricultural land use policies.

Agriculture land, in the form of designated Important Farmlands as defined by the California DOC, makes up zero percent (no acres) of the City's total acreage (DOC 2023a). There are no lands within the Planning Area that are designated for agricultural use on the existing or proposed Lawndale General Plan Land Use Maps (see [Figure 3-2](#) and [Figure 3-5](#)).

IMPORTANT FARMLANDS

The DOC, as part of its FMMP, periodically prepares *Important Farmland Maps*, which are a hybrid of resource quality (soils) and land use information intended to document the suitability of land for agricultural production. The Los Angeles County Important Farmland Map identifies five agriculture-related categories and three non-agricultural categories:

Prime Farmland

Prime Farmland has the most favorable combination of physical and chemical features, enabling it to sustain long-term production of agricultural crops. This land possesses the soil quality, growing season, and moisture supply needed to produce sustained high yields. In order to qualify for this classification, the land must have produced irrigated crops at some point during the two update cycles prior to Natural Resources Conservation Service (NRCS) mapping. The Planning Area does not contain any Prime Farmland.

Farmland of Statewide Importance

Farmland of Statewide Importance is similar to Prime Farmland; however, it possesses minor shortcomings, such as greater slopes and/or less ability to store moisture. In order to qualify for this classification, the land must have produced irrigated crops at some point during the two update cycles prior to NRCS mapping. The Planning Area does not contain any Farmland of Statewide Importance.



Unique Farmland

Unique Farmland is of lesser quality soils used for the production of the State's leading agricultural crops. Unique Farmland includes areas that do not meet the above stated criteria for Prime Farmland or Farmland of Statewide Importance, but that have been used for the production of specific high economic value crops during the two update cycles prior to the mapping date. It has the special combination of soil quality, location, growing season, and moisture supply needed to produce sustained high quality and/or high yields of a specific crop when treated and managed according to current farming methods. This land is usually irrigated, but may include non-irrigated orchards or vineyards, as found in some climatic zones in California. Land must have been farmed at some time during the four years prior to the mapping date. The Planning Area does not contain any land designated as Unique Farmland.

Farmland of Local Importance

Farmland of Local Importance is vital to the local agricultural economy, as determined by the County Board of Supervisors and a local advisory committee. The County defines Farmland of Local Importance as land with the same characteristics as Prime Farmland or Farmland of Statewide Importance, with the exception of irrigation. The Planning Area does not contain any land classified as Farmland of Local Importance.

Grazing Land

Grazing Land is land on which the existing vegetation is suited to the grazing of livestock. This category was developed in cooperation with the California Cattlemen's Association, University of California Cooperative Extension, and other groups interested in the extent of grazing activities. The minimum mapping unit for Grazing Land is 40 acres. The Planning Area does not contain grazing land.

Urban and Built-Up Land

Urban and Built-Up Land consists of land occupied by structures with a building density of at least one unit to one and a half acres, or approximately six structures to a 10-acre parcel. This land is used for residential, industrial, commercial, construction, institutional, public administration, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes. The entirety of the Planning Area is considered Urban and Built-Up land. Additionally, nearly all of the surrounding area is also considered Urban and Built-Up land.

Other Land

Other Land consists of land not included in any other mapping category. Common examples include low-density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry, or aquaculture facilities; strip mines and borrow pits; and water bodies smaller than 40 acres. Vacant and non-agricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land. The Planning Area does not contain land designated as Other Land.



Water

Water consists of perennial water bodies with an extent of at least 40 acres. The Planning Area does not contain any bodies of water recognized by the FMMP.

FARMLAND PRESERVATION

The California Land Conservation Act, also known as the Williamson Act, was adopted in 1965 to encourage the preservation of the State's agricultural lands and to prevent their premature conversion to urban uses. The Williamson Act is described in greater detail in [Section 5.2.2, *Regulatory Setting*](#).

There are no lands within the Planning Area that are currently under a Williamson Act contract.

FORESTRY RESOURCES

Forest land is defined by Public Resources Code Section 12220(g), and includes "land that can support 10 percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits."

Timber land is defined by Public Resources Code Section 4526, and means "land, other than land owned by the Federal government and land designated by the board as experimental forest land, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees. Commercial species shall be determined by the board on a district basis.

There are no forest lands or timber lands located within the Planning Area.

5.2.2 REGULATORY SETTING

FEDERAL

Farmland Protection Policy Act

The Natural Resources Conservation Service (NRCS), an agency within the U.S. Department of Agriculture, is responsible for implementation of the Farmland Protection Policy Act (FPPA). The purpose of the FPPA is to minimize Federal programs' contribution to the conversion of farmland to non-agricultural uses by ensuring that Federal programs are administered in a manner that is compatible with state, local, and private programs designed to protect farmland. The NRCS provides technical assistance to Federal agencies, state and local governments, tribes, and nonprofit organizations that desire to develop farmland protection programs and policies. The NRCS summarizes FPPA implementation in an annual report to Congress.

Farm and Ranch Lands Protection Program

The NRCS administers the Farm and Ranch Lands Protection Program (FRPP), a voluntary program aimed at keeping productive farmland in agricultural uses. Under the FRPP, the NRCS provides matching funds to state, local, or tribal government entities and nonprofit organizations with existing farmland protection programs to purchase conservation easements. According to the 1996 Farm Bill, the goal of the program is to protect between 170,000 and 340,000 acres of farmland per year. Participating landowners agree



not to convert the land to non-agricultural use and retain all rights to use the property for agriculture. A conservation plan must be developed for all lands enrolled based upon the standards contained in the NRCS Field Office Technical Guide. A minimum of 30 years is required for conservation easements and priority is given to applications with perpetual easements. The NRCS provides up to 50 percent of the fair market value of the easement being conserved. To qualify for a conservation easement, farm or ranch land must meet several criteria. The land must be:

- Prime, Unique, or other productive soil, as defined by NRCS based on factors such as water moisture regimes, available water capacity, developed irrigation water supply, soil temperature range, acid-alkali balance, water table, soil sodium content, potential for flooding, erodibility, permeability rate, rock fragment content, and soil rooting depth;
- Included in a pending offer to be managed by a nonprofit organization, state, tribal, or local farmland protection program;
- Privately owned;
- Placed under a conservation plan;
- Large enough to sustain agricultural production;
- Accessible to markets for the crop that the land produces; and
- Surrounded by parcels of land that can support long-term agricultural production.

STATE

[California Department of Conservation \(DOC\)](#)

The California DOC administers and supports a number of programs, including the Williamson Act, the California Farmland Conservancy Program, the Williamson Act Easement Exchange Program (WAEEP), and the Farmland Mapping and Monitoring Program (FMMP). These programs are designed to preserve agricultural land and provide data on conversion of agricultural land to urban use. The DOC has authority for the approval of agreements entered into under the WAEEP. Key DOC tools available for land conservation planning are conservation grants, tax incentives to keep land in agriculture or open space, and farmland mapping and monitoring.

[California Land Conservation Act of 1965 \(Williamson Act\)](#)

The California Land Conservation Act of 1965, better known as the Williamson Act (California Administrative Code Section 51200 et seq.), creates an arrangement whereby private landowner's contract with local governments to voluntarily restrict land to agricultural or related open space uses. In return, restricted parcels are assessed for property tax purposes, at a rate consistent with their actual use, rather than potential market value, which saves landowners from 20 percent to 75 percent in property tax liability each year. Local governments receive an annual subvention of forgone property tax revenues from the State via the Open Space Subvention Act of 1971 (California Government Code Section 16140-16154). Initially signed for a minimum 10-year period, the contracts are automatically renewed each year for a successive minimum 10-year period unless a notice of non-renewal is filed, or a contract cancellation is approved by the local government.



Farmland Security Zone

A Farmland Security Zone is an area created within an agricultural preserve by a board of supervisors (board) or city council (council) upon request by a landowner or group of landowners. An agricultural preserve defines the boundary of an area within which a city or county will enter into contracts with landowners. The boundary is designated by resolution of the board or council having jurisdiction. Agricultural preserves must generally be at least 100 acres in size. Farmland Security Zone contracts offer landowners greater property tax reduction. Land restricted by a Farmland Security Zone contract is valued for property assessment purposes at 65 percent of its Williamson Act valuation or 65 percent of its Proposition 13 valuation, whichever is lower.

Forest Practice Rules

The California Department of Forestry and Fire Protection (CAL FIRE) implements the laws that regulate timber harvesting on privately-owned lands. These laws are contained in the Z'berg-Nejedly Forest Practice Act of 1973 which established a set of rules known as the Forest Practice Rules to be applied to forest management related activities (i.e., timber harvests, timberland conversions, fire hazard removal, etc.). They are intended to ensure that timber harvesting is conducted in a manner that will preserve and protect fish, wildlife, forests, and streams. Under the Forest Practice Act, a Timber Harvesting Plan (THP) is submitted to CAL FIRE by the landowner outlining what timber is proposed to be harvested, harvesting method, and the steps that will be taken to prevent damage to the environment. If the landowner intends to convert timberland to non-timberland uses, such as a winery or vineyard, a Timberland Conversion Permit is required in addition to the THP. It is CAL FIRE's intent that a THP will not be approved which fails to adopt feasible mitigation measures or alternatives from the range of measures set out or provided for in the Forest Practice Rules, which would substantially lessen or avoid significant adverse environmental impacts resulting from timber harvest activities. THPs are required to be prepared by Registered Professional Foresters who are licensed to prepare these plans. For projects involving Timberland Conversion Permits, CAL FIRE acts as lead agency under CEQA, and the county or city acts as a responsible agency.

5.2.3 SIGNIFICANCE CRITERIA AND THRESHOLDS

Appendix G of the California Environmental Quality Act (CEQA) Guidelines contains the Initial Study Environmental Checklist, which includes questions related to agricultural and forestry resources. The issues presented in the Initial Study Environmental Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant environmental impact if it would:

- Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use (refer to Impact Statement AG-1);
- Conflict with existing zoning for agricultural use, or a Williamson Act contract (refer to Impact Statement AG-2);



- Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526, or timberland zoned Timberland Production (as defined by Government Code section 51104(g));
- Result in the loss of forest land or conversion of forest land to non-forest use; and/or
- Involve other changes in the existing environment which due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use (refer to Impact Statement AG-3).

There are no forest lands or timber lands located within the Planning Area. There are also no parcels that are currently zoned as forest land, timber, or timber production. Therefore, implementation of the proposed General Plan Update would have no impact on forest land, timber, or timber production and these impacts will not be discussed further.

5.2.4 IMPACTS AND MITIGATION MEASURES

AG-1: Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

Impact Analysis: The Planning Area is located within an urbanized area and is generally developed with a mix of residential and non-residential uses. As described above, the FMMP classifies the Planning Area as Urban and Built-Up Land. The Planning Area does not contain any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance pursuant to the FMMP. Additionally, there are no existing lands within the Planning Area that are designated for agricultural use on the existing or proposed Lawndale Land Use Map. Therefore, the Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use. No impact would occur in this regard.

Proposed General Plan Update Goals, Policies, and Actions: There are no relevant proposed General Plan Update goals, policies, and actions.

Mitigation Measures: No mitigation measures are required.

Level of Significance: No Impact.

AG-2: Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

Impact Analysis: Although the General Plan Update does not include any zone changes at this time, a future zoning update is anticipated to bring zoning into compliance with the General Plan Update. However, since the City does not have any zoning districts exclusive to agriculture uses, the General Plan Update, and subsequent zoning code update, would not conflict with existing zoning for agricultural use.

The Planning Area is located within an urbanized area and is generally developed with a mix of residential and non-residential uses. The Planning Area does not contain land under agricultural production, nor are any parcels within the Planning Area under a Williamson Act contract. Therefore, the Project would not



conflict with existing zoning for agricultural use or conflict with a Williamson Act contract. No impact would occur in this regard.

Proposed General Plan Update Goals, Policies, and Actions: There are no relevant proposed General Plan Update goals, policies, and actions.

Mitigation Measures: No mitigation measures are required.

Level of Significance: No Impact.

AG-3: Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

Impact Analysis: There are no forest lands within the Planning Area, nor are there suitable environmental conditions for forest land to be developed; therefore, implementation of the proposed Project will not result in the conversion of forest land to non-forest use.

The Planning Area is located within an urbanized area and is generally developed with a mix of residential and non-residential uses. As described above, the Planning Area does not contain any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance pursuant to the FMMP; there are no existing lands within the Planning Area that are designated for agricultural use on the existing or proposed Lawndale Land Use Map; and the Planning Area does not contain land under agricultural production. Thus, the General Plan Update would not result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use. No impact would occur in this regard.

Proposed General Plan Update Goals, Policies, and Actions: There are no relevant proposed General Plan Update goals, policies, and actions.

Mitigation Measures: No mitigation measures are required.

Level of Significance: No Impact.

5.2.5 CUMULATIVE IMPACTS

Section 4.0, Basis of Cumulative Analysis, establishes growth and development within Los Angeles County as anticipated by SCAG as having the potential to interact with the proposed Project to the extent that a significant cumulative effect may occur. The cumulative projects' setting for agricultural resources would be the Los Angeles region.

Would the project, combined with other related cumulative projects, convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

Impact Analysis: The Planning Area is located within an urbanized area and is generally developed with a mix of residential and non-residential uses. As described above, the FMMP classifies the Planning Area as Urban and Built-Up Land. The Planning Area does not contain any Prime Farmland, Unique Farmland, or



Farmland of Statewide Importance pursuant to the FMMP. Additionally, there are no existing lands within the Planning Area that are designated for agricultural use on the existing or proposed Lawndale Land Use Map and the Planning Area does not contain land under agricultural production. Therefore, the proposed Project would have no impact involving the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use and as a result would not contribute to a potential cumulative impact in this regard.

Proposed General Plan Update Goals, Policies, and Actions: There are no relevant proposed General Plan Update goals, policies, and actions.

Mitigation Measures: No mitigation measures are required.

Level of Significance: No Impact.

Would the project, combined with other related cumulative projects, conflict with existing zoning for agricultural use, or a Williamson Act contract?

Impact Analysis: The Planning Area, along with the cumulative project sites, is located within an urbanized area and is generally developed with a mix of residential and non-residential uses. The Planning Area does not contain land under agricultural production, nor are any parcels within the Planning Area under a Williamson Act contract. Because the City does not have any zoning districts exclusive to agriculture uses, the General Plan Update, and subsequent zoning code update, would not conflict with existing zoning for agricultural use. Therefore, the proposed Project would have no impact involving a conflict with existing zoning for agricultural use, or a Williamson Act contract, and as a result would not contribute to a potential cumulative impact in this regard.

Proposed General Plan Update Goals, Policies, and Actions: There are no relevant proposed General Plan Update goals, policies, and actions.

Mitigation Measures: No mitigation measures are required.

Level of Significance: No Impact.

Would the project, combined with other related cumulative projects, involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

Impact Analysis: The Planning Area, along with the cumulative project sites, is located within an urbanized area and is generally developed with a mix of residential and non-residential uses. There are no forest lands within the Planning Area, nor are there suitable environmental conditions for forest land to be developed; therefore, implementation of the proposed Project will not result in the conversion of forest land to non-forest use. The Planning Area does not contain any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance pursuant to the FMMP; there are no existing lands within the Planning Area that are designated for agricultural use on the existing or proposed Lawndale Land Use Map; and the Planning Area does not contain land under agricultural production. Therefore, the proposed Project would have no impact involving the conversion of farmland to non-agricultural use or conversion of forest land to non-forest use, and as a result would not contribute to a potential cumulative impact in this regard.



Proposed General Plan Update Goals, Policies, and Actions: There are no relevant proposed General Plan Update goals, policies, and actions.

Mitigation Measures: No mitigation measures are required.

Level of Significance: No Impact.

5.2.6 SIGNIFICANT UNAVOIDABLE IMPACTS

Agricultural impacts associated with the implementation of the General Plan Update would be less than significant. No significant unavoidable agricultural impacts would occur as a result of the General Plan Update.

5.2.7 REFERENCES

Department of Conservation (DOC), *California Important Farmland Finder*,
<https://maps.conservation.ca.gov/DLRP/CIFF/>, accessed March 6, 2023a.

Department of Conservation (DOC), *Important Farmland Categories*,
<https://www.conservation.ca.gov/dlrp/fmmp/Pages/Important-Farmland-Categories.aspx>,
accessed March 6, 2023b.



This page intentionally left blank.



5.3 AIR QUALITY

5.3.1 PURPOSE

This section identifies the existing air quality conditions within the Planning Area and provides an analysis of potential impacts associated with implementation of the General Plan Update.

This section is primarily based upon the air quality emissions analysis and modeling prepared by De Novo Planning Group, and included as Appendix B, Air Quality, Energy and Greenhouse Gas Emissions Modeling Data.

One comment was received during the NOP comment period regarding air quality. The comment was received from the South Coast Air Quality Management District (SCAQMD). The SCAQMD provides recommendations on the analysis of potential air quality impacts resulting from the proposed General Plan Update.

5.3.2 ENVIRONMENTAL SETTING

The California Air Resources Board (CARB) divides the State into 15 air basins that share similar meteorological and topographical features. The Planning Area is located within the South Coast Air Basin (SCAB), a 6,600-square mile area bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The SCAB includes the non-desert portions of Los Angeles, San Bernardino, and Riverside Counties, as well as all of Orange County, in addition to the San Geronio Pass area of Riverside County.

The extent and severity of the air pollution problem in the Basin is a function of the area's natural physical characteristics (weather and topography), as well as man-made influences (development patterns and lifestyle). Factors, such as wind, sunlight, temperature, humidity, rainfall, and topography, all affect the accumulation and dispersion of air pollutants throughout the Basin.

LOCAL CLIMATE AND METEROLOGY

The topography and climate of southern California combine to make the SCAB an area highly favorable for forming air pollution. A warm air mass frequently descends over the cool, moist marine layer produced by the interaction between the ocean's surface and the lowest layer of the atmosphere. Within the atmosphere, the warm upper layer forms a cap over the cooler surface layer, which traps the pollutants near the ground. Light winds can further limit ventilation. The region also experiences periods of hot, dry winds from the desert, known as Santa Ana winds. If the Santa Ana winds are strong, they can surpass the sea breeze, which blows from the ocean to the land, and carry the suspended dust and pollutants out to the ocean. If the winds are weak, they are opposed by the sea breeze and cause stagnation, resulting in high pollution events.

The annual average temperature varies little throughout much of the Basin, ranging from the low to middle 60s, measured in degrees Fahrenheit (°F). With more pronounced oceanic influence, coastal areas, such as where the Project site is located, show less variability in annual minimum and maximum



temperatures compared to inland areas. The majority of the annual rainfall in the basin occurs between November and April. Summer rainfall is minimal and is generally limited to scattered thunderstorms in the coastal regions and slightly heavier showers in the eastern portion of the basin along the coastal westerly side of the mountains. Year-to-year patterns in rainfall are unpredictable because of fluctuations in the weather.

Temperature inversions limit the vertical depth through which pollution can be mixed. Among the most common temperature inversions in the basin are radiation inversions, which form on clear winter nights when cold air off mountains sink to the valley floor while the air aloft over the valley remains warm. These inversions, in conjunction with calm winds, trap pollutants near the source. Other types of temperature inversions that affect the basin include marine, subsidence, and high-pressure inversions.

Summers are often periods of hazy visibility and occasionally unhealthful air. Strong temperature inversions may occur that limit the vertical depth through which air pollution can be dispersed. Air pollutants concentrate because they cannot rise through the inversion layer and disperse. These inversions are more common and persistent during the summer months. Over time, sunlight produces photochemical reactions within this inversion layer that creates ozone, a particularly harmful air pollutant. Occasionally, strong thermal convections occur which allows the air pollutants to rise high enough to pass over the mountains and ultimately dilute the smog cloudtrap pollutants such as automobile exhaust near their source.

In the winter, light nocturnal winds result mainly from the drainage of cool air off of the mountains toward the valley floor while the air aloft over the valley remains warm. This forms a type of inversion known as a radiation inversion. Such winds are characterized by stagnation and poor local mixing and trap pollutants such as automobile exhaust near their source. While these inversions may lead to air pollution “hot spots” in heavily developed coastal areas of the basin, there is not enough traffic to cause any winter air pollution problems.

The temperature and precipitation levels for the Los Angeles International Airport, the closest station with data, are in [Table 5.3-1, *Metrological Summary*](#). [Table 5.3-1](#) shows that August is typically the warmest month and January is typically the coolest month. Rainfall in the Planning Area varies considerably in both time and space. Almost all the annual rainfall comes from the fringes of mid-latitude storms from late November to early April, with summers being almost completely dry.



**Table 5.3-1
Meteorological Summary**

Month	Temperature (°F)		Average Precipitation (inches)
	Average High	Average Low	
January	65.2	47.5	2.65
February	65.3	48.9	2.67
March	65.3	50.5	1.85
April	67.4	53.0	0.77
May	69.1	56.4	0.17
June	71.9	59.7	0.05
July	75.1	62.9	0.02
August	76.3	63.8	0.07
September	76.0	62.6	0.16
October	73.6	58.5	0.39
November	70.2	52.3	1.40
December	65.9	47.9	1.82
Annual Average	70.1	55.3	12.02

Source: Western Regional Climate Center, *Period of Record Monthly Climate Summary*, <https://wrcc.dri.edu/cgi-bin/cliMAIN.pl?ca5114>, accessed on May 1, 2023.

CRITERIA POLLUTANTS

The air pollutants emitted into the ambient air by stationary and mobile sources are regulated by State and Federal laws. These regulated air pollutants are known as “criteria air pollutants” and are categorized into primary and secondary pollutants.

Primary air pollutants are emitted directly from sources. Carbon monoxide (CO), reactive organic gases (ROG), nitrogen oxide (NO_x), sulfur dioxide (SO₂), coarse particulate matter (PM₁₀), fine particulate matter (PM_{2.5}), and lead are primary air pollutants. Of these, CO, NO_x, SO₂, PM₁₀, and PM_{2.5} are criteria pollutants. ROG and NO_x are criteria pollutant precursors and form secondary criteria pollutants through chemical and photochemical reactions in the atmosphere. For example, the criteria pollutant O₃ is formed by a chemical reaction between ROG and NO_x in the presence of sunlight. O₃ and nitrogen dioxide (NO₂) are the principal secondary pollutants.

Carbon Monoxide (CO). CO is an odorless, colorless toxic gas that is emitted by mobile and stationary sources as a result of incomplete combustion of hydrocarbons or other carbon-based fuels. In cities, automobile exhaust can cause as much as 95 percent of all CO emissions. CO replaces oxygen in the body’s red blood cells. Individuals with a deficient blood supply to the heart, patients with diseases involving heart and blood vessels, fetuses (unborn babies), and patients with chronic hypoxemia (oxygen deficiency) as seen in high altitudes are most susceptible to the adverse effects of CO exposure. People with heart



disease are also more susceptible to developing chest pains when exposed to low levels of carbon monoxide.

Ozone (O₃). O₃ occurs in two layers of the atmosphere. The layer surrounding the earth's surface is the troposphere. The troposphere extends approximately 10 miles above ground level, where it meets the second layer, the stratosphere. The stratospheric (the "good" O₃ layer) extends upward from about 10 to 30 miles and protects life on earth from the sun's harmful ultraviolet rays. "Bad" O₃ is a photochemical pollutant, and needs volatile organic compounds (VOCs), nitrogen oxides (NO_x), and sunlight to form; therefore, VOCs and NO_x are O₃ precursors. To reduce O₃ concentrations, it is necessary to control the emissions of these O₃ precursors. Significant O₃ formation generally requires an adequate amount of precursors in the atmosphere and a period of several hours in a stable atmosphere with strong sunlight. High O₃ concentrations can form over large regions when emissions from motor vehicles and stationary sources are carried hundreds of miles from their origins.

While O₃ in the upper atmosphere (stratosphere) protects the earth from harmful ultraviolet radiation, high concentrations of ground-level O₃ (in the troposphere) can adversely affect the human respiratory system and other tissues. O₃ is a strong irritant that can constrict the airways, forcing the respiratory system to work hard to deliver oxygen. Individuals exercising outdoors, children, and people with pre-existing lung disease such as asthma and chronic pulmonary lung disease are considered to be the most susceptible to the health effects of O₃. Short-term exposure (lasting for a few hours) to O₃ at elevated levels can result in aggravated respiratory diseases such as emphysema, bronchitis and asthma, shortness of breath, increased susceptibility to infections, inflammation of the lung tissue, increased fatigue, as well as chest pain, dry throat, headache, and nausea.

Nitrogen Dioxide (NO₂). NO_x are a family of highly reactive gases that are a primary precursor to the formation of ground-level O₃ and react in the atmosphere to form acid rain. NO₂ (often used interchangeably with NO_x) is a reddish-brown gas that can cause breathing difficulties at elevated levels. Peak readings of NO₂ occur in areas that have a high concentration of combustion sources (e.g., motor vehicle engines, power plants, refineries, and other industrial operations). NO₂ can irritate and damage the lungs and lower resistance to respiratory infections such as influenza. The health effects of short-term exposure are still unclear. However, continued or frequent exposure to NO₂ concentrations that are typically much higher than those normally found in the ambient air may increase acute respiratory illnesses in children and increase the incidence of chronic bronchitis and lung irritation. Chronic exposure to NO₂ may aggravate eyes and mucus membranes and cause pulmonary dysfunction.

Coarse Particulate Matter (PM₁₀). PM₁₀ refers to suspended particulate matter, which is smaller than 10 microns or ten one-millionths of a meter. PM₁₀ arises from sources such as road dust, diesel soot, combustion products, construction operations, and dust storms. PM₁₀ scatters light and significantly reduces visibility. In addition, these particulates penetrate into lungs and can potentially damage the respiratory tract. On June 19, 2003, the California Air Resources Board (CARB) adopted amendments to the statewide 24-hour particulate matter standards based upon requirements set forth in the Children's Environmental Health Protection Act (Senate Bill 25).

Fine Particulate Matter (PM_{2.5}). Due to recent increased concerns over health impacts related to fine particulate matter (particulate matter 2.5 microns in diameter or less), both State and Federal PM_{2.5}



standards have been created. Particulate matter impacts primarily affect infants, children, the elderly, and those with pre-existing cardiopulmonary disease. In 1997, the U.S. Environmental Protection Agency (EPA) announced new PM_{2.5} standards. Industry groups challenged the new standard in court and the implementation of the standard was blocked. However, upon appeal by the EPA, the United States Supreme Court reversed this decision and upheld the EPA's new standards.

On January 5, 2005, the EPA published a Final Rule in the Federal Register that designates the Basin as a nonattainment area for Federal PM_{2.5} standards. On June 20, 2002, CARB adopted amendments for statewide annual ambient particulate matter air quality standards. These standards were revised/established due to increasing concerns by CARB that previous standards were inadequate, as almost everyone in California is exposed to levels at or above the current State standards during some parts of the year, and the statewide potential for significant health impacts associated with particulate matter exposure was determined to be large and wide-ranging. On July 8, 2016, EPA made a finding that the South Coast has attained the 1997 24-hour and annual PM_{2.5} standards based on 2011-2013 data. However, the Basin remains in nonattainment as the EPA has not determined that California has met the Federal Clean Air Act requirements for redesignating the Basin nonattainment area to attainment.

Sulfur Dioxide (SO₂). Sulfur dioxide (SO₂) is a colorless, irritating gas with a rotten egg smell; it is formed primarily by the combustion of sulfur-containing fossil fuels. Sulfur dioxide is often used interchangeably with SO_x. Exposure of a few minutes to low levels of SO₂ can result in airway constriction in some asthmatics.

Volatile Organic Compounds (VOC). VOCs are hydrocarbon compounds (any compound containing various combinations of hydrogen and carbon atoms) that exist in the ambient air. VOCs contribute to the formation of smog through atmospheric photochemical reactions and/or may be toxic. Compounds of carbon (also known as organic compounds) have different levels of reactivity; that is, they do not react at the same speed or do not form O₃ to the same extent when exposed to photochemical processes. VOCs often have an odor, and some examples include gasoline, alcohol, and the solvents used in paints. Exceptions to the VOC designation include carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate. VOCs are a criteria pollutant since they are a precursor to O₃, which is a criteria pollutant. The terms VOC and reactive organic gases (ROG), discussed below, are often used interchangeably.

Reactive Organic Gases (ROG). Similar to VOCs, ROGs are also precursors in forming O₃ and consist of compounds containing methane, ethane, propane, butane, and longer chain hydrocarbons, which are typically the result of some type of combustion/decomposition process. Smog is formed when ROG and nitrogen oxides react in the presence of sunlight. ROGs are a criteria pollutant since they are a precursor to O₃, which is a criteria pollutant.

TOXIC AIR CONTAMINANTS

Toxic air contaminants (TACs) are airborne substances capable of causing short-term (acute) and/or long-term (chronic) or carcinogenic (i.e., cancer causing) adverse human health effects (i.e., injury or illness). TACs include both organic and inorganic chemical substances. They may be emitted from a variety of common sources including gasoline stations, automobiles, dry cleaners, industrial operations, and



painting operations. The current California list of TACs includes approximately 200 compounds, including particulate emissions from diesel-fueled engines.

Hazardous air pollutant (HAP) is a term used in the Federal Clean Air Act (FCAA) and includes a variety of pollutants generated or emitted by industrial production activities. Identified as TACs under the California Clean Air Act (CCAA), ten pollutants have been singled out through ambient air quality data as being the most substantial health risks in California. Direct exposure to these pollutants has been shown to cause cancer, birth defects, brain and nervous system damage, and respiratory disorders.

TACs do not have ambient air quality standards because no safe levels of TACs can be determined. Instead, TAC impacts are evaluated by calculating the health risks associated with a given exposure. The requirements of the Air Toxic “Hot Spots” Information and Assessment Act (Assembly Bill [AB] 2588) apply to facilities that use, produce, or emit toxic chemicals. Facilities subject to the toxic emission inventory requirements of AB 2588 must prepare, submit, and periodically update their toxic emission inventory plans and reports.

Toxic contaminants often result from fugitive emissions during fuel storage and transfer activities, and from leaking valves and pipes. For example, the electronics industry, including semiconductor manufacturing, uses highly toxic chlorinated solvents in semiconductor production processes. Automobile exhaust also contains toxic air pollutants such as benzene and 1,3-butadiene.

Diesel Particulate Matter

Diesel Particulate Matter (DPM) is emitted from both mobile and stationary sources. In California, on-road diesel-fueled engines contribute approximately 24 percent of the Statewide total, with an additional 71 percent attributed to other mobile sources, such as construction and mining equipment, agricultural equipment, and transport refrigeration units. Stationary sources contribute approximately five percent of total DPM in the State. It should be noted that CARB has developed several plans and programs to reduce diesel emissions such as the Diesel Risk Reduction Plan, the Statewide Portable Equipment Registration Program (PERP), and the Diesel Off-Road Online Reporting System (DOORS). PERP and DOORS allow owners or operators of portable engines and certain other types of equipment to register their equipment in order to operate them in the State without having to obtain individual permits from local air districts.

Diesel exhaust and many individual substances contained in it (e.g., arsenic, benzene, formaldehyde, and nickel) have the potential to contribute to mutations in cells that can lead to cancer. Long-term exposure to diesel exhaust particles poses the highest cancer risk of any TAC evaluated by OEHHA. CARB estimates that about 70 percent of the cancer risk that the average Californian faces from breathing toxic air pollutants stems from diesel exhaust particles.

In its comprehensive assessment of diesel exhaust, OEHHA analyzed more than 30 studies of people who worked around diesel equipment, including truck drivers, railroad workers, and equipment operators. The studies showed these workers were more likely to develop lung cancer than workers who were not exposed to diesel emissions. These studies provide strong evidence that long-term occupational exposure to diesel exhaust increases the risk of lung cancer. Using information from OEHHA’s assessment, CARB estimates that diesel particle levels measured in California’s air in 2000 could cause 540 “excess” cancers in a population of one million people over a 70-year lifetime. Other researchers and scientific



organizations, including the National Institute for Occupational Safety and Health, have calculated cancer risks from diesel exhaust similar to those developed by OEHHA and CARB.

Exposure to diesel exhaust can also have immediate health effects. Diesel exhaust can irritate the eyes, nose, throat, and lungs, and can cause coughing, headaches, lightheadedness, and nausea. In studies with human volunteers, diesel exhaust particles made people with allergies more susceptible to the materials to which they are allergic, such as dust and pollen. Exposure to diesel exhaust also causes inflammation in the lungs, which may aggravate chronic respiratory symptoms and increase the frequency or intensity of asthma attacks.

Diesel engines are a major source of fine particulate pollution. The elderly and people with emphysema, asthma, and chronic heart and lung disease are especially sensitive to fine-particle pollution. Numerous studies have linked elevated particle levels in the air to increased hospital admissions, emergency room visits, asthma attacks, and premature deaths among those suffering from respiratory problems. Because children's lungs and respiratory systems are still developing, they are also more susceptible than healthy adults to fine particles. Exposure to fine particles is associated with increased frequency of childhood illnesses and can also reduce lung function in children. In California, diesel exhaust particles have been identified as a carcinogen.

ODORS

Typically, odors are regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache).

With respect to odors, the human nose is the sole sensing device. The ability to detect odors varies considerably among the population and overall is quite subjective. Some individuals have the ability to smell minute quantities of specific substances; others may not have the same sensitivity but may have sensitivities to odors of other substances. In addition, people may have different reactions to the same odor; in fact, an odor that is offensive to one person (e.g., from a fast-food restaurant) may be perfectly acceptable to another.

It is also important to note that an unfamiliar odor is more easily detected and is more likely to cause complaints than a familiar one. This is because of the phenomenon known as odor fatigue, in which a person can become desensitized to almost any odor and recognition only occurs with an alteration in the intensity.

Quality and intensity are two properties present in any odor. The quality of an odor indicates the nature of the smell experience. For instance, if a person describes an odor as flowery or sweet, then the person is describing the quality of the odor. Intensity refers to the strength of the odor. For example, a person may use the word "strong" to describe the intensity of an odor. Odor intensity depends on the odorant concentration in the air.

When an odorous sample is progressively diluted, the odorant concentration decreases. As this occurs, the odor intensity weakens and eventually becomes so low that the detection or recognition of the odor is quite difficult. At some point during dilution, the concentration of the odorant reaches a detection



threshold. An odorant concentration below the detection threshold means that the concentration in the air is not detectable by the average human.

SENSITIVE RECEPTORS

Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. CARB has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases, such as asthma, emphysema, and bronchitis.

Because the proposed Project is a planning document that does not include exact locations, sizes, or land use type for any individual projects that would occur within the City under the General Plan Update, there are no specific sensitive locations identified with respect to the proposed Project. As a conservative estimate of impacts, sensitive receptors are anticipated to be located directly adjacent to new development.

AMBIENT AIR QUALITY

Both the EPA and the CARB have established ambient air quality standards for common pollutants. These ambient air quality standards represent safe levels of contaminants that avoid specific adverse health effects associated with each pollutant.

The Federal and State ambient air quality standards are summarized in Table 5.3-2, *Federal and State Ambient Air Quality Standards* for important pollutants. The Federal and State ambient standards were developed independently, although both processes attempted to avoid health-related effects. As a result, the Federal and State standards differ in some cases. In general, the California standards are more stringent. This is particularly true for ozone, PM_{2.5}, and PM₁₀. The EPA signed a final rule for the Federal ozone eight-hour standard of 0.070 ppm on October 1, 2015, and was effective as of December 28, 2015 (equivalent to the State ambient air quality eight-hour standard for ozone).



**Table 5.3-2
Federal and State Ambient Air Quality Standards**

Pollutant	Averaging Time	Federal Primary Standard	State Standard
Ozone	1-Hour	--	0.09 ppm
	8-Hour	0.070 ppm	0.070 ppm
Carbon Monoxide	8-Hour	9.0 ppm	9.0 ppm
	1-Hour	35.0 ppm	20.0 ppm
Nitrogen Dioxide	Annual	0.053 ppm	0.03 ppm
	1-Hour	0.100 ppm	0.18 ppm
Sulfur Dioxide	Annual	0.03 ppm	--
	24-Hour	0.14 ppm	0.04 ppm
	1-Hour	0.075 ppm	0.25 ppm
PM ₁₀	Annual	--	20 ug/m ³
	24-Hour	150 ug/m ³	50 ug/m ³
PM _{2.5}	Annual	12 ug/m ³	12 ug/m ³
	24-Hour	35 ug/m ³	--
Lead	30-Day Avg.	--	1.5 ug/m ³
	3-Month Avg.	0.15 ug/m ³	--

Source: California Air Resources Board, 2023a.
Notes: ppm = parts per million, ug/m³ = Micrograms per Cubic Meter.

Attainment Status

In accordance with the California Clean Air Act (CCAA), the CARB is required to designate areas of the State as attainment, nonattainment, or unclassified with respect to applicable standards. An “attainment” designation for an area signifies that pollutant concentrations did not violate the applicable standard in that area. A “nonattainment” designation indicates that a pollutant concentration violated the applicable standard at least once, excluding those occasions when a violation was caused by an exceptional event, as defined in the criteria.

Depending on the frequency and severity of pollutants exceeding applicable standards, the nonattainment designation can be further classified as serious nonattainment, severe nonattainment, or extreme nonattainment, with extreme nonattainment being the most severe of the classifications. An “unclassified” designation signifies that the data does not support either an attainment or nonattainment status. The CCAA divides districts into moderate, serious, and severe air pollution categories, with increasingly stringent control requirements mandated for each category.

The EPA designates areas for ozone, carbon monoxide, and nitrogen dioxide as “does not meet the primary standards,” “cannot be classified,” or “better than national standards.” For sulfur dioxide, areas are designated as “does not meet the primary standards,” “does not meet the secondary standards,” “cannot be classified,” or “better than national standards.” However, the CARB terminology of attainment, nonattainment, and unclassified is more frequently used.



Los Angeles County has a State designation Attainment or Unclassified for all criteria pollutants except for ozone, PM₁₀ and PM_{2.5}. Los Angeles County has a national designation of either Unclassified or Attainment for all criteria pollutants except for Ozone and PM_{2.5}. Table 5.3-3, *State and National Attainment Status in Los Angeles County*. Table 5.3-3 presents the state and national attainment status for Los Angeles County.

**Table 5.3-3
 State and National Attainment Status in Los Angeles County**

Criteria Pollutants	State Designations	National Designations
Ozone (O ₃)	Nonattainment	Nonattainment
PM ₁₀	Nonattainment	Attainment
PM _{2.5}	Nonattainment	Nonattainment
Carbon Monoxide (CO)	Attainment	Unclassified/Attainment
Nitrogen Dioxide (NO ₂)	Attainment	Unclassified/Attainment
Sulfur Dioxide (SO ₂)	Attainment	Unclassified/Attainment
Sulfates	Attainment	
Lead	Attainment	Nonattainment
Hydrogen Sulfide	Unclassified	
Visibility Reducing Particles	Unclassified	

Source: California Air Resources Board, 2023b.

Separately, Table 5.3-4, *South Coast Air Basin Attainment Status*, lists the attainment status for the criteria pollutants in the South Coast Air Basin.



**Table 5.3-4
South Coast Air Basin Attainment Status**

Pollutant	Standard ¹	Averaging Time	Designation ²	Attainment Deadline Date ³
1-Hour Ozone	NAAQS	1979 1-Hour (0.12 ppm)	Nonattainment (Extreme)	2/6/2023 (not attained) ⁴
	CAAQS	1-Hour (0.09 ppm)	Nonattainment	N/A
8-Hour Ozone ⁵	NAAQS	1997 8-Hour (0.08 ppm)	Nonattainment (Extreme)	6/15/2024
	NAAQS	2008 8-Hour (0.075 ppm)	Nonattainment (Extreme)	7/20/2032
	NAAQS	2015 8-Hour (0.070 ppm)	Nonattainment (Extreme)	8/3/2038
	CAAQS	8-Hour (0.070 ppm)	Nonattainment	Beyond 2032
CO	NAAQS	1-Hour (35 ppm)	Attainment (Maintenance)	6/11/2007 (attained)
	CAAQS	8-Hour (9 ppm)	Attainment	6/11/2007 (attained)
NO ₂ ⁶	NAAQS	1-Hour (0.1 ppm)	Unclassifiable/Attainment	N/A (attained)
	NAAQS	Annual (0.053 ppm)	Attainment (Maintenance)	9/22/1998 (attained)
	CAAQS	1-hour (0.18 ppm) Annual (0.030 ppm)	Attainment	--
SO ₂ ⁷	NAAQS	1-Hour (75 ppb)	Designations Pending (expect Uncl./Attainment)	N/A (attained)
	NAAQS	24-Hour (0.14 ppm) Annual (0.03 ppm)	Unclassifiable/Attainment	3/19/1979 (attained)
PM ₁₀	NAAQS	1987 24-Hour (150 µg/m ³)	Attainment (Maintenance) ⁸	7/26/2013 (attained)
	CAAQS	24-Hour (50 µg/m ³) Annual (20 µg/m ³)	Nonattainment	N/A



Table 5.3-4 (continued)
South Coast Air Basin Attainment Status

Pollutant	Standard ¹	Averaging Time	Designation ²	Attainment Deadline Date ³
PM _{2.5} ⁹	NAAQS	2006 24-Hour (35 µg/m ³)	Nonattainment (Serious)	12/31/2019
	NAAQS	1997 Annual (15.0 µg/m ³)	Attainment	8/24/2016
	NAAQS	2021 Annual (12.0 µg/m ³)	Nonattainment (Serious)	12/31/2025
	CAAQS	Annual (12.0 µg/m ³)	Nonattainment	N/A
Lead	NAAQS	3-Months Rolling (0.15 µg/m ³)	Nonattainment (Partial) ¹⁰	12/31/2015
Hydrogen Sulfide (H ₂ S)	CAAQS	1-Hour (0.03 ppm/42 µg/m ³)	Attainment	--
Sulfates	CAAQS	24-Hour (25 µg/m ³)	Attainment	--
Vinyl Chloride	CAAQS	24-Hour (0.01 ppm/26 µg/m ³)	Attainment	--

Source: South Coast Air Quality Management District, *National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) Attainment Status for South Coast Air Basin*, September 2018.

Notes:

¹ NAAQS = National Ambient Air Quality Standards, CAAQS = California Ambient Air Quality Standards

² EPA often only declares Nonattainment areas; everywhere else is listed as Unclassifiable/Attainment or Unclassifiable.

³ A design value below the NAAQS for data through the full year or smog season prior to the attainment date is typically required for attainment demonstration.

⁴ 1-hour O₃ standard (0.12 ppm) was revoked, effective June 15, 2005 ; however, the Basin has not attained this standard based on 2008-2010 data and is still subject to anti-backsliding requirements.

⁵ 1997 8-hour O₃ standard (0.08 ppm) was reduced (0.075 ppm), effective May 27, 2008; the revoked 1997 O₃ standard is still subject to anti-backsliding requirements.

⁶ New NO₂ 1-hour standard, effective August 2, 2010; attainment designations January 20, 2012; annual NO₂ standard retained.



⁷ The 1971 annual and 24-hour SO₂ standards were revoked, effective August 23, 2010; however, these 1971 standards will remain in effect until one year after EPA promulgates area designations for the 2010 SO₂ 1-hour standard. Area designations are still pending, with Basin expected to be designated Unclassifiable /Attainment.

⁸ Annual PM₁₀ standard was revoked, effective December 18, 2006; 24-hour PM₁₀ NAAQS deadline was 12/31/2006; SCAQMD request for attainment redesignation and PM₁₀ maintenance plan was approved by EPA on June 26, 2013, effective July 26, 2013.

⁹ Attainment deadline for the 2006 24-Hour PM_{2.5} NAAQS (designation effective December 14, 2009) is December 31, 2019 (end of the 10th calendar year after effective date of designations for Serious nonattainment areas). Annual PM_{2.5} standard was revised on January 15, 2013, effective March 18, 2013, from 15 to 12 µg/m³. Designations effective April 15, 2015, so Serious area attainment deadline is December 31, 2025.

¹⁰ Partial Nonattainment designation – Los Angeles County portion of Basin only for near-source monitors. Expect redesignation to attainment based on current monitoring data.

Los Angeles County Monitoring

SCAQMD is divided into 38 air-monitoring areas with a designated ambient air monitoring station representative of each area. The City of Lawndale is in the Southwest Los Angeles County (Area 3). The nearest air monitoring station is the LAX Hastings Station, located at 7201 W. Westchester Parkway, approximately five miles northwest of the Planning Area. [Table 5.3-5, Local Air Quality Levels](#), presents the monitored pollutant levels within the vicinity.

The monitoring data presented in [Table 5.3-5](#) shows that ozone and particulate matter (PM₁₀) are the air pollutants of primary concern in the Planning Area, which are detailed below.

**Table 5.3-5
Local Area Air Quality Levels**

Pollutant (Standard)	Year		
	2019	2020	2021 ¹
Ozone:			
Maximum 1-Hour Concentration (ppm)	0.082	0.117	0.059
Days > CAAQS (0.09 ppm)	0	1	0
Maximum 8-Hour Concentration (ppm)	0.067	0.074	0.049
Days > NAAQS (0.07 ppm)	0	2	0
Days > CAAQS (0.07 ppm)	0	2	0
Carbon Monoxide:			
Maximum 1-Hour Concentration (ppm)	1.8	1.6	1.7
Days > NAAQS (20 ppm)	0	0	0
Maximum 8-Hour Concentration (ppm)	1.3	1.3	1.3
Days > NAAQS (9 ppm)	0	0	0
Nitrogen Dioxide:			
Maximum 1-Hour Concentration (ppm)	0.057	0.060	0.063
Days > NAAQS (0.25 ppm)	0	0	0
Sulfur Dioxide:			
Maximum 1-Hour Concentration (ppm)	0.008	0.006	0.008
Days > CAAQS (0.25 ppm)	0	0	0
Inhalable Particulates (PM₁₀):			
Maximum 24-Hour Concentration (ug/m ³)	62	43	33
Days > NAAQS (150 ug/m ³)	0	0	0



**Table 5.3-5 (continued)
Local Area Air Quality Levels**

Pollutant (Standard)	Year		
	2019	2020	2021 ¹
Days > CAAQS (50 ug/m ³)	2 (3%)	0	0
Annual Average (ug/m ³)	19.2	22.5	17.7
Annual > NAAQS (50 ug/m ³)	No	No	No
Annual > CAAQS (20 ug/m ³)	No	Yes	No
Ultra-Fine Particulates (PM_{2.5}):²			
Maximum 24-Hour Concentration (ug/m ³)	--	--	--
Days > NAAQS (35 ug/m ³)	--	--	--
Annual Average (ug/m ³)	--	--	--
Annual > NAAQS (15 ug/m ³)	--	--	--
Annual > CAAQS (12 ug/m ³)	--	--	--
CAAQS = California Ambient Air Quality Standard; NAAQS = National Ambient Air Quality Standard; ppm = parts per million Source: South Coast Air Quality Management District, <i>Historical Air Quality Data by Year</i> , https://www.aqmd.gov/home/air-quality/historical-air-quality-data/historical-data-by-year , accessed March 3, 2023. Notes: 1. Incomplete data due to site closure in September 2021. 2. Pollutant not monitored.			

Ozone

During the 2019 to 2021 monitoring period, the State 1-hour concentration standard for ozone was exceeded for one day in 2020 at the LAX Hastings Station. The Federal and State 8-hour ozone standard was exceeded for two days in 2020 over the past three years at the LAX Hastings Station.

Ozone is a secondary pollutant as it is not directly emitted. Ozone is the result of chemical reactions between other pollutants, most importantly hydrocarbons and NO₂, which occur only in the presence of bright sunlight. Pollutants emitted from upwind cities react during transport downwind to produce the oxidant concentrations experienced in the area. Many areas of the SCAQMD contribute to the ozone levels experienced at the monitoring station, with the more significant areas being those directly upwind.

Carbon Monoxide

CO is another important pollutant that is due mainly to motor vehicles. The Southwest Los Angeles County LAX Hastings Station did not record an exceedance of the State or Federal 1-hour or 8-hour CO standards for the last three years.

Nitrogen Dioxide

The LAX Hastings Station did not record an exceedance of the State or Federal NO₂ standards for the last three years.

Sulfur Dioxide

The LAX Hastings Station did not record an exceedance of the State SO₂ standards for the last three years.



Particulate Matter

During the 2019 to 2021 monitoring period, the State 24-hour concentration standard for PM₁₀ was exceeded for two days (3 percent of sampled days) in 2019 at the LAX Hastings Station. Over the same time period, the Federal 24-hour and annual standards for PM₁₀ have not been exceeded at the LAX Hastings.

PM_{2.5} was not monitored at the LAX Hastings Station during the 2019 to 2021 monitoring period.

According to the EPA, some people are much more sensitive than others to breathing fine particles (PM₁₀ and PM_{2.5}). People with influenza, chronic respiratory and cardiovascular diseases, and the elderly may suffer worsening illness and premature death due to breathing these fine particles. People with bronchitis can expect aggravated symptoms from breathing in fine particles. Children may experience decline in lung function due to breathing in PM₁₀ and PM_{2.5}. Other groups considered sensitive are smokers and people who cannot breathe well through their noses. Exercising athletes are also considered sensitive, because many breathe through their mouths during exercise.

5.3.3 REGULATORY SETTING

FEDERAL

Clean Air Act

The Federal Clean Air Act (FCAA) was first signed into law in 1970. In 1977, and again in 1990, the law was substantially amended. The FCAA is the foundation for a national air pollution control effort, and it is composed of the following basic elements: NAAQS for criteria air pollutants, hazardous air pollutant standards, state attainment plans, motor vehicle emissions standards, stationary source emissions standards and permits, acid rain control measures, stratospheric ozone protection, and enforcement provisions.

The EPA is responsible for administering the FCAA. The FCAA requires the EPA to set NAAQS for several problem air pollutants based on human health and welfare criteria. Two types of NAAQS were established: primary standards, which protect public health (with an adequate margin of safety, including for sensitive populations such as children, the elderly, and individuals suffering from respiratory diseases), and secondary standards, which protect the public welfare from non-health-related adverse effects such as visibility reduction.

NAAQS standards define clean air and represent the maximum amount of pollution that can be present in outdoor air without any harmful effects on people and the environment. Existing violations of the ozone and PM_{2.5} ambient air quality standards indicate that certain individuals exposed to these pollutants may experience certain health effects, including increased incidence of cardiovascular and respiratory ailments.

NAAQS standards have been designed to accurately reflect the latest scientific knowledge and are reviewed every five years by a Clean Air Scientific Advisory Committee (CASAC), consisting of seven members appointed by the EPA administrator. Reviewing NAAQS is a lengthy undertaking and includes the following major phases: Planning, Integrated Science Assessment (ISA), Risk/Exposure Assessment



(REA), Policy Assessment (PA), and Rulemaking. The process starts with a comprehensive review of the relevant scientific literature. The literature is summarized and conclusions are presented in the ISA. Based on the ISA, EPA staff perform a risk and exposure assessment, which is summarized in the REA document. The third document, the PA, integrates the findings and conclusions of the ISA and REA into a policy context, and provides lines of reasoning that could be used to support retention or revision of the existing NAAQS, as well as several alternative standards that could be supported by the review findings. Each of these three documents is released for public comment and public peer review by the CASAC. Members of CASAC are appointed by the EPA Administrator for their expertise in one or more of the subject areas covered in the ISA. The committee's role is to peer review the NAAQS documents, ensure that they reflect the thinking of the scientific community, and advise the Administrator on the technical and scientific aspects of standard setting. Each document goes through two to three drafts before CASAC deems it to be final.

Although there is some variability among the health effects of the NAAQS pollutants, each has been linked to multiple adverse health effects including, among others, premature death, hospitalizations and emergency department visits for exacerbated chronic disease, and increased symptoms such as coughing and wheezing. NAAQS standards were last revised for each of the six criteria pollutants as listed below, with detail on what aspects of NAAQS changed during the most recent update:

- Ozone: On October 1, 2015, the EPA lowered the national eight-hour standard from 0.075 ppm to 0.070 ppm, providing for a more stringent standard consistent with the current California state standard.
- CO: In 2011, the primary standards were retained from the original 1971 level, without revision. The secondary standards were revoked in 1985.
- NO₂: The national NO₂ standard was most recently revised in 2010 following an exhaustive review of new literature pointed to evidence for adverse effects in asthmatics at lower NO₂ concentrations than the existing national standard.
- SO₂: On June 2, 2010, a new 1-hour SO₂ standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb.
- PM: the national annual average PM_{2.5} standard was most recently revised in 2012 following an exhaustive review of new literature pointed to evidence for increased risk of premature mortality at lower PM_{2.5} concentrations than the existing standard.
- Lead: The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. In 2016, the primary and secondary standards were retained.

The law recognizes the importance for each state to locally carry out the requirements of the FCAA, as special consideration of local industries, geography, housing patterns, etc. are needed to have full comprehension of the local pollution control problems. As a result, the EPA requires each state to develop a State Implementation Plan (SIP) that explains how each state will implement the FCAA within their jurisdiction. A SIP is a collection of rules and regulations that a particular state will implement to control



air quality within their jurisdiction. The CARB is the state agency that is responsible for preparing and implementing the California SIP.

Transportation Conformity

Transportation conformity requirements were added to the FCAA in the 1990 amendments, and the EPA adopted implementing regulations in 1997. See §176 of the FCAA (42 U.S.C. §7506) and 40 CFR Part 93, Subpart A. Transportation conformity serves much the same purpose as general conformity: it ensures that transportation plans, transportation improvement programs, and projects that are developed, funded, or approved by the United States Department of Transportation or that are recipients of funds under the Federal Transit Act or from the Federal Highway Administration (FHWA), conform to the SIP as approved or promulgated by EPA.

Currently, transportation conformity applies in nonattainment areas and maintenance areas (maintenance areas are those areas that were in nonattainment that have been redesignated to attainment, under the FCCA). Under transportation conformity, a determination of conformity with the applicable SIP must be made by the agency responsible for the project, such as the Metropolitan Planning Organization, the Council of Governments, or a Federal agency. The agency making the determination is also responsible for all the requirements relating to public participation. Generally, a project will be considered in conformance if it is in the transportation improvement plan and the transportation improvement plan is incorporated in the SIP. If an action is covered under transportation conformity, it does not need to be separately evaluated under general conformity.

Transportation Control Measures

One particular aspect of the SIP development process is the consideration of potential control measures as a part of making progress towards clean air goals. While most SIP control measures are aimed at reducing emissions from stationary sources, some are typically also created to address mobile or transportation sources. These are known as transportation control measures (TCMs). TCM strategies are designed to reduce vehicle miles traveled and trips, or vehicle idling and associated air pollution. These goals are achieved by developing attractive and convenient alternatives to single-occupant vehicle use. Examples of TCMs include ridesharing programs, transportation infrastructure improvements such as adding bicycle and carpool lanes, and expansion of public transit.

STATE

California Clean Air Act

The CCAA was first signed into law in 1988. The CCAA provides a comprehensive framework for air quality planning and regulation, and spells out, in statute, the state's air quality goals, planning and regulatory strategies, and performance. CARB is the agency responsible for administering the CCAA. The CARB established ambient air quality standards pursuant to the California Health and Safety Code (CH&S) [§39606(b)], which are similar to the Federal standards.

California Air Quality Standards

Although NAAQS are determined by the EPA, states have the ability to set standards that are more stringent than the Federal standards. As such, California established more stringent ambient air quality



standards. Federal and State ambient air quality standards have been established for ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, suspended particulates (PM₁₀) and lead. In addition, California has created standards for pollutants that are not covered by Federal standards. Although there is some variability among the health effects of the CAAQS pollutants, each has been linked to multiple adverse health effects including, among others, premature death, hospitalizations and emergency department visits for exacerbated chronic disease, and increased symptoms such as coughing and wheezing. The existing State and Federal primary standards for major pollutants are shown in [Table 5.3-2](#).

Air quality standard setting in California commences with a critical review of all relevant peer reviewed scientific literature. The Office of Environmental Health Hazard Assessment (OEHHA) uses the review of health literature to develop a recommendation for the standard. The recommendation can be for no change, or can recommend a new standard. The review, including the OEHHA recommendation, is summarized in a document called the draft Initial Statement of Reasons (ISOR), which is released for comment by the public, and also for public peer review by the Air Quality Advisory Committee (AQAC). AQAC members are appointed by the President of the University of California for their expertise in the range of subjects covered in the ISOR, including health, exposure, air quality monitoring, atmospheric chemistry and physics, and effects on plants, trees, materials, and ecosystems. The Committee provides written comments on the draft ISOR. The CARB staff next revises the ISOR based on comments from AQAC and the public. The revised ISOR is then released for a 45-day public comment period prior to consideration by the Board at a regularly scheduled Board hearing.

In June of 2002, CARB adopted revisions to the PM₁₀ standard and established a new PM_{2.5} annual standard. The new standards became effective in June 2003. Subsequently, staff reviewed the published scientific literature on ground-level ozone and nitrogen dioxide and CARB adopted revisions to the standards for these two pollutants. Revised standards for ozone and nitrogen dioxide went into effect on May 17, 2006 and March 20, 2008, respectively. These revisions reflect the most recent changes to the CAAQS.

[CARB Mobile-Source Regulation](#)

The State of California is responsible for controlling emissions from the operation of motor vehicles in the state. Rather than mandating the use of specific technology or the reliance on a specific fuel, CARB's motor vehicle standards specify the allowable grams of pollution per mile driven. In other words, the regulations focus on the reductions needed rather than on the manner in which they are achieved. Towards this end, the CARB has adopted regulations which required auto manufacturers to phase in less polluting vehicles.

[CARB Air Quality and Land Use Handbook](#)

CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* addresses the importance of considering health risk issues when siting sensitive land uses, including residential development, in the vicinity of intensive air pollutant emission sources including freeways or high-traffic roads, distribution centers, ports, petroleum refineries, chrome plating operations, dry cleaners, and gasoline dispensing facilities. The CARB Handbook draws upon studies evaluating the health effects of traffic traveling on major interstate highways in metropolitan California centers within Los Angeles (Interstate [I] 405 and I-710), the San Francisco Bay, and San Diego areas. The recommendations identified by CARB, including



siting residential uses a minimum distance of 500 feet from freeways or other high-traffic roadways, are consistent with those adopted by the State of California for location of new schools. Specifically, the CARB Handbook recommends, “Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day.”

Tanner Air Toxics Act

California regulates TACs primarily through the Tanner Air Toxics Act (AB 1807) and the Air Toxics Hot Spots Information and Assessment Act of 1987 (AB 2588). The Tanner Act sets forth a formal procedure for the CARB to designate substances as TACs. This includes research, public participation, and scientific peer review before CARB can designate a substance as a TAC. To date, CARB has identified more than 21 TACs and has adopted EPA’s list of HAPs as TACs. Most recently, diesel PM was added to the CARB list of TACs. Once a TAC is identified, CARB then adopts an Airborne Toxics Control Measure (ATCM) for sources that emit that particular TAC. If there is a safe threshold for a substance at which there is no toxic effect, the control measure must reduce exposure below that threshold. If there is no safe threshold, the measure must incorporate Best Available Control Technology (BACT) to minimize emissions.

The AB 2588 requires that existing facilities that emit toxic substances above a specified level prepare a toxic-emission inventory, prepare a risk assessment if emissions are significant, notify the public of significant risk levels, and prepare and implement risk reduction measures. CARB has adopted diesel exhaust control measures and more stringent emission standards for various on-road mobile sources of emissions, including transit buses and off-road diesel equipment (e.g., tractors, generators). In February 2000, CARB adopted a new public-transit bus-fleet rule and emission standards for new urban buses. These rules and standards provide for (1) more stringent emission standards for some new urban bus engines, beginning with 2002 model year engines; (2) zero-emission bus demonstration and purchase requirements applicable to transit agencies; and (3) reporting requirements under which transit agencies must demonstrate compliance with the urban transit bus fleet rule. Other recent milestones include the low-sulfur diesel-fuel requirement, and tighter emission standards for heavy-duty diesel trucks (2007) and off-road diesel equipment (2011) nationwide.

LOCAL

South Coast Air Quality Management District (SCAQMD)

SCAQMD shares responsibility with CARB for ensuring that all State and Federal ambient air quality standards are achieved and maintained over an area of approximately 10,743 square miles. This area includes all of Orange County and Los Angeles County except for the Antelope Valley, the non-desert portion of western San Bernardino County, and the western and Coachella Valley portions of Riverside County.

SCAQMD reviews projects to ensure that they do not (1) cause or contribute to any new violation of any air quality standard; (2) increase the frequency or severity of any existing violation of any air quality standard; or (3) delay the timely attainment of any air quality standard or any required interim emission reductions or other milestones of any Federal attainment plan.



SCAQMD is responsible for controlling emissions primarily from stationary sources. SCAQMD maintains air quality monitoring stations throughout SCAB. In coordination with the Southern California Association of Governments (SCAG), SCAQMD is also responsible for developing, updating, and implementing the Air Quality Management Plan (AQMP) for SCAB. An AQMP is a plan prepared and implemented by an air pollution district for a county or region designated as nonattainment of the national and/or California ambient air quality standards.

In 2003, an AQMP was prepared by SCAQMD to bring SCAB, as well as portions of the Salton Sea Air Basin under the SCAQMD jurisdiction, into compliance with the 1-hour ozone and PM₁₀ national standards. The 2003 AQMP also replaced the 1997 attainment demonstration for the Federal CO standard and provided a basis for a maintenance plan for CO for the future. It also updated the maintenance plan for the Federal NO₂ standard, which SCAB has met since 1992.

A subsequent AQMP for the Basin was adopted by the SCAQMD on June 1, 2007. The goal of the 2007 AQMP was to lead SCAB into compliance with the national 8-hour ozone and PM_{2.5} standards. The 2007 AQMP outlined a detailed strategy for meeting the national health-based standards for PM_{2.5} by 2015 and 8-hour ozone by 2024 while accounting for and accommodating future expected growth. The 2007 AQMP incorporated significant new emissions inventories, ambient measurements, scientific data, control strategies, and air quality modeling. Most of the reductions were to be from mobile sources, which are currently responsible for about 75 percent of all smog and particulate-forming emissions.

SCAQMD approved the 2012 AQMP on December 7, 2012. The 2012 AQMP incorporated the latest scientific and technological information and planning assumptions, including the 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and updated emission inventory methodologies for various source categories. The 2012 AQMP outlines a comprehensive control strategy that meets the requirement for expeditious progress toward attainment with the 24-hour PM_{2.5} Federal ambient air quality standard with all feasible control measures and demonstrates attainment of the standard by 2014. The 2012 AQMP also updates the 8-hour ozone control plan with new emission reduction commitments from a set of new control measures that implement the 2007 AQMP's Section 182 (e)(5) commitments. The goal of the Final 2012 AQMP is to lead the Basin into compliance with the national 8-hour ozone and PM_{2.5} standards.

SCAQMD approved the Final 2016 AQMP on March 3, 2017. The 2016 AQMP includes transportation control measures developed by SCAG from the 2016–2040 RTP/SCS, as well as the integrated strategies and measures needed to meet the NAAQS. The 2016 AQMP demonstrates attainment of the 1-hour and 8-hour ozone NAAQS as well as the latest 24-hour and annual PM_{2.5} standards.

SCAQMD approved the Final 2022 AQMP on December 2, 2022. The Final 2022 AQMP builds upon measures already in place from previous AQMPs to reduce air pollution and meet the Federal ozone standard established by the EPA in 2015. It includes a variety of additional actions and strategies such as regulation, accelerated deployment of available cleaner technologies (e.g., zero emission emissions technologies, when cost-effective and feasible, and low NO_x technologies in other applications), best management practices, co-benefits from existing programs (e.g., climate and energy efficiency), incentives, and other Clean Air Act measures to achieve the 2015 8-hour ozone standard.



SCAQMD has also prepared the 2010 Clean Communities Plan (Formerly the Air Toxics Control Plan), the Air Quality Monitoring Network Plan, the Vision for Air: A Framework for Air Quality and Climate Plan.

SCAQMD is responsible for limiting the amount of emissions that can be generated throughout the basin by various stationary, area, and mobile sources. Specific rules and regulations have been adopted by the SCAQMD Governing Board that (1) limit the emissions that can be generated by various uses and activities; and (2) identify specific pollution reduction measures, which must be implemented in association with various uses and activities. These rules regulate the emissions of not only the Federal and state criteria pollutants, but also TACs and acutely hazardous materials. The rules are also subject to ongoing refinement by SCAQMD.

Among the SCAQMD rules that may be applicable to future development projects within the City are Rule 401 (Visible Emissions), Rule 402 (Nuisance), Rule 403 (Fugitive Dust), Rule 1113 (Architectural Coatings), Rule 1138 (Control of Emissions from Restaurant Operations), Rule 1146.2 (Emissions of Oxides of Nitrogen from Large Water Heaters and Small Boilers and Process Heaters), and Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities). Rule 401 restricts the emissions of air contaminants that significantly reduce air opacity. Rule 402 restricts discharges that cause nuisance to the public. Rule 403 requires the use of stringent best available control measures (BACMs) to minimize PM₁₀ emissions during grading and construction activities. Rule 1113 requires reductions in the VOC content of coatings. Rule 1138 specifies PM and VOC emissions and odor control requirements for some kinds of commercial cooking operations. Rule 1146.2 restricts the NO_x emissions from natural gas-fired water heaters, boilers, and process heaters as defined by this rule. Compliance with SCAQMD Rule 1403 requires the owner or operator of any demolition or renovation activity to have an asbestos survey performed prior to demolition and to provide notification to the SCAQMD prior to commencing demolition activities.

SCAQMD's CEQA guidelines are voluntary initiatives recommended for consideration by local planning agencies. The CEQA *Air Quality Handbook* (Handbook) published by SCAQMD provides local governments with guidance for analyzing and mitigating project-specific air quality impacts. SCAQMD is currently updating some of the information and methods in the Handbook, such as the screening tables for determining the air quality significance of a project and the on-road mobile source emission factors. While this process is underway, SCAQMD recommends using other approved models to calculate emissions from land use projects, such as CalEEMod.

SCAQMD's *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning* considers impacts on air quality sensitive receptors from TAC-emitting facilities. SCAQMD's siting distance recommendations are the same as those provided by CARB (e.g., a 500-foot siting distance for air quality sensitive receptors proposed in proximity to freeways and high-traffic roads, and the same siting criteria for distribution centers and dry-cleaning facilities).

[Southern California Association of Governments \(SCAG\) Regional Transportation Plan/Sustainable Communities Strategy \(RTP/SCS\)](#)

SCAG is the metropolitan planning organization (MPO) for the region in which the City is located. On September 3, 2020, SCAG's Regional Council approved and fully adopted Connect SoCal (2020 Regional



Transportation Plan/Sustainable Communities Strategy), which is an update to the previous 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

The 2020 RTP/SCS considers the role of transportation in the broader context of economic, environmental, and quality-of-life goals for the future, identifying regional transportation strategies to address mobility needs. The 2020 RTP/SCS describes how the region can attain the GHG emission-reduction targets set by CARB by achieving a 19 percent reduction by 2035 compared to the 2005 level. Although the focus of the 2020 RTP/SCS is on GHG emission-reduction, compliance with and implementation of 2020 RTP/SCS policies and strategies would also have co-benefits of reducing per capita criteria air pollutant and TAC emissions associated with reduced per capita vehicle miles traveled (VMT). Improved air quality with implementation of the 2020 RTP/SCS policies would decrease reactive organic gases (ROG) (similar to VOCs), CO, NO_x, and PM_{2.5}.

SCAG's 2020 RTP/SCS builds on the land use policies that were incorporated into the 2016 RTP/SCS, and provides specific strategies for successful implementation. These strategies include implementing the Sustainable Communities Program (SCP) – Housing and Sustainable Development (HSD) which will both accelerate housing production as well as enable implementation of the Sustainable Communities Strategy of Connect SoCal; encouraging use of active transportation, or human powered transportation such as bicycles, tricycles, wheelchairs, electric wheelchairs/scooters, skates, and skateboards; and supporting alternative fueled vehicles. The 2020 RTP/SCS overall land use pattern reinforces the trend of focusing new housing and employment in infill areas well served by transit.

In addition, the 2020 RTP/SCS includes goals and strategies to promote active transportation and improve transportation demand management (TDM). The 2020 RTP/SCS strategies support local planning and projects that serve short trips, increase access to transit, expand understanding and consideration of public health in the development of local plans and projects, and support improvements in sidewalk quality, local bike networks, and neighborhood mobility areas. The 2020 RTP/SCS proposes to better align active transportation investments with land use and transportation strategies, increase competitiveness of local agencies for Federal and State funding, and to expand the potential for all people to use active transportation.

[Los Angeles County General Plan](#)

The Los Angeles County General Plan 2035 provides a comprehensive set of goals, policies, and implementing programs to guide the County's growth. The County's General Plan includes Chapter 8, Air Quality Element, which summarizes air quality issues and outlines the goals and policies in the General Plan to improve air quality and reduce GHG emissions.

[City of Lawndale Climate Action Plan](#)

The City of Lawndale, in cooperation with the South Bay Cities Council of Governments, has developed a Climate Action Plan (CAP) to reduce Greenhouse Gas (GHG) emissions within the City. The CAP identifies community-wide strategies to lower GHG emissions from a range of sources within the jurisdiction, including transportation, land use, energy generation and consumption, water, and waste. Chapters 6 and 7 focus on land use and transportation strategies to improve air quality by reducing transportation-related emissions.



5.3.4 SIGNIFICANCE CRITERIA AND THRESHOLDS

Consistent with Appendix G of the CEQA Guidelines and the SCAQMD thresholds of significance, the project will have a significant impact on the environment associated with air quality if it will:

- Conflict with or obstruct implementation of the applicable air quality plan (refer to Impact Statement AQ-1);
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable Federal or State ambient air quality standard (refer to Impact Statement AQ-2);
- Expose sensitive receptors to substantial pollutant concentrations (refer to Impact Statement AQ-3); and/or
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people (refer to Impact Statement AQ-4).

METHODOLOGY AND ASSUMPTIONS

A brief discussion of the methodology and assumptions used to estimate proposed Project's air pollutant emissions is provided below. For further detail on air emissions modeling parameters and assumptions, and other related calculations; refer to [Appendix B, *Air Quality, Energy and Greenhouse Gas Emissions Modeling Data*](#).

Construction

Construction of the growth anticipated by implementation of the General Plan Update would have the potential to temporarily emit criteria air pollutant emissions through the use of heavy-duty construction equipment, such as excavators, cranes, and forklifts, and through vehicle trips generated from workers and haul trucks traveling to and from project sites. In addition, fugitive dust emissions would result from demolition and various soil-handling activities. Construction emissions of VOC, NO_x, CO, SO₂, PM₁₀ and PM_{2.5} are included in this analysis. Construction emissions can vary substantially from day-to-day, depending on the intensity and specific type of construction activity. The maximum daily regional emissions are predicted values for the worst-case day and do not represent the emissions that would actually occur during every day of construction.

The proposed General Plan Update is a planning-level document, and, as such, there are no specific projects, project construction dates, or specific construction plans identified. Therefore, quantification of emissions associated with buildout cannot be specifically determined at this time. However, the type and size of total anticipated growth is known. Construction emissions are based on the type and amount of off-road construction equipment and the scope of future development that could be allowed under the General Plan Update. Therefore, since CalEEMod provides default construction scenarios based on size and land use type, a reasonable worst case annual construction scenario was analyzed to provide an idea of daily emissions that could occur due to construction under the proposed Project.¹ Due to the urbanized

¹ Note that CalEEMod estimates daily emissions based on the size and type of the development, the number of days that would be needed to complete the activity (CalEEMod default), and the amount of equipment that would be needed to accomplish construction (CalEEMod default).



and built-out nature of the City, the relatively flat topography, and that future growth would primarily occur and infill and redevelopment, soil grading activities are anticipated to balance on-site. Buildout of the General Plan Update (based on the land use assumptions provided by the proposed Project) expected to occur by 2045 were modeled in CalEEMod.²

Construction was estimated to begin in October of 2023 and continue throughout 2045. Emission calculations assumed construction in 2023 as a conservative peak emissions year. In a year later, construction emissions would be less because cleaner construction equipment and vehicle fleet mix are expected as a result of State regulations that require cleaner construction equipment to be phased-in for heavy-duty equipment. Thus, construction emissions occurring in later years would be less than the impacts disclosed herein.

Construction activities were modeled to include site preparation, excavation/grading, building construction, paving, and architectural coating. CalEEMod defaults were used to determine construction equipment based on the type of construction. Modeling assumed the land uses contained in Table 3-4 of Section 3.0, Project Description.

Daily regional criteria air pollutant emissions for the different phases of construction were forecast based on construction activities, on-road and off-road mobile sources, and fugitive dust emission factors associated with the specific construction activity. Off-road mobile source emissions would result from the use of heavy-duty construction equipment such as bulldozers, loaders, and cranes. These off-road mobile sources emit VOC, NO_x, CO, SO₂, PM₁₀ and PM_{2.5}. The emissions were estimated using CalEEMod (v.2022.1) software, an emissions inventory software program recommended by SCAQMD. CalEEMod is based on outputs from the OFFROAD model and Emission Factor (EMFAC) model, which are emissions estimation models developed by CARB and used to calculate emissions from construction activities, heavy-duty off-road equipment, and on-road vehicles. Activities parameters, such as number of equipment and equipment usage hours were included.

Fugitive dust emissions (using PM₁₀ as a surrogate) during construction activities were estimated in CalEEMod, which are based on the methods described in the EPA AP-42 Compilation of Air Pollutant Emission Factors. During the application of architectural coatings, evaporation of solvents contained in surface coatings result in VOC emissions. CalEEMod was used to calculate VOC emissions based on the building surface area and the default VOC content provided by the air district or CARB's statewide limits.

On-road mobile sources during construction also have the potential to generate temporary criteria air pollutant emissions through worker vehicles and haul trucks traveling to and from project sites during construction. Mobile source emissions were calculated using trips and VMT data in the Transportation Impact Assessment developed for the proposed Project (Kittelton & Associates 2023). CalEEMod default trip lengths were used.

² For the sake of a conservative analysis, the modeling for both project construction and operational phases account for total development that is projected to exist in the Planning Area at 2045 buildout, which includes both current development and all development that would occur in the Planning Area in year 2045. This acts as a proxy for the 'worst-case scenario' for the purposes of CEQA analysis.



Operational

Operation of development contemplated by the General Plan Update would generate criteria air pollutant emissions from vehicle trips throughout the City, energy sources, such as natural gas combustion, and area sources, such as operation of landscaping equipment and use of consumer products, including solvents used in non-industrial applications which emit VOCs during their product use, such as cleaning supplies, kitchen aerosols, cosmetics, and toiletries. Operational impacts were assessed for the General Plan Update buildout year of 2045, inclusive of all development within Lawndale projected to exist at that time. Daily maximum criteria air pollutant emissions were compared with the SCAQMD operational thresholds to determine the operational impacts of the General Plan Update.

The operational area emissions from the future development accommodated by the General Plan Update were estimated using the CalEEMod software. Area source emissions are based on hearth emissions, architectural coatings, landscaping equipment, and consumer product usage rates provided in CalEEMod. CalEEMod default values were used for area source emissions except that wood stoves and wood fireplaces were removed from the emissions calculations as they are not permitted within SCAQMD's jurisdiction.

Intersection Hot Spots

Operation of the future development accommodated under the General Plan Update has the potential to generate traffic congestion and increase delay times at intersections within the Planning Area. The pollutant of primary concern when assessing the General Plan Update's impacts at local intersections is carbon monoxide because an elevated concentration of CO tends to accumulate near areas of heavy traffic congestion and where average vehicle speeds are low. Tailpipe emissions are of concern when assessing localized impacts of CO along paved roads.

An adverse concentration of CO, known as a "hotspot," would occur if there was an exceedance of the NAAQS or CAAQS. SCAQMD does not currently have guidance for conducting intersection hot spot analysis. However, Caltrans has guidance for evaluating CO hot spots in their Transportation Project-Level Carbon Monoxide Protocol (CO Protocol). Detailed guidance discussing which modeling programs to use, calculating emission rates, receiver placement, calculating 1-hour and 8-hour concentrations, and utilizing background concentrations are provided in the Caltrans' CO Protocol.

The potential for future development accommodated by the General Plan Update to cause or contribute to CO hotspots is evaluated by comparing Project intersections' volume data from the Transportation Impact Assessment (Kittelson & Associates 2023) with prior studies conducted by SCAQMD in support of their AQMPs and considering existing background CO concentrations.

Toxic Air Contaminant Impacts (Construction and Operation)

Construction and operational activities have the potential to result in health risk impacts (cancer, or other acute or chronic conditions) related to TACs exposure from airborne emissions, specifically the emissions of DPM. Health risk from TACs exposure is a cumulative localized impact-based exposure of nearby sensitive receptors to specific construction activities as well as on location to the construction and operational activities that emit TACs. To determine the magnitude of health risks associated with TACs



exposure, a Health Risk Assessment (HRA) is required. HRAs include dispersion modeling of TACs and in order to determine the specific numerical cancer and non-cancer (acute and chronic) risks associated with the TACs on nearby individual receptors (including residences and workers). In order to accurately model the magnitude of TAC exposure on individual receptors, the following information is required:

- Type of TACs emitted during construction and operational activities (e.g. diesel particulate matter, benzene, acrolein, aniline, etc.) (note: there are 187 hazardous air pollutants currently regulated by the EPA that are considered TACs);
- TACs source location(s) and configuration (note: this is typically provided by the project applicant for the operational phase via a site plan and detail on the specific project type, and for the construction phase via construction plans);
- TAC emissions rate(s);
- TAC release height(s); and
- The precise location of nearby residential and workplace receptors.

This information is incorporated into dispersion modeling software (such as AERMOD), which is used in conjunction with facility health risk assessment software (such as the Hotspots Analysis and Reporting Program, otherwise known as HARP-2). The results of such analysis provide a numerical estimate of maximum health risks, which are incorporated into the HRA (with detailed methodology and a list of assumptions provided). However, since the General Plan Update is a long-range planning document and therefore does not provide sufficient detail on specific development projects that would potentially occur as part of implementation of the General Plan Update (such as providing detailed information on the type, location, and sizing of potential sources of TACs such as warehouses, gasoline/diesel refueling stations, light industrial facilities, etc.), there is insufficient information available at this level of analysis to conduct a reasonable or scientifically valid analysis of TACs. Specific development projects in Lawndale that have the potential to generate potentially significant risks associated with the release of TACs are required to undergo an analysis of their potential health risks associated with TACs, based upon the specific details of each individual project.

Overall, because there are no specific development projects identified or approved under the General Plan Update, the location of the development projects, and the exact nature of the development are unknown, determining health risk as this time is speculative. Therefore, the analysis of TAC health risk is discussed qualitatively in this analysis.

5.3.5 IMPACTS AND MITIGATION MEASURES

AQ-1: Would the project conflict with or obstruct implementation of the applicable air quality plan?

Impact Analysis: The following analysis addresses the General Plan Update's consistency with applicable plans and policies that govern air quality. In particular, the analysis addresses consistency with the SCAQMD's AQMP, which is an air quality plan that includes strategies for achieving attainment of applicable ozone, PM₁₀, and PM_{2.5} standards.



As discussed above, SCAQMD has adopted a series of AQMPs to lead the Air Basin into compliance with several criteria air pollutant standards and other Federal requirements, while taking into account construction and operational emissions associated with population and economic growth projections provided by SCAG's 2020 RTP/SCS. SCAQMD recommends that, when determining whether a project is consistent with the relevant AQMPs, the lead agency should assess whether the project would directly obstruct implementation of the plans by impeding SCAQMD's efforts to achieve attainment with respect to any criteria air pollutant for which it is currently not in attainment of the NAAQS and CAAQS (e.g., ozone, PM₁₀, and PM_{2.5}) and whether it is consistent with the demographic and economic assumptions (typically land use related, such as employment and population/residential units) upon which the plan is based. SCAQMD guidance indicates that projects whose growth is included in the projections used in the formulation of the AQMP are considered to be consistent with the plan and would not interfere with its attainment.

SCAQMD thresholds for construction and operational emissions are designed for the analysis of individual projects and not for long-term planning documents, such as the General Plan Update, which would be implemented over a 20-year period. Emissions are dependent on the exact size, nature, and location of an individual land use type, combined with reductions in localized impacts from the removal of existing land use types, as applicable (i.e. conversion of light industrial uses). Emissions associated with the operation of individual projects, could exceed project-specific thresholds established by SCAQMD.

CEQA requires that general plans be evaluated for consistency with the AQMP. Because the AQMP strategy is based on projections from local general plans, only new or amended general plan elements, specific plans, or individual projects under the general plan need to undergo a consistency review. Projects considered consistent with the local general plan are consistent with the air quality-related regional plan. Indicators of consistency include:

- Control Strategies: Whether implementation of a project would increase the frequency or severity of existing air quality violations; would cause or contribute to new violations; or would delay the timely attainment of AAQS or interim emissions reductions within the AQMP.
- Growth Projections: Whether implementation of the project would exceed growth assumptions within the AQMP, which in part, bases its strategy on growth forecasts from local general plans.

CONSTRUCTION

Control Strategies

The Air Basin is designated nonattainment for ozone and PM_{2.5} under the CAAQS and NAAQS, and nonattainment for PM₁₀ under the CAAQS. Future development accommodated by the General Plan Update involves long-term growth associated with buildout of the City of Lawndale. Therefore, the emissions of criteria pollutants associated with future developments under the General Plan Update could exceed the SCAQMD thresholds for criteria pollutants. Future development of individual projects under the General Plan Update would be required to comply with CARB's requirements to minimize short-term emissions from on-road and off-road diesel equipment, including the ATCM to limit heavy-duty diesel motor vehicle idling to no more than five minutes at any given time, and with SCAQMD's regulations such as Rule 403 for controlling fugitive dust and Rule 1113 for controlling VOC emissions from architectural



coatings. Furthermore, as applicable to the type of growth, individual projects under the proposed General Plan Update would comply with fleet rules to reduce on-road truck emissions (i.e., 13 CCR, Section 2025 (CARB Truck and Bus regulation)). Compliance with these measures and requirements would be consistent with and meet or exceed the AQMP requirements for control strategies intended to reduce emissions from construction equipment and activities. Therefore, the construction anticipated by the proposed would be consistent with the AQMP under the first indicator.

Growth Projections

Implementation of the General Plan Update would result in an increase in short-term employment compared to existing conditions. Future development accommodated by the General Plan Update would involve construction, but implementation of the General Plan Update would not necessarily create new construction jobs, since construction-related jobs generated by future development would likely be filled by employees within the construction industry within the City of Lawndale and the greater Los Angeles County region. Construction industry jobs generally have no regular place of business, as construction workers commute to job sites throughout a given region, which may change several times a year. Moreover, these jobs would be temporary in nature. Therefore, the construction jobs generated by future development accommodated by the General Plan Update would not conflict with the long-term employment or population projections upon which the AQMPs are based.

OPERATION

Control Strategies

Future development under the General Plan Update would be required to comply with CARB motor vehicle standards, SCAQMD regulations for stationary sources and architectural coatings, Title 24 energy efficiency standards, and, to the extent applicable, the 2020 RTP/SCS.

As discussed above, the 2022 AQMP includes land use and transportation strategies from the 2020 RTP/SCS that are intended to reduce VMT and resulting regional mobile source emissions. The applicable land use strategies include: planning for growth around livable corridors; providing more options for short trips/neighborhood mobility areas; supporting zero emission vehicles and expanding vehicle charging stations; and supporting local sustainability planning. The applicable transportation strategies include: managing through the Transportation Demand Management (TDM) Program and the Transportation System Management (TSM) Plan including advanced ramp metering, and expansion and integration of the traffic synchronization network; promoting active transportation. The majority of the transportation strategies are to be implemented by cities, counties, and other regional agencies such as SCAG and SCAQMD, although some can be furthered by individual development projects.

The location, design, and land uses of the growth anticipated by the General Plan Update would implement land use and transportation strategies related to reducing vehicle trips for residents and employees of the City by increasing commercial and residential density near public transit. The land uses allowed under the proposed General Plan ([Figure 3-4](#) in [Section 3.0](#)) provide opportunities for cohesive new growth at infill locations primarily within the Hawthorne Boulevard Specific Plan area. The availability of public transportation and the focus on increasing density relative to the existing public transportation, enables implementation of the General Plan Update to potentially reduce vehicle trips, VMT, and



associated transportation-related emissions per capita, compared to the existing conditions. Therefore, the General Plan Update would result in a less than significant impact associated with air quality. The proposed Project would be consistent with the AQMP under the first indicator.

Growth Projections

The emissions inventory for SCAB is formed, in part, by existing city and county general plans. The AQMP is based on population, employment and VMT forecasts by SCAG. A project might be in conflict with the AQMP if the development is greater than that anticipated in the local general plan and SCAG's growth projections. Future development in the City of Lawndale that is consistent with the General Plan Update could increase vehicle trips and VMT that would result in emissions of ozone precursors and particulate matter. Individual projects under the General Plan Update would be required to undergo subsequent environmental review pursuant to CEQA, and would be required to demonstrate compliance with the AQMP. Individual projects would also be required to demonstrate compliance with SCAQMD rules and regulations governing air quality.

The City of Lawndale continues to coordinate with SCAQMD and SCAG to ensure Citywide growth projections, land use planning efforts, and local development patterns are accounted for in the regional planning and air quality planning processes. Additionally, the General Plan Update includes goals, policies and actions to further minimize potential impacts to air quality in support of the AQMP. The proposed Resource Management Element includes Goal RM-4 of the General Plan Update Resources Management Element addresses potential air quality impacts by improving air quality in Lawndale and the region through reductions in air pollutants and greenhouse gas (GHG) emissions. Also, Policy LU-1.1 of the General Plan Update Land Use Element promotes a land use pattern that would reduce pollution and air quality impacts. Therefore, the operation of the proposed General Plan Update would not conflict with or obstruct the implementation of the applicable air quality plan and impacts would be less than significant.

Proposed General Plan Update Goals, Policies, and Actions:

LAND USE ELEMENT

Policy LU-1.1: Sustainable Land Use Pattern. Provide an appropriate land use plan that promotes efficient development; fosters and enhances community livability and public health; sustains economic vitality; promotes efficient development and multiple transportation options; reduces pollution, greenhouse gas emissions, and the expenditure of energy and other resources; and ensures compatibility between uses consistent with the land use designations identified in this Element and Land Use Map (LU-1).

Policy LU-1.2 Balance Jobs and Housing. Balance levels of employment and housing within the community to provide more opportunities for Lawndale residents to work locally, reduce commute times, and improve air quality.

Policy LU-1.4: Commercial Corridors. Encourage development of well-maintained, functional, and appropriate commercial, retail, and employment opportunities in stand-alone and mixed-use formats, particularly along Hawthorne Boulevard, major arterials, and at major intersections where there is maximum visibility and access.



Policy LU-1.6: Uses to Meet Daily Needs. Encourage uses that meet daily needs, such as grocery stores, local-serving restaurants, and other businesses and activities, within walking distance of residences to reduce the frequency and length of vehicle trips.

Action LU-3b: Ensure all projects are reviewed and processed per the California Environmental Quality Act (CEQA) Guidelines.

MOBILITY ELEMENT

Policy M-3.1: Complete Streets for Roadway Projects. Apply Complete Streets principles to all transportation improvements projects (e.g. safety, intelligent transportation systems, roads and intersections widening, transit facilities).

Policy M-3.2: Multimodal Connectivity. Link activity centers, employment centers, public facilities, and schools to transit and active transportation facilities, wherever feasible.

Action M-3a When planning roadway facilities, incorporate the concept of complete streets. Complete streets include design elements for all modes that use streets, including autos, transit, pedestrians, and bicycles. Complete streets shall be developed in a context-sensitive manner. For example, it may be more appropriate to provide a Class I bike path instead of bike lanes along a major arterial.

Policy M-5.3: Transit Facilities. Require new developments to construct, when appropriate, transit facilities, including bus turn-outs, lighted bus shelters, and route information signage.

Action M-5a Continue on-going coordination with transit authorities toward the expansion of transit facilities.

Policy M-6.1: Bicycle Master Plan. Implement the South Bay Bicycle Master Plan within City limits to provide active transportation facilities that can serve as an alternative to automobiles, including the Plan's facility recommendations as shown in Figure M-2.

Policy M-6.2: Local Travel Network. Coordinate with the South Bay Cities Council of Governments to promote local micromobility modes by implementing the Local Travel Network plan and supporting efforts to integrate the network with adjacent cities, as shown in Figure M-3.

Policy M-6.3: Hawthorne Boulevard Sidewalks. Allow for modified sidewalk standards and encourage enhanced pedestrian amenities along Hawthorne Boulevard to reflect the corridors unique character and land use vision.

Policy M-6.4: Sidewalk and Bikeway Gaps. Create a connected and complete active transportation network by identifying and eliminating gaps in sidewalks and bikeways.

Policy M-6.5: Bicycle/Pedestrian Facilities at New Developments. Require new residential and non-residential developments in the City to provide safe and attractive bicycle and pedestrian facilities, such as secure bicycle parking, pedestrian-scale lighting, street furniture, landscaping, and other improvements.



- Policy M-6.6: Effects of New Technologies on Active Transportation.** Monitor the development of mobility new technologies and the potential effects on designing a transportation network that accommodates all modes and users.
- Action M-6a:** As part of development review and specific plans, review any existing gaps in active transportation infrastructure that inhibit mobility.
- Action M-6b:** Implement of the South Bay Bicycle Master Plan when roadways are being rehabilitated or resurfaces, as funding allows.
- Action M-6c:** Review and update the City’s Municipal Code, as necessary, to consider bicycle and pedestrian access as part of the site plan review for new development projects.
- Policy M-9.2: Transportation Demand Management.** Require transportation demand management (TDM) strategies as mitigation measures for new projects that exceed the City’s thresholds Vehicle Miles Traveled impact thresholds.
- Action M-9b** Require developments that are approved based on TDM plans to incorporate monitoring and enforcement of TDM targets as part of those plans.

RESOURCE MANAGEMENT ELEMENT

- Goal RM-4: Air Quality and Greenhouse Gas Emissions.** Improved air quality in Lawndale and the region through reductions in air pollutants and greenhouse gas (GHG) emissions.
- Policy RM-4.1: Regional Cooperation.** Support regional efforts, including those organized through the South Coast Air Quality Management District (SCAQMD), the Southern California Association of Governments (SCAG), the South Bay Cities Council of Governments (SBCCOG), and the California Air Resource Board (CARB) to implement the regional Air Quality Management Plan.
- Policy RM-4.2: Measurement and Enforcement.** Coordinate with the California Air Resources Board (CARB) and South Coast Air Quality Management District (SCAQMD) to support their ability to properly measure air quality at emission sources and enforce the standards of the Clean Air Act.
- Policy RM-4.3: GHG Emissions.** Align the City’s local GHG reduction targets with the statewide GHG reduction targets of Assembly Bill 32, and align the City’s GHG reduction goal with the statewide GHG reduction goal of Executive Order S-03-05.
- Policy RM-4.4: Transportation Options.** Promote alternative modes of transportation to reduce vehicular emissions and improve air quality. *(See Mobility Element)*
- Policy RM-4.5: Walkability.** Encourage pedestrian-scale development and pedestrian-friendly design features to reduce vehicle emissions. *(See Mobility Element)*



Policy RM-4.6: Land Use Planning. Encourage and incentivize higher density and mixed-use development opportunities within designated areas of the City to lessen the impacts of traffic congestion on local air quality. *(See Land Use Element)*

Policy RM-4.7: Sensitive Receptors. Insulate sensitive receptors from areas of heightened air quality pollution by utilizing land use planning to buffer and protect residential areas.

Policy RM-4.8: Mitigation. Require the implementation of relevant mitigation measures for all future development upon identification of potential air quality impacts.

Policy RM-4.9: GHG Reduction. Consider and adopt new local policies and programs that will help to provide energy efficient alternatives to fossil fuel use and reduce consumption in order to reduce greenhouse gas emissions consistent with the local measures identified in the City of Lawndale Climate Action Plan.

Policy RM-4.10: Mitigation. Public Engagement. Promote regional air quality programs in order to inform the public on regional air quality concerns and encourage the engagement of all residents in future planning decisions related to air quality.

Action RM-4a: Implement the local GHG reduction measures identified in the City of Lawndale Climate Action Plan (CAP), participate in future updates of the SBCCOG Climate Action Plan, and perform on-going monitoring and reporting of GHG reduction impacts. Develop a Climate Action Team to support and guide the City's efforts to conserve energy and reduce emissions. Work with the SBCCOG and/or other local, Regional, State, and Federal agencies or utility to obtain funding necessary to implement, monitor, and report the CAP measures.

Action RM-4b: As applicable, review new industrial and commercial development projects during the CEQA process for potential air quality impacts to residences and other sensitive receptors. Ensure that mitigation measures and best management practices are implemented to reduce significant emissions of criteria pollutants.

Action RM-4c: Review development, infrastructure, and planning projects for consistency with SCAQMD requirements during the CEQA review process. Require project applicants to prepare air quality analyses to address SCAQMD and General Plan requirements, as appropriate, which include analysis and identification of:

1. Air pollutant emissions associated with the project during construction, project operation, and cumulative conditions.
2. Potential exposure of sensitive receptors to toxic air contaminants.
3. Significant air quality impacts associated with the project for construction, project operation, and cumulative conditions.
4. Mitigation measures to reduce significant impacts to less than significant or the maximum extent feasible where impacts cannot be mitigated to less than significant.



- Action RM-4d:** Work with the South Coast Air Quality Management District, Southern California Association of Governments, the South Bay Cities Council of Governments, and the California Air Resource Board to implement programs aimed at improving regional air quality.
- Action RM-4e:** Continue to review development projects to ensure that all new public and private development complies with the California Code of Regulations (CCR), Title 24 standards as well as the energy efficiency standards established by the Lawndale Municipal Code.
- Action RM-4f:** Provide the necessary facilities and infrastructure to facilitate the use of low or zero-emission vehicles such as electric vehicle charging facilities at key City facilities as operations necessitate and/or as funding becomes available.
- Action RM-4g:** Evaluate and consider multi-modal transportation benefits to all City employees, such as free or low-cost monthly public transportation (bus) passes. Encourage employer participation in similar programs. Encourage new transit/shuttle services and use.
- Action RM-4h:** Establish programs that encourage community car-sharing and carpooling.
- Action RM-4i:** Support the establishment and expansion of a regional network of electric vehicle charging stations and encourage the expanded use of electric vehicles.
- Action RM-4j:** Encourage multi-family residential and non-residential development to increase the use of higher-albedo materials for surfaces including roofs, parking areas, driveways, roads, and sidewalks. Encourage developments with parking lot areas to shade these areas with vegetation or solar panels when appropriate. Support various programs to plant and maintain trees, which can also contribute to a reduction of urban heat islands.
- Action RM-4k:** Future development projects will be required to demonstrate consistency with SCAQMD construction emission thresholds. Where emissions from individual projects exceed SCAQMD thresholds, the following actions should be incorporated as necessary to minimize impacts. These measures do not exclude the use of other, equally effective mitigation measures as determined by a project specific Air Quality Assessment.
- Require all off-road diesel equipment greater than 50 horsepower (hp) used for this Project to meet EPA Tier 4 final off-road emission standards or equivalent. Such equipment shall be outfitted with Best Available Control Technology (BACT) devices including a California Air Resources Board Certified Level 3 Diesel Particulate Filter (DPF) or equivalent. The DPF reduces diesel particulate matter and NO_x emissions during construction activities.
 - Require a minimum of 50 percent of construction debris be diverted for recycling.
 - Require building materials to contain a minimum 10 percent recycled content.
 - Require materials such as paints, primers, sealants, coatings, and glues to have a low volatile organic compound concentration compared to conventional products. If low



VOC materials are not available, architectural coating phasing should be extended sufficiently to reduce the daily emissions of VOCs.

Action RM-4I: Future development projects will be required to demonstrate consistency with SCAQMD’s operational emission thresholds. For projects where operational emissions exceed regulatory thresholds, the following measures may be used to reduce impacts. Note the following measures are not all inclusive and developers have the option to add or substitute measures that are equally or more appropriate for the scope of the project.

- Develop a project specific TDM program for residents and/or employees that provides opportunities for carpool/vanpools.
- Provide onsite solar/renewable energy in excess of regulatory requirements.
- Require that owners/tenants of non-residential or multi-family residential developments use architectural coatings that are 10 grams per liter or less when repainting/repairing properties.
- Require drip irrigation and irrigation sensor units that prevent watering during rain storms.
- Ensure all parking areas are wired for capability of future EV charging and include EV charging stations that exceed regulatory requirements.

Goal RM-5: Energy Resources. A community that safely manages its energy resources.

Policy RM-5.1: Compliance with State Legislation. Comply with all State requirements regarding the generation of power and encourage energy providers to investigate the use or expansion of renewable sources of energy.

Policy RM-5.2: Green Building Standards Code. Ensure that new construction and major redevelopment complies with the most current version of the California Green Building Standards Code.

Policy RM-5.3: Renewable Energy. Promote the development and use of renewable energy resources to reduce dependency on fossil fuels.

Policy RM-5.4: Energy-Efficient Materials. Promote the use of energy-efficient materials, equipment, and design in public and private facilities and infrastructure.

Policy RM-5.5: Energy Conservation. Promote energy conservation and recycling by the public and private sectors.

Policy RM-5.6: Energy Needs. Collaborate with local service providers in determining and meeting the needs of the community for energy in clean, modern, and cost-effective ways.

Policy RM-5.7: Business Community. Support the decisions of the Lawndale business community as they select and implement the most appropriate, financially feasible, and responsible energy source for their individual operations.



Policy RM-5.8: Public Education. Promote public education programs that advocate for reducing energy consumption, and promote renewable sources of energy.

Policy RM-5.9: Promote Energy Conservation in Existing Building Stock. Promote energy conservation by residents and businesses in existing structures, in close coordination with other agencies and local energy providers.

Action RM-5a: Implement energy conservation measures in public buildings through the following actions:

- a. Promote energy efficient buildings and site design for all new public buildings during the site development permit process; and
- b. Install energy saving devices in new public buildings and retrofit existing public buildings.

Action RM-5b: During the development review process, encourage innovative building design, layout, and orientation techniques to minimize energy use by taking advantage of sun/shade patterns, prevailing winds, landscaping and building materials that control energy usage, and solar design.

Action RM-5c: Continue to review development projects to ensure that all new public and private development complies with the California Code of Regulations, Title 24 standards as well as the energy efficiency standards established by the General Plan and the Municipal Code.

Action RM-5d: Promote the CEC Building Energy Benchmarking Program (AB 802) on the City's website to help benchmark and monitor energy use for participating businesses seeking to increase energy efficiency and realize cost savings.

Action RM-5e: Identify and reduce government constraints to installation of renewable energy infrastructure and electric vehicle charging stations, as feasible, through incentives such as, streamlined permitting, and expedited inspection times.

Action RM-5f: Consider participation in a Community Choice Aggregation program, such as Clean Power Alliance, to help meet the City's energy objectives.

Action RM-5g: Use the City's website to promote existing incentivized programs such as Energy Upgrade California, financing programs such as Properly Assessed Clean Energy (PACE), and energy audits through State programs.

Action RM-5h: Partner with SBCCOG and relevant utilities on outreach events and to obtain educational content and promote on the City's website.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.



AQ-2: Would the project result in cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under the applicable federal or state ambient air quality standard?

Impact Analysis: Ozone, NO₂, VOC and PM₁₀ and PM_{2.5} are pollutants of concern, as SCAB has been designated as a nonattainment area for State ozone, PM₁₀ and PM_{2.5} and as a Federal nonattainment area for ozone and PM₁₀. SCAB is currently in attainment and/or unclassified for State and Federal CO, SO_x, NO₂, lead and Federal attainment for PM₁₀. SCAQMD has established numerical significance thresholds for regional emissions during construction and operation. The numerical significance thresholds are based on the recognition that the Basin is a distinct geographic area with a critical air pollution problem for which ambient air quality standards have been promulgated to protect public health. The General Plan Update would potentially cause or contribute to an exceedance of an ambient air quality standard if the following would occur:

Regional construction emissions from both direct and indirect sources would exceed any of the following SCAQMD prescribed daily emissions thresholds:

- 75 pounds a day for VOC;
- 100 pounds per day for NO_x;
- 150 pounds per day for PM₁₀; and
- 55 pounds per day for PM_{2.5}.

Regional operational emissions exceed any of the following SCAQMD prescribed daily emissions thresholds:

- 55 pounds a day for VOC;
- 55 pounds per day for NO_x;
- 150 pounds per day for PM₁₀; and
- 55 pounds per day for PM_{2.5}.

CONSTRUCTION

Construction of the growth anticipated by the proposed General Plan Update has the potential to temporarily emit criteria air pollutant emissions through the use of heavy-duty construction equipment, and through vehicle trips generated by workers and haul trucks. In addition, fugitive dust emissions would result from demolition and various soil-handling activities. Mobile source emissions, primarily NO_x and PM emissions (i.e., PM₁₀ and PM_{2.5}), would result from the use of diesel-powered on- and off-road vehicles and equipment. Construction emissions can vary substantially from day-to-day, depending on the level of activity and the specific type of construction activity.

Information regarding the specific development projects and location of receptors for those projects is required in order to model specific emissions throughout the buildout horizon. Construction activities are anticipated to occur at various levels throughout the 20-year buildout horizon (2025 to 2045). Since specific projects are unknown at this time, as is the level of intensity of construction over the 20 years,



the analysis provides emissions from an anticipated reasonable worst-case construction scenario. Specifically, emissions were modeled for all development within the Planning Area in buildout year 2045.^{3,4}

As detailed in the methodology section above, daily emissions were estimated for the construction of the land uses provided in Table 3-4 of Section 3.0, Project Description. Detailed information on modeling parameter inputs is provided in Appendix B of this EIR. The results of the criteria air pollutant calculations are presented in Table 5.3-6, Maximum Regional Construction Emissions. The calculations used to develop construction emissions incorporate compliance with applicable dust control measures required to be implemented during each phase of construction by SCAQMD Rule 403 (Control of Fugitive Dust), and fugitive VOC control measures required to be implemented by architectural coating emission factors based on SCAQMD Rule 1113 (Architectural Coatings).

As shown in Table 5.3-6, construction-related daily emissions would exceed the SCAQMD significance thresholds for VOCs, NO_x, CO, PM₁₀, and PM_{2.5}. Therefore, short-term regional construction emissions would be potentially significant.

**Table 5.3-6
Maximum Regional Construction Emissions**

Source	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Maximum Daily Emissions	124.5	351.0	1,086.7	1.0	196.1	52.4
SCAQMD Threshold	75	100	550	150	150	55
Above Threshold?	Yes	Yes	Yes	No	Yes	No

Source: CalEEMod v.2022.1; Kittelson & Associates, 2023.

OPERATION

Operation of future development accommodated by the General Plan Update would generate criteria air pollutant emissions from Project-generated vehicle trips traveling within the City, energy sources such as natural gas combustion, and area sources such as landscaping equipment and consumer products usage. The on-road mobile sources related to the operation of future development accommodated by the General Plan Update include passenger vehicles, onsite use of off-road equipment and delivery trucks. VMT data, takes into account ridership, mode, and distance on freeways and local streets as provided in Section 5.17, Transportation. Projected emissions resulting from operational activities of future

³ Note that this approach provides an overestimate of the emissions generated by the proposed Project within the Planning Area (since it models total development that is projected to exist within the Planning Area in 2045, including development that currently exists and would continue to exist in 2045). This approach to estimate proposed project emissions provides a proxy for the 'worst-case scenario' for the purposes of CEQA analysis.

⁴ Note that traffic data provided by the traffic consultant (Kittelson & Associates) was unavailable for year 2045. Therefore, traffic data for year 2040 was used as a proxy for year 2045.



development accommodated by the General Plan Update are presented in Table 5.3-7, *Maximum Regional Operational Emissions (pounds/day)*.

**Table 5.3-7
Maximum Regional Operational Emissions (pounds/day)**

Source	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Maximum Daily Emissions	1,465.7	441.1	3,956.6	8.2	751.4	208.2
SCAQMD Threshold	55	55	550	150	150	55
Above Threshold?	Yes	Yes	Yes	No	Yes	Yes

Source: CalEEMod v.2022.1; Kittelson & Associates, 2023.

As identified in Table 5.3-7, operational emissions for future development accommodated by the General Plan Update would exceed regulatory thresholds for VOC, NO_x, CO, PM₁₀, and PM_{2.5}. While these thresholds are the only thresholds available for numerically determining significance, it should be noted that these thresholds were specifically developed for use in determining significance for individual projects and not for program-level documents, such as the General Plan Update. However, as emissions for VOC, NO_x, CO, PM₁₀, and PM_{2.5} exceed regulatory thresholds, the regional operational emissions would be potentially significant.

CONCLUSION

The exact level of construction emissions from the development anticipated by future development accommodated by the General Plan Update cannot be quantified without full detail of the development projects to be implemented and the extent to which mitigation can be applied. Individual projects anticipated by the General Plan Update would be required to implement their own environmental review. The proposed policies and actions of the General Plan Update would potentially reduce emissions, which could potentially address impacts related to exceeding air quality regulatory thresholds. These policies and actions are oriented toward the reduction of the air quality impacts of individual projects. Action RM-4k requires that future development projects implemented under the General Plan Update would be required to demonstrate consistency with SCAQMD construction threshold emissions.

With respect to operational emissions, future development under the General Plan Update would be required to comply with AQMP, SIP, CARB, SCAQMD regulations, Title 24 energy efficiency standards, and the General Plan Update's policies and actions. Policy RM-4.2 of the General Plan Update Resources Management Element requires the City to coordinate with CARB and SCAQMD to enforce the standards of the Clean Air Act. Policy RM-4.6 encourages and incentivizes higher density and mixed-use development opportunities to lessen the impacts of traffic congestion on local air quality. Policy RM-4.8 requires the implementation of relevant mitigation measures for all future development upon identification of potential air quality impacts. Action RM-5c provides for the continue review of development projects to ensure that all new public and private development complies with Title 24 energy standards, as well as the energy efficiency standards established by the General Plan Update and the



Municipal Code. However, as there is no way to determine the effectiveness of such regulations, policies, and actions for individual projects, it is impossible to determine if potential impacts would be reduced to below regulatory thresholds.

As project-specific information is not currently known, there are no known feasible mitigation measures that can be identified at this time beyond the policies and actions listed above. While implementation of these policies and actions would reduce criteria pollutant emissions resulting from implementation of the General Plan Update, the extent to which the impacts are reduced would need to be determined on a project-by-project basis, as necessary. Therefore, this impact is significant and unavoidable.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan Update goals, policies and actions cited above in AQ-1.

Mitigation Measures: There is no feasible mitigation available for this impact.

Level of Significance: Significant and Unavoidable Impact.

AQ-3: Would the project expose sensitive receptors to substantial pollutant concentrations?

Impact Analysis: Criteria air pollutant emissions have the potential to result in health impacts on sensitive receptors located near new development within the Planning Area. As discussed previously, localized impacts are associated with onsite activities. In addition to these localized impacts, vehicle travel associated with future development accommodated by the General Plan Update has the potential to result in exposure of sensitive receptors to CO emissions from intersection congestion. Based on the nature and extent of new development, nearby sensitive receptors could be exposed to levels of toxic air contaminants that could result in a potential increase in cancer, acute, and/or chronic risk. The proposed Project would potentially cause a significant impact if one of the following would occur:

Localized emissions from NO₂ and CO for future development accommodated by the General Plan Update, when combined with existing ambient concentrations, would exceed the CAAQS.

Localized emissions from PM₁₀ and PM_{2.5} would result in exceedance of the following incremental increase thresholds:

- 10.4 µg/m³ (24-hour) and 1 µg/m³ of PM₁₀ (Annual) for construction;
- 10.4 µg/m³ (24-hour) of PM_{2.5} for construction;
- 2.5 µg/m³ (24-hour) and 1.0 µg/m³ (Annual) of PM₁₀ for operations; and
- 2.5 µg/m³ (24-hour) of PM_{2.5} for operation.

Buildout of the General Plan Update would emit carcinogenic materials or TACs that exceed the maximum incremental cancer risk of ten in one million or an acute or chronic hazard index of 1.0; or if cancer burden corresponds to an increase in more than 0.5 excess cancer cases in areas where the Project-related increase in individual cancer risk exceeds 1 in one million.



LOCAL AIR QUALITY

SCAQMD recommends the evaluation of localized air quality impacts on sensitive receptors in the immediate vicinity of project-specific level proposed projects (following the SCAQMD Localized Significant Threshold, or LST, methodology). However, the SCAQMD explicitly advises that the LST methodology is not applicable to regional projects such as general plans. Therefore, an analysis of localized emissions during construction activities is not provided herein. Because the exact nature, location, and operation of the future developments are unknown, quantification of potential localized operational risk would be speculative. However, as construction and operation of these future developments would occur within close proximity to sensitive receptors, there is the potential for localized emissions to exceed regulatory levels. Therefore, localized construction and operational emissions with respect to the proposed Project would be potentially significant.

INTERSECTION HOT SPOT ANALYSIS

The potential for future development accommodated by the General Plan Update to cause or contribute to CO hotspots is evaluated by comparing Planning Area intersections (both intersection geometry and traffic volumes) with prior studies conducted by the SCAQMD in support of their AQMPs and considering existing background CO concentrations. As discussed below, this comparison demonstrates that the implementation of the General Plan Update would not cause or contribute considerably to the formation of CO hotspots, that CO concentrations at project impacted intersections would remain well below the ambient air quality standards, and that no further CO analysis is warranted or required.

CO levels in the Planning Area are substantially below the Federal and State standards. CO levels decreased dramatically in the Air Basin with the introduction of the catalytic converter in 1975. No exceedances of CO have been recorded at monitoring stations in the Air Basin for some time and the Air Basin is currently designated as a CO attainment area for both the CAAQS and NAAQS. Thus, it is not expected that CO levels within the Planning Area at project-impacted intersections would rise to the level of an exceedance of these standards.

Additionally, SCAQMD conducted CO modeling for the 2003 AQMP for the four worst-case intersections in the Air Basin: (1) Wilshire Boulevard and Veteran Avenue; (2) Sunset Boulevard and Highland Avenue; (3) La Cienega Boulevard and Century Boulevard; and (4) Long Beach Boulevard and Imperial Highway. Based on the intersection volumes identified in the 2003 AQMP, if a project's traffic levels exceed 100,000 vehicles per day at any proposed project-impacted intersection, there would be the potential for significant impacts and dispersion modeling would need to be conducted to determine project level impacts.

Based on the *Lawndale General Plan CEQA Transportation Analysis* prepared by Kittelson & Associates, Inc., dated July 12, 2023 ([Appendix F](#)), there are no intersections that would exceed 100,000 vehicles per day within the Planning Area. As a result, CO concentrations are expected to be less than those estimated in the 2003 AQMP, which would not exceed the applicable thresholds. Thus, this comparison demonstrates that implementation of the General Plan Update would not contribute considerably to the formation of CO hotspots and no further CO analysis is required. The proposed Project would result in less than significant impacts with respect to CO hotspots.



TOXIC AIR CONTAMINANTS

Construction and operation of the future development accommodated by the General Plan Update would result in emissions of TACs, predominantly from diesel particulate emissions from on- and off-road vehicles during construction and from the operation of diesel fueled equipment or generators during operational activities. Because the exact nature, location, and operation of the future developments are unknown, and because health risk impacts from TACs are cumulative over the life of the nearby receptors, quantification of potential health risks would be speculative. However, as construction and operation of these future developments would occur within close proximity to sensitive receptors, there is the potential for risk to exceed regulatory levels. Therefore, health risks with respect to the development anticipated by the General Plan Update would be potentially significant.

HEALTH IMPACTS

Because regional emissions exceed the SCAQMD regulatory thresholds during construction and operational activities, there is the potential that these emissions would exceed the CAAQS and NAAQS thus, resulting in a health impact. Without knowing the exact specifications for all projects that may be developed under the General Plan Update, there is no way to accurately calculate the potential for health impacts from the overall General Plan Update. Individual projects would be required to provide their own environmental assessments to determine health impacts from the construction and operation of their projects. Because there is no way to determine the potential for these projects to affect health of sensitive receptors within the City of Lawndale, the proposed Project would result in potentially significant health impacts.

The proposed policies of the General Plan Update would potentially reduce emissions, which could potentially reduce impacts related to exceeding regulatory thresholds of criteria air pollutant emissions. Goal RM-4 of the General Plan Update Resources Management Element addresses potential air quality impacts by improving air quality in Lawndale and the region through reductions in air pollutants and greenhouse gas (GHG) emissions. Specifically, Policy RM-4.7 addresses potential air quality impacts to sensitive receptors. Policy LU-1.1 of the General Plan Update Land Use Element promotes a land use pattern that would reduce pollution and air quality impacts.

CONCLUSION

With respect to local air quality emissions, toxic air contaminant emissions, and health impacts, future development under the General Plan Update would be required to comply with AQMP, SIP, CARB, SCAQMD regulations, Title 24 energy efficiency standards, and the proposed General Plan Update policies and actions. Implementation of the General Plan Update policies and actions listed above would mitigate and reduce such emissions. However, the exact location, type, nature, and size of future projects that may expose sensitive receptors to pollutant concentrations cannot be calculated at this time, as the details of potential future projects are not currently known. As such, there is no way to determine the extent to which these regulations will be, or need to be, implemented, and it is impossible to determine if potential impacts would be reduced to below regulatory thresholds. As project-specific information is not currently known, there are no known feasible mitigation measures that can be identified at this time beyond the



policies and actions listed above. Therefore, localized operational impacts, construction and operational health, and toxic air impacts would remain significant and unavoidable.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan Update goals, policies and actions cited above in AQ-1.

Mitigation Measures: There is no feasible mitigation available for this impact.

Level of Significance: Significant and Unavoidable Impact.

AQ-4: Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Impact Analysis: Potential sources that may emit odors during construction activities include the use of architectural coatings and solvents. SCAQMD Rule 1113 (Architectural Coatings) limits the amount of VOCs from architectural coatings and solvents. According to the SCAQMD's *CEQA Air Quality Handbook*, construction equipment is not a typical source of odors. Odors from the combustion of diesel fuel would be minimized by complying with the CARB ATCM that limits diesel-fueled commercial vehicle idling to five minutes at any given location, which was adopted in 2004. Future development accommodated by the General Plan Update would also comply with SCAQMD Rule 402 (Nuisance), which prohibits the emissions of nuisance air contaminants or odorous compounds. Through adherence with mandatory compliance with SCAQMD Rules and State measures, construction activities and materials would not create objectionable odors. Construction of future development would not be expected to generate nuisance odors at nearby air quality sensitive receptors. Therefore, impacts with respect to odors would be less than significant.

According to the SCAQMD's *CEQA Air Quality Handbook*, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. Potential operational airborne odors could be created by commercial and industrial uses developed under the General Plan Update. However, compliance with the City's Municipal Code, including Section 6.24.040 which prohibits animal premises from being a source of offensive odors, and SCAQMD's Rule 402 (Nuisance), which prohibits the emissions of nuisance air contaminants or odorous compounds would reduce potential impacts. The other potential source of odors would be new waste receptacles within the Planning Area. The receptacles would be stored in areas and in containers, as required by City Municipal Code Chapter 8.32, *Garbage Collection and Disposal*, and be emptied on a regular basis, before potentially substantial odors have developed.

Additionally, the policies included as part of the General Plan Update (described above) would reduce mobile and stationary source emissions and odors associated with diesel fuel by focusing on land use patterns that improve air quality, reduce air pollution from stationary sources, and encourage/enable increased transit behavior. Consequently, implementation of the General Plan Update would not create operational-related objectionable odors affecting a substantial number of people within the City. Impacts would be less than significant in this regard.

Proposed General Plan Update Goals, Policies, and Actions: The General Plan Update does not include goals, policies, or actions specific to odors.



Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.3.6 CUMULATIVE IMPACTS

Section 4.0, *Basis of Cumulative Analysis*, establishes growth and development within Los Angeles County as anticipated by SCAG as having the potential to interact with the proposed Project to the extent that a significant cumulative effect may occur. The geographic setting for air quality considers development with the City as well as SCAB.

Would the project, combined with other related cumulative projects, conflict with or obstruct implementation of the applicable air quality plan?

Impact Analysis: As stated under Impact AQ-1, the City of Lawndale continues to coordinate with SCAQMD and SCAG to ensure Citywide growth projections, land use planning efforts, and local development patterns are accounted for in the regional planning and air quality planning processes. Additionally, the General Plan Update includes policies and actions to further minimize potential impacts to air quality in support of the AQMP. Therefore, the operation of the proposed General Plan Update would not conflict with or obstruct the implementation of the applicable air quality plan and impacts would be less than significant.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

Would the project, combined with other related cumulative projects, conflict with or obstruct implementation of the applicable air quality plan, or result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable Federal or state ambient air quality standard?

Impact Analysis: Construction of the growth anticipated by the General Plan Update has the potential to temporarily emit criteria air pollutant emissions through the use of heavy-duty construction equipment, and through vehicle trips generated by workers and haul trucks. In addition, fugitive dust emissions would result from demolition and various soil-handling activities. Mobile source emissions, primarily NO_x and PM emissions (i.e., PM₁₀ and PM_{2.5}), would result from the use of diesel-powered on- and off-road vehicles and equipment. Construction emissions can vary substantially from day-to-day, depending on the level of activity and the specific type of construction activity. As shown in Table 5.3-6, construction-related daily emissions would exceed the SCAQMD significance thresholds for VOCs, NO_x, CO, PM₁₀, and PM_{2.5}.

Operation of the future development accommodated by the General Plan Update would generate criteria air pollutant emissions from project-generated vehicle trips traveling within the City, energy sources such as natural gas combustion, and area sources such as landscaping equipment and consumer products usage. As identified in Table 5.3-7, potential operational emissions for the proposed Project would also



exceed regulatory thresholds (for VOC, NO_x, CO, PM₁₀, and PM_{2.5}). Feasible mitigation measures are incorporated into the policies and actions included within the General Plan Update. However, there are no feasible criteria air pollutant reduction measures beyond those identified within the policies and actions identified that would reduce impacts. While implementation of these policies and actions would reduce criteria pollutant emissions, the extent to which impacts would be generated by future development and infrastructure projects have to be determined on a project-by-project basis, as necessary.

Moreover, with respect to local air quality emissions, toxic air contaminant emissions, and health impacts, future development under the General Plan Update would be required to comply with AQMP, SIP, CARB, SCAQMD regulations, Title 24 energy efficiency standards, and the proposed General Plan Update policies and actions. Implementation of the policies and actions listed above would mitigate and reduce such emissions. However, as there is no way to determine the extent to which these regulations would be, or need to be, implemented, it is impossible to determine if potential impacts would be reduced to below regulatory thresholds because the details and potential emissions levels of future development projects is not known at this time, as there are no specific development projects proposed as part of the General Plan Update. Additionally, there are no known feasible mitigation measures beyond the policies and actions listed above. Therefore, localized operational impacts, construction and operational health, and toxic air impacts would remain significant and unavoidable.

Lastly, with respect to other emissions, future development under the General Plan Update would be required to comply with AQMP, SIP, CARB, SCAQMD regulations, Title 24 energy efficiency standards, and the proposed General Plan Update policies and actions. However, as there is no way to determine the extent to which these regulations would be, or need to be, implemented, it is impossible to determine if potential impacts would be reduced to below regulatory thresholds. As project-specific information is not currently known, there are no known feasible mitigation measures that can be identified at this time beyond the policies and actions listed above. Based on these impacts, the General Plan Update would contribute to a cumulative impact with regard to air quality in the region and within the air basin (i.e. the South Coast Air Basin) as a whole. Therefore, this impact is considered a cumulatively considerable and significant and unavoidable impact.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.

Mitigation Measures: There is no feasible mitigation available for this impact.

Level of Significance: Significant and Unavoidable Impact.

Would the project, combined with other related cumulative projects, expose sensitive receptors to substantial pollutant concentrations?

Impact Analysis: As stated under Impact AQ-3, with respect to local air quality emissions, toxic air contaminant emissions, and health impacts, future development under the General Plan Update would be required to comply with AQMP, SIP, CARB, SCAQMD regulations, Title 24 energy efficiency standards, and the proposed General Plan Update policies and actions. Implementation of the General Plan Update



policies and actions listed above would mitigate and reduce such emissions. However, the exact location, type, nature, and size of future projects that may expose sensitive receptors to pollutant concentrations cannot be calculated at this time, as the details of potential future projects are not currently known. As such, there is no way to determine the extent to which these regulations will be, or need to be, implemented, and it is impossible to determine if potential impacts would be reduced to below regulatory thresholds. Additionally, as project-specific information is not currently known, there are no known feasible mitigation measures that can be identified at this time beyond the policies and actions listed above. Therefore, this impact is considered a cumulatively considerable and significant and unavoidable impact.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.

Mitigation Measures: There is no feasible mitigation available for this impact.

Level of Significance: Significant and Unavoidable Impact.

Would the project, combined with other related cumulative projects, result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Impact Analysis: As stated under Impact AQ-4, with respect to potential sources that may emit odors during construction and operations, future developments under the General Plan Update would be required to comply with the CARB requirements, SCAQMD rules, the City’s Municipal Code, and the proposed General Plan Update policies and actions. As a result, the implementation of the General Plan Update would not result in a cumulatively considerable contribution to cumulative odor impacts. Additionally, adherence to SCAQMD rules and regulations would alleviate potential impacts related to cumulative conditions on a project-by-project basis. Project implementation would not contribute to a cumulatively considerable objectionable odors affecting a substantial number of people within the City; impacts would be less than significant in this regard.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.3.7 SIGNIFICANT UNAVOIDABLE IMPACTS

The General Plan Update would result in a significant unavoidable impact for the following areas:

- General Plan implementation would result in a cumulatively considerable net increase of criteria pollutants for which the project region is non-attainment under an applicable Federal or State ambient air quality standard during construction and operational activities.
- General Plan implementation would expose sensitive receptors to substantial pollutant concentrations during construction and operational activities.



- General Plan implementation would result in a cumulatively considerable contribution to significant cumulative air quality impacts with the potential to expose sensitive receptors to substantial pollutant concentrations.

All other air quality impacts associated with implementation of the General Plan Update would be less than significant.

If the City of Lawndale approves the General Plan Update, the City will be required to make findings in accordance with CEQA Guidelines Section 15091 and prepare a Statement of Overriding Considerations for consideration by the City's decision makers in accordance with CEQA Guidelines Section 15093.

5.3.8 REFERENCES

- Ahrens, Donald C., *Meteorology Today: An Introduction to Weather, Climate, & the Environment*, 2006.
- California Air Resources Board, *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles*, October 2000, <https://www.arb.ca.gov/diesel/documents/rrpFinal.pdf>
- California Air Resources Board, *National Ambient Air Quality Standards*, 2023a, <https://ww2.arb.ca.gov/resources/national-ambient-air-quality-standards>
- California Air Resources Board, *Maps of State and Federal Area Designations*, 2023b, <https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations>
- South Coast Air Quality Management District, *CEQA Air Quality Handbook*, 1993, <https://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook#>
- South Coast Air Quality Management District, *Final Localized Significance Threshold Methodology*, June 2003, Revised July 2008. <https://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf?sfvrsn=2>
- South Coast Air Quality Management District, *Localized Significance Thresholds Methodology – Appendix C*, Revised October 21, 2009.
- South Coast Air Quality Management District (SCAQMD), *2022 Air Quality Management Plan (AQMP)*, <http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/final-2022-aqmp/final-2022-aqmp.pdf?sfvrsn=16>, accessed May 1, 2023.
- Southern California Association of Governments (SCAG), *Connect SoCal (2020-2045 Regional Transportation Plan/Sustainable Communities Strategy*, Adopted Final Connect SoCal, <https://scag.ca.gov/read-plan-adopted-final-plan>, accessed May 1, 2023.
- Western Regional Climate Center, *Period of Record Monthly Climate Summary*, <https://wrcc.dri.edu/cgi-bin/cliMAIN.pl?ca5114>, accessed on May 1, 2023.



5.4 BIOLOGICAL RESOURCES

5.4.1 PURPOSE

This section describes biological resources within the Planning Area and provides an analysis of potential impacts associated with implementation of the General Plan Update.

KEY TERMS

The following key terms are used throughout this section to describe biological resources and the framework that regulates them:

Hydric Soils: One of the three wetland identification parameters, according to the Federal definition of a wetland, hydric soils have characteristics that indicate they were developed in conditions where soil oxygen is limited by the presence of saturated soil for long periods during the growing season. There are approximately 2,000 named soils in the United States that may occur in wetlands.

Sensitive Natural Community: A sensitive natural community is a biological community that is regionally rare, provides important habitat opportunities for wildlife, is structurally complex, or is in other ways of special concern to local, State, or Federal agencies. The California Environmental Quality Act (CEQA) identifies the elimination or substantial degradation of such communities as a significant impact. The California Department of Fish and Wildlife (CDFW) tracks sensitive natural communities in the California Natural Diversity Database (CNDDDB).

Special-Status Species: Special-status species are those plants and animals that, because of their recognized rarity or vulnerability to various causes of habitat loss or population decline, are recognized by Federal, State, or other agencies. Some of these species receive specific protection that is defined by Federal or State endangered species legislation. Others have been designated as "sensitive" on the basis of adopted policies and expertise of State resource agencies or organizations with acknowledged expertise, or policies adopted by local governmental agencies such as counties, cities, and special districts to meet local conservation objectives. These species are referred to collectively as "special status species" in this report, following a convention that has developed in practice but has no official sanction. For the purposes of this assessment, the term "special status" includes those species that are:

- Federally listed or proposed for listing under the Federal Endangered Species Act (50 CFR 17.11-17.12);
- Candidates for listing under the Federal Endangered Species Act (61 FR 7596-7613);
- State listed or proposed for listing under the California Endangered Species Act (14 CCR 670.5);
- Species listed by the USFWS or the CDFW as a species of concern (USFWS), rare (CDFW), or of special concern (CDFW);
- Fully protected animals, as defined by the State of California (California Fish and Game Code Section 3511, 4700, and 5050);



- Species that meet the definition of threatened, endangered, or rare under CEQA (CEQA Guidelines Section 15380);
- Plants listed as rare or endangered under the California Native Plant Protection Act (California Fish and Game Code Section 1900 et seq.); and
- Plants listed by the California Native Plant Society (CNPS) as rare, threatened, or endangered (List 1A and List 2 status plants in Skinner and Pavlik 1994).

Waters of the U.S.: The Federal government defines waters of the U.S. as "lakes, rivers, streams, intermittent drainages, mudflats, sandflats, wetlands, sloughs, and wet meadows" [33 C.F.R. §328.3(a)]. Waters of the U.S. exhibit a defined bed and bank and ordinary high-water mark (OHWM). The OHWM is defined by the U.S. Army Corps of Engineers (USACE) as "that line on shore established by the fluctuations of water and indicated by physical character of the soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding areas" [33 C.F.R. §328.3(e)].

5.4.2 ENVIRONMENTAL SETTING

BIOREGIONS

Lawndale is located within the Southern California Coast bioregion. This bioregion is bounded on the north by the southern edge of the Los Padres National Forest and the northern base of the San Gabriel and San Bernardino Mountains. This bioregion is bounded on the east by the western edge of the Bureau of Land Management California Desert Conservation Area, and is bordered on the south by the Mexican border. Landscapes in this bioregion range from flatlands to mountains, and ecosystems range from ocean to desert. The region also contains two of California's largest cities (Los Angeles and San Diego). More than any other bioregion in the State, urbanization has caused intense effects of natural resources (SWRCB 2012). Urbanization in the Southern California Coast bioregion has resulted in the loss of habitat, spread of nonnative species, and the loss of native species.

CALIFORNIA WILDLIFE HABITAT RELATIONSHIP SYSTEM

The California Wildlife Habitat Relationship (CWHR) habitat classification scheme has been developed to support the CWHR System, a wildlife information system and predictive model for California's regularly-occurring birds, mammals, reptiles, and amphibians. When first published in 1988, the classification scheme had 53 habitats. At present, there are 59 wildlife habitats in the CWHR System, including: 27 tree, 12 shrub, six herbaceous, four aquatic, eight agricultural, one developed, and one non-vegetated (CDFW 2023).

According to the CWHR System, there is only one cover type (wildlife habitat classification) in the Planning Area out of 59 found in the State; refer to [Figure 5.4-1, *Land Cover Types*](#). This cover type is Urban. However, there are three additional cover types found within the surrounding region. These include: Annual Grassland, Lacustrine, and Pasture.

A brief description of the four cover types are as follows:



Developed Cover Types

Urban habitats are not limited to any particular physical setting. Three urban categories relevant to wildlife are distinguished: downtown, urban residential, and suburbia. The heavily-developed downtown is usually at the center, followed by concentric zones of urban residential and suburbs. There is a progression outward of decreasing development and increasing vegetative cover. Species richness and diversity is extremely low in the inner cover. The structure of urban vegetation varies, with five types of vegetative structure defined: tree grove, street strip, shade tree/lawn, lawn, and shrub cover. A distinguishing feature of the urban wildlife habitat is the mixture of native and exotic species. As stated, the entire Planning Area (approximately 1,555 acres) is identified as urban habitat.

Herbaceous Dominated Cover Types

Annual Grassland habitat occurs mostly on flat plains to gently rolling foothills. Climatic conditions are typically Mediterranean, with cool, wet winters and dry, hot summers. The length of the frost-free season averages 250 to 300 days. Annual precipitation is highest in northern California. Annual grassland habitat is not found within the Planning Area, but is found within the surrounding region (e.g., in open space areas of Alondra Park and utility easement).

Pasture vegetation is a mix of perennial grasses and legumes that normally provide 100 percent canopy closure. Heights of vegetation varies, according to season and livestock stocking levels, from a few inches to two or more feet on fertile soils before grazing. Pasture habitat is not found within the Planning Area, but is found within the surrounding region (e.g., in small patches of undeveloped residential areas).

Aquatic Cover Types

Lacustrine habitats are inland depressions or dammed riverine channels containing standing water. These habitats may occur in association with any terrestrial habitats, Riverine, or Fresh Emergent Wetlands. They may vary from small ponds less than one acre to large areas covering several square miles. Depth can vary from a few inches to hundreds of feet. Typical lacustrine habitats include permanently flooded lakes and reservoirs, and intermittent lakes and ponds (including vernal pools) so shallow that rooted plants can grow over the bottom. Most permanent lacustrine systems support fish life; intermittent types usually do not. Lacustrine habitat is not found within the Planning Area, but is found within the surrounding region (e.g., the artificial pond in Alondra Park).

SPECIAL-STATUS SPECIES

As previously described, special-status species are those plants and animals that, because of their recognized rarity or vulnerability to various causes of habitat loss or population decline, are recognized by Federal, State, or other agencies. The following discussion is based on a background search of special-status species that are documented in the California Natural Diversity Database (CNDDDB), the California Native Plant Survey (CNPS) Inventory of Rare and Endangered Plants, and the USFWS endangered and threatened species lists. The background search was regional in scope and focused on documented occurrences within a nine-quad (which includes the following U.S. Geological Survey quadrangles: Beverly Hills, Hollywood, Los Angeles, Venice, Inglewood, South Gate, Redondo Beach, Torrance, and Long Beach), and a one-mile search area; refer to Appendix C, Biological Resources.



Special-Status Plants

The search revealed documented occurrences of over 100 special-status plant species within the nine-quad search area. Of these special-status plant species, four species are located within one mile of the Planning Area; refer to [Appendix C](#).

Table 5.4-1, *Special-Status Plants Present or Potentially Present*, provides a list of special-status plant species that are documented within a one-mile search area of the Planning Area, and their current protective status. Figure 5.4-2, *California Natural Diversity Database: One-Mile Search*, illustrates the special-status plant species located within one mile of the Planning Area.

Table 5.4-1
Special-Status Plants Present or Potentially Present

Scientific Name	Common Name	Federal Status	State Status	CRPR*
<i>Orcuttia Californica</i>	California Orcutt Grass	Endangered	Endangered	1B.1
<i>Navarretia Prostrata</i>	Prostrate Vernal Pool Navarretia	None	None	1B.2
<i>Eryngium Aristulatum Var. Parishii</i>	San Diego Button- Celery	Endangered	Endangered	1B.1
<i>Atriplex Coulteri</i>	Coulter's Saltbush	None	None	1B.2

Source: California Department of Fish & Wildlife, CNDDDB, 2022.
Notes: Nine-quad search area of Lawndale.
*California Rare Plant Rank (CRPR) Key:
1B.1 Plants rare, threatened, or endangered in California and elsewhere; seriously threatened in California.
1B.2 Plants rare, threatened, or endangered in California and elsewhere; fairly threatened in California.

Special-Status Animals

The search revealed documented occurrences of nine special-status animal species within one-mile of the Planning Area; refer to [Appendix C](#). This includes: one bird, four insects, one amphibian, two reptiles, and one mammal. Table 5.4-2, *Special-Status Animals Present or Potentially Present*, provides a list of the special-status animal species that are documented within one mile of the Planning Area, and their current protective status. Figure 5.4-2 illustrates the special-status animal species located within one mile of the Planning Area.



**Table 5.4-2
Special-Status Animals Present or Potentially Present**

Scientific Name	Common Name	Federal Status	State Status	CDFW Status*
Amphibians				
<i>Spea hammondi</i>	Western spadefoot	None	None	SSC
Birds				
<i>Agelaius tricolor</i>	Tricolored blackbird	None	Threatened	SSC
Insects				
<i>Glaucopsyche lygdamus palosverdesensis</i>	Palos Verdes blue butterfly	Endangered	None	--
<i>Rhaphiomidas terminatus terminatus</i>	El Segundo flower-loving fly	None	None	--
<i>Bombus crotchii</i>	Crotch bumble bee	None	None	--
<i>Danaus plexippus pop. 1</i>	Monarch- California overwintering population	Candidate Threatened	None	--
Reptiles				
<i>Anniella stebbinsi</i>	Southern California legless lizard	None	None	SSC
<i>Phrynosoma blainvillii</i>	Coast horned lizard	None	None	SSC
Mammal				
<i>Eumops perotis californicus</i>	Western mastiff bat	None	None	SSC
Source: California Department of Fish & Wildlife, CNDDDB, 2022. Notes: Nine-quad search area of Lawndale. *CDFW Status Key: SSC CDFW Species of Special Concern				

[Sensitive Natural Communities](#)

The CDFW considers sensitive natural communities to have significant biotic value, with species of plants and animals unique to each community. The CNDDDB search found that there are no sensitive natural communities within the nine-quad search area. The Planning Area is largely built-out and consists of a mixture of impervious surfaces and native and non-native species, typical of urban habitats.

[Aquatic Resources](#)

There are no large water bodies or creeks within the Planning Area. A portion of the Dominguez Channel, a 15.7-mile-long channelized watercourse, flows through the eastern portion of the Planning Area; refer to [Section 5.10, Hydrology and Water Quality](#).

Vernal pools are a temporary wetland that occur as a result of rainwater failing to drain into subsoils and can provide habitat for several sensitive plant and animal species. In California, vernal pools fill in the winter and spring, as water collects in depressions. The water eventually evaporates, leaving a dry depression in the summer and fall. Vernal pools support a range of unique plant and animal species. On some occasions, vernal pools can be connected by small drainages. These connected vernal pools are known as vernal complexes. No known vernal pools that have been identified within Lawndale.



5.4.3 REGULATORY SETTING

FEDERAL

Federal Endangered Species Act

Federally listed threatened and endangered species and their habitats are protected under provisions of the Federal Endangered Species Act (FESA) of 1973. FESA Section 9 prohibits “take” of threatened or endangered species. “Take” under the FESA is defined as to “harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any of the specifically enumerated conduct.” The presence of any Federally threatened or endangered species that are in a project area generally imposes severe constraints on development, particularly if development would result in “take” of the species or its habitat. Under the regulations of the FESA, the USFWS may authorize “take” when it is incidental to, but not the purpose of, an otherwise lawful act.

“Harm” has been defined by the regulations of the USFWS to include types of “significant habitat modification or degradation.” The U.S. Supreme Court, in *Babbitt v. Sweet Home*, 515 U.S. 687, ruled that “harm” may include habitat modification “...where it actually kills or injures wildlife by significantly impairing essential behavioral patterns, including breeding, feeding or sheltering.” Activities that may result in “take” of individuals are regulated by USFWS.

Under the FESA, “Critical Habitat” is also designated at the time of listing or within one year of listing. “Critical Habitat” refers to habitat or a specific geographic area that contains the elements and features that are essential for the survival and recovery of the species. In the event a project may result in take or in adverse effects to a species’ designated Critical Habitat, the project proponent may be required to provide mitigation. If the project has a Federal nexus (i.e., occurs on Federal land, is issued Federal permits, or receives any other Federal oversight or funding), the proponent would be required to enter into Section 7 informal and/or formal consultations with the USFWS to obtain, if possible, a biological opinion allowing for incidental take of the species in question. If the project is on private land or would not require any Federal permits, the proponent would be required to prepare a habitat management plan to address the impacts.

The FESA defines as “endangered” any plant or animal species that is in danger of extinction throughout all or a significant portion of its range. A “threatened” species is a species that is likely to become endangered in the foreseeable future. A “proposed” species is one that has been officially proposed by USFWS for addition to the Federal threatened and endangered species list.

USFWS produced an updated list of candidate species for listing in June 2002 (Federal Register: Volume 67, Number 114, 50 CFR Part 17 2002). Candidate species are regarded by USFWS as candidates for addition to the “List of Endangered and Threatened Wildlife and Plants.” Although candidate species are not afforded legal protection under the FESA, they typically receive special attention from Federal and State agencies during the environmental review process.

USFWS also uses the label “species of concern,” an informal term that refers to species which might be in need of concentrated conservation actions. As the species of concern designated by USFWS do not receive



formal legal protection, the use of the term does not necessarily ensure that the species would be proposed for listing as a threatened or endangered species.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) (16 United States Government Code [USC] 703) makes it unlawful to pursue, capture, kill, or possess or attempt to do the same to any migratory bird or part, nest, or egg of any such bird listed in wildlife protection treaties between the United States, Great Britain, Mexico, Japan, and the countries of the former Soviet Union, and authorizes the U.S. Secretary of the Interior to protect and regulate the taking of migratory birds. It establishes seasons and bag limits for hunted species and protects migratory birds, their occupied nests, and their eggs (16 USC 703; 50 CFR 10, 21).

Bald and Golden Eagle Preservation Act

The Bald and Golden Eagle Protection Act provides for the protection of the bald eagle (*Haliaeetus leucocephalus*) and the golden eagle (*Aquila chrysaetos*) by prohibiting, except under certain specified conditions, the taking, possession, and commerce of such birds (16 U.S. Government Code Section 668(a)). “Take” under the Act includes actions which significantly disturb eagles (50 CFR Section 22.3). 1972 amendments increased penalties for violating provisions of the Act and strengthened other enforcement measures. A 1978 amendment authorized the Secretary of the Interior to permit the taking of golden eagle nests that interfere with resource development or recovery operations, and recent amendments authorize USFWS to issue permits for incidental and practically unavoidable take of eagles.

Section 404 of the Clean Water Act

Clean Water Act (CWA) Section 404 requires that a permit be obtained from the United States Army Corps of Engineers (Corps) prior to the discharge of dredged or fill materials into any “waters of the United States or wetlands.” Waters of the United States are broadly defined in the Corps regulations (33 CFR 328) to include navigable waterways, their tributaries, lakes, ponds, and wetlands. Wetlands are defined as “those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that normally do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas” (United States Environmental Protection Agency [EPA], 2021). Wetlands that are not specifically exempt from Section 404 regulations (such as drainage channels excavated on dry land) are considered to be “jurisdictional wetlands.” In *Solid Waste Agency of Northern Cook County v. U.S. Army Corps of Engineers*, the Court acted to limit the regulatory jurisdiction of the Corps under CWA Section 404 as it applies to adjacent waters (2001). Specifically, the Court ruled that waters that are non-navigable, isolated, and intrastate are not subject to the Corps jurisdiction (Guzy and Anderson 2001). The Corps is required to consult with the USFWS, EPA, and State Regional Water Quality Control Board (RWQCB), among other agencies, in carrying out its discretionary authority under Section 404.

The Corps grants two types of permits, individual and nationwide. Project-specific individual permits are required for certain activities that may have a potential for more than a minimal impact and necessitate a detailed application. The most common type of permit is a nationwide permit. Nationwide permits authorize activities on a nationwide basis unless specifically limited and are designed to regulate with little delay or paperwork certain activities having minimal impacts. Nationwide permits typically take two to



three months to obtain whereas individual permits can take a year or more. To qualify for a nationwide permit, specific criteria must be met. If the criteria restrictions are met, permittees may proceed with certain activities without notifying the Corps. Some nationwide permits require a pre-construction notification before activities can begin.

Section 401 of the Clean Water Act

Applicants for a Federal license or permit for activities which may discharge to waters of the U.S. must seek Water Quality Certification from the State or Indian tribe with jurisdiction. Such Certification is based on a finding that the discharge would meet water quality standards and other applicable requirements. In California, RWQCBs issue or deny Certification for discharges within their geographical jurisdiction. Water Quality Certification must be based on a finding that the proposed discharge would comply with water quality standards, which are defined as numeric and narrative objectives in each RWQCB's Basin Plan. Where applicable, the State Water Resources Control Board (SWRCB) has this responsibility for projects affecting waters within the jurisdiction of multiple RWQCBs. The RWQCB's jurisdiction extends to all waters of the State and to all waters of the U.S., including wetlands.

CWA Section 401 requires that "any applicant for a Federal permit for activities that involve a discharge to waters of the State, shall provide the Federal permitting agency a certification from the State in which the discharge is proposed that states that the discharge would comply with the applicable provisions under the Federal Clean Water Act." Therefore, before the Corps would issue a Section 404 permit, applicants must apply for and receive a Section 401 water quality certification from the RWQCB.

STATE

California Endangered Species Act (California Fish and Game Code Section 2050 et seq.)

State-listed threatened and endangered species are protected under provisions of the California Endangered Species Act (CESA). Activities that may result in "take" of individuals (defined in CESA as to "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill") are regulated by the CDFW. Habitat degradation or modification is not included in the definition of "take" under CESA. Nonetheless, CDFW has interpreted "take" to include the destruction of nesting, denning, or foraging habitat necessary to maintain a viable breeding population of protected species.

The State of California considers an endangered species as one whose prospects of survival and reproduction are in immediate jeopardy. A threatened species is considered as one present in such small numbers throughout its range that it is likely to become an endangered species in the near future in the absence of special protection or management. A rare species is one that is considered present in such small numbers throughout its range that it may become endangered if its present environment worsens. State threatened and endangered species are fully protected against take, as defined above.

The CDFW has also produced a Species of Special Concern list to serve as a species watch list. Species on this list are either of limited distribution or their habitats have been reduced substantially, such that a threat to their populations may be imminent. Species of special concern may receive special attention during environmental review, but they do not have formal statutory protection.



California Environmental Quality Act

CEQA Guidelines Section 15380 independently defines “endangered” and “rare” species separately from the definitions in the CESA. Under CEQA, “endangered” species of plants or animals are defined as those whose survival and reproduction in the wild are in immediate jeopardy, while “rare” species are defined as those who are in such low numbers that they could become endangered if their environment worsens.

Lake and Streambed Alteration Program (California Fish and Game Code Sections 1600 through 1616)

California Fish and Game Code Sections 1600 through 1616 establish a fee-based process to ensure that projects conducted in and around lakes, rivers, or streams do not adversely impact fish and wildlife resources, or, when adverse impacts cannot be avoided, ensures that adequate mitigation and/or compensation is provided.

Fish and Game Code Section 1602 requires any person, State, or local governmental agency or public utility to notify the CDFW before beginning any activity that would do one or more of the following:

- Substantially obstruct or divert the natural flow of a river, stream, or lake;
- Substantially change or use any material from the bed, channel, or bank of a river, stream, or lake; or
- Deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it can pass into a river, stream, or lake.

Fish and Game Code Section 1602 applies to all perennial, intermittent, and ephemeral rivers, streams, and lakes in the State. CDFW’s regulatory authority extends to include riparian habitat (including wetlands) supported by a river, stream, or lake regardless of the presence or absence of hydric soils and saturated soil conditions. Generally, the CDFW takes jurisdiction to the top of bank of the stream or to the outer limit of the adjacent riparian vegetation (outer drip line), whichever is greater. Notification is generally required for any project that would take place in or in the vicinity of a river, stream, lake, or their tributaries. This includes rivers or streams that flow at least periodically or permanently through a bed or channel with banks that support fish or other aquatic life and watercourses having a surface or subsurface flow that support or have supported riparian vegetation.

Native Plant Protection Act (Fish and Game Code Sections 1900 through 1913)

Fish and Game Code Sections 1900 through 1913 were developed to preserve, protect, and enhance Rare and Endangered plants in the State of California. The act requires all State agencies to use their authority to carry out programs to conserve Endangered and Rare native plants. Provisions of the Native Plant Protection Act prohibit the taking of listed plants from the wild and require notification of the CDFW at least ten days in advance of any change in land use which would adversely impact listed plants. This allows the CDFW to salvage listed plant species that would otherwise be destroyed.

California Fish and Game Code Sections 3503, 3503.5, 3511, 3513, 4700, 5050, and 5515

The CDFW administers the Fish and Game Code. There are particular sections of the Fish and Game Code that are applicable to natural resource management. For example, Section 3503 of the Code makes it unlawful to destroy the nests or eggs of any birds that are protected under the MBTA. Furthermore, any



birds in the orders Falconiformes or Strigiformes (Birds of Prey, such as hawks, eagles, and owls) are protected under Fish and Game Code Section 3503.5 which makes it unlawful to take, possess, or destroy their nest or eggs. A consultation with CDFW would be required prior to the removal of any bird of prey nest that may occur on a project site. Fish and Game Code Sections 3511, 4700, 5050, and 5515 list fully protected bird, mammal, reptile and amphibian, and fish species, respectively. The CDFW is unable to authorize the issuance of permits or licenses to take these species. Examples of species that are State fully protected include golden eagle and white-tailed kite (*Elanus leucurus*). Fish and Game Code Section 3513 makes it unlawful to take or possess any migratory nongame bird as designated in the MBTA or any part of such migratory nongame bird except as provided by rules and regulations adopted by the Secretary of the Interior under provisions of the MBTA.

California Native Plant Society Rare or Endangered Plant Species

Vascular plants listed as rare or endangered by the CNPS, but which have no designated status under State and Federal endangered species legislation are defined as follows:

- California Rare Plant Rank
 - 1A. Plants Presumed Extirpated in California and either Rare or Extinct Elsewhere
 - 1B. Plants Rare, Threatened, or Endangered in California and Elsewhere
 - 2A. Plants Presumed Extirpated in California, But More Common Elsewhere
 - 2B. Plants Rare, Threatened, or Endangered in California, But More Common Elsewhere
 3. Plants about Which More Information is Needed - A Review List
 4. Plants of Limited Distribution - A Watch List
- Threat Ranks
 1. Seriously threatened in California (over 80 percent of occurrences threatened/high degree and immediacy of threat)
 2. Moderately threatened in California (20 to 80 percent occurrences threatened/moderate degree and immediacy of threat)
 3. Not very threatened in California (less than 20 percent of occurrences threatened/low degree and immediacy of threat or no current threats known)

LOCAL

City of Lawndale Municipal Code

The City of Lawndale Municipal Code Chapter 12.28, *Street Trees*, outlines the City's tree planting and master street tree plan. Per Section 12.28.030, *Jurisdiction and Control*, the Director has exclusive jurisdiction over the planting, maintenance, and removal of City trees, plants and other vegetation within streets and on other City property. A permit is required for the planting, spraying, pruning, or removal of street trees or trees on public property.

Municipal Code Section 13.16.050, *Subdivision Design*, requires new development to limit clearing and grading of native vegetation to the minimum extent practicable.



5.4.4 SIGNIFICANCE CRITERIA AND THRESHOLDS

Appendix G of the California Environmental Quality Act (CEQA) Guidelines contains the Initial Study Environmental Checklist, which includes questions related to biological resources. The issues presented in the Initial Study Environmental Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant environmental impact if it would:

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service (refer to Impact Statement BIO-1);
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service (refer to Impact Statement BIO-2);
- Have a substantial adverse effect on Federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means (refer to Impact Statement BIO-2);
- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites (refer to Impact Statement BIO-3);
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (refer to Impact Statement BIO-4); and
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan (refer to Impact Statement BIO-5).

CEQA Guidelines Section 15065(a), Mandatory Findings of Significance, states that a project may have a significant effect on the environment if it would have “... *the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of an endangered, rare or threatened species ...*”

An evaluation of whether an impact on biological resources would be substantial must consider both the resource itself and how that resource fits into a regional and/or local context. Substantial impacts would be those that would substantially diminish or result in the loss of, an important biological resource or those that would obviously conflict with local, State, or Federal resource conservation plans, goals, or regulations. Impacts are sometimes locally adverse but not significant because, although they would result in an adverse alteration of existing conditions, they would not substantially diminish or result in the permanent loss of an important resource on a population- or region-wide basis.

CEQA Guidelines Section 15380, *Endangered, Rare or Threatened Species*, states that a lead agency can consider a non-listed species to be Rare, Threatened, or Endangered for the purposes of CEQA if the species can be shown to meet the criteria in the definition of Rare, Threatened, or Endangered. For the purposes of this discussion, the current scientific knowledge on the population size and distribution for



each special-status species was considered according to the definitions for Rare, Threatened, and Endangered listed in CEQA Guidelines Section 15380.

5.4.5 IMPACTS AND MITIGATION MEASURES

BIO-1: Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Impact Analysis: The Planning Area is located within an urbanized area and currently developed with residential and non-residential land uses. The Planning Area consists primarily of developed and/or disturbed land that has been developed, paved, or landscaped, and existing vegetation consists of primarily ornamental and/or nonnative plant species. Pursuant to the special-status species searches presented in [Table 5.4-1](#) and [Table 5.4-2](#), four special-status plant species and nine special-status animal species have been identified within one mile of the Planning Area and are considered candidate, sensitive, or special status under FESA, CESA and/or CNPS/CRPR designation. A CNDDDB search revealed no sensitive natural communities within the nine-quad search area (refer to [Appendix C](#)).

The Project proposes a comprehensive update to the City's existing General Plan, including a revised Land Use Map. Implementation of the General Plan Update would result in new development and intensification of existing urban uses primarily along major corridors including Hawthorne Boulevard and Redondo Beach Boulevard. In order to be consistent with the existing use, the Project would redesignate seven acres of land which are existing public-school sites designated as Open Space in the 1992 General Plan to the Public Facilities land use designation. The Open Space land being redesignated consists of existing school facilities with a Joint Powers Agreement with the Lawndale Elementary School District for utilization by the City's residents. The General Plan Update would not modify the Open Space Land Use designation and would continue to provide for public parks, parks that are part of school sites, public and private outdoor recreational facilities, and landscaped open space areas. Further, the Project does not include any specific development proposals and would not result in significant direct impacts to existing biological resources. However, subsequent development projects under the proposed General Plan Update could result in direct impacts to certain species found present on an individual project site. For instance, future development within the City could involve the removal of trees, which may have the potential to impact nesting migratory birds. Proposed removal of any street trees or trees on public property within the City would be reviewed in accordance with Municipal Code Chapter 12.28 and would be required to comply with the requirements for removal. Future development projects would be required to adhere to applicable Federal, State, and local regulations that provide for sensitive species as part of the discretionary approval process for site-specific development projects.

Compliance with applicable regulations at the time of future development would minimize adverse impacts to sensitive species. Additionally, the General Plan Update includes policies and actions to preserve and protect biological resources within the Planning Area. The proposed Resource Management Element Policy RM-1.1 requires that the City provide for public recreational lands, trails, and open space. Policy RM-1.3 requires new residential development to incorporate on-site open areas or greenspace for



resident use. Policy RM-1.7 directs the City to provide for the use of street trees along sidewalks and property frontages, consistent with the City’s Master Street Tree program. Policy RM-1.8 encourages the development of innovative non-traditional public and semi-public open space such as community gardens, parkways, and green space. Action RM-1b directs the City to pursue funding for parkland acquisition, development, and maintenance. Action RM-1c directs the City to prepare and adopt a Master Parks Plan to set policies and standards for City parks and open space. Policy RM-6.3 encourages the City to work with the Los Angeles County Public Works Department and the Los Angeles County Flood Control District to preserve and/or restore riparian communities along and within established flood control channels. Action RM-6a requires the implementation of BMPs and compliance with the City’s MS4 permit to control stormwater runoff and prevent water quality impairment. The proposed Public Safety Element Policy PS-7.3 directs the City to coordinate with Federal, State, and local agencies to establish ecological recovery programs. Adherence to these policies and actions during the discretionary review of future development projects would serve to minimize impacts to sensitive species. Compliance with Federal, State, and local regulations, and implementation of General Plan Update policies and actions, would reduce potential impacts to sensitive species to a less than significant level.

Proposed General Plan Update Goals, Policies, and Actions:

RESOURCE MANAGEMENT ELEMENT

Goal RM-1: Parks, Recreation and Open Space. A community with attractive, safe and accessible parks, recreation, and open space areas.

Policy RM-1.1: Recreation Types. Provide residents a variety of useable and accessible public recreational lands, facilities, trails, open space, and amenities.

Policy RM-1.3: Open Space for Private Developments. Require new private residential development to incorporate on-site open areas, greenspace, or recreational facilities for resident use.

Policy RM-1.7: Street Trees. Provide for the consistent use of street trees along all sidewalks and property frontages, consistent with the City’s Master Street Tree program.

Policy RM-1.8: Creative Open Space and Parks. Recognize the value of non-traditional public and semi-public open space and encourage creativity and innovation during the development and provision of additional open space or parks, including but not limited to plazas, parklets, pedestrian paths, patios, rooftop gardens, community gardens, parkways, green space integrated into parking structures, and temporary or semi-permanent gathering spaces, to supplement the City’s green space and parks.

Action RM-1b: Pursue available resources to fund recreation facilities and parkland acquisition, development, and maintenance, including but not limited to, State and Federal grants, special districts, private donations, gifts, and endowments.

Action RM-1c: Prepare and adopt a Master Parks Plan to guide the provision and maintenance of parkland. The Master Park Plan should be designed to serve as a statement of general



policy and desired City standards for location and development of public parks and community open space areas, with definite time frames outlined.

Action RM-1g: Coordinate with LA Metro and associated entities regarding the multi-use trail and/or greenway proposed as part of Metro’s C Line (Green) extension project. The City should be actively engaged in the design and implementation of the project to ensure the project reflects community preferences, is compatible with surrounding uses, and maximizes connectivity for active transportation.

Action RM-1h: Consider the creative use of space for the median along Hathorne Boulevard to expand available open space and opportunities for physical fitness, including but not limited to, greenways, parklets, bike or pedestrian paths, and a fitness trail.

Policy RM-6.3: Riparian Habitat. Work with Los Angeles County Public Works and Los Angeles County Flood Control District to preserve and/or restore riparian communities along and within established flood control channels such as the Dominguez Channel, if feasible.

Action RM-6a: To reduce soil erosion and pollutants in urban runoff, require new development and redevelopment projects to control stormwater runoff through implementation of Best Management Practices (BMPs) to prevent any deterioration of water quality that would impair subsequent or competing uses of the water. Existing development shall control stormwater runoff so as to prevent any deterioration of water quality that would impair subsequent or competing uses of the water. As specific development projects are implemented, project proponents will be required to consult with relevant agencies such as the U.S. Army Corps of Engineers (ACOE), Regional Water Quality Control Board (RWQCB), and the California Department of Fish and Game (CDFG). Also, ensure that projects of one acre or more complete a Storm Water Pollution Prevention Plan (SWPPP) pursuant to State of California, Los Angeles Regional Water Quality Control Board (RWQCB) and the City’s MS4 permit (order no. R4-2012-0175 (NPDES No. CAS 004001).

PUBLIC SAFETY ELEMENT

Policy PS-7.3: Ecological Recovery. Coordinate with Federal, State, and local agencies to establish ecological recovery programs.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less than Significant Impact.

BIO-2: Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?

Would the project have a substantial adverse effect on State or Federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?



Impact Analysis: The CDFW considers sensitive natural communities to have significant biotic value, with species of plants and animals unique to each community. The CNDDDB search revealed no sensitive natural communities within the nine-quad search area. The Planning Area is largely built-out and consists of a mixture of impervious surfaces and native and non-native species, typical of urban habitats.

While not always documented as a sensitive natural community in the CNDDDB, streams, rivers, wet meadows, and vernal pools are of high concern because they provide unique aquatic habitat for many endemic species, including special status plants, birds, invertebrates, and amphibians. These aquatic habitats oftentimes qualify as protected wetlands or jurisdictional waters and are protected from disturbance through the CWA. There are no large water bodies or creeks within the Planning Area and no known vernal pools have been identified. A portion of the Dominguez Channel, a 15.7-mile-long channelized watercourse, flows through the eastern portion of the Planning Area. No other aquatic resources exist within the Planning Area.

The General Plan Update is a planning document that enables additional development consistent with the proposed Land Use Map, but does not include any site-specific development proposals; therefore, adoption of the General Plan Update would not directly impact the environment. However, the Project could have an indirect change on the physical environment through subsequently approved projects that are consistent with the buildout under the General Plan Update. Individual projects within the Planning Area would require a detailed and site-specific review of the site to determine the presence or absence of water features. If water features are present and disturbance is required, Federal and State laws require measures to reduce, avoid, or compensate for impacts to these resources. The requirements of these Federal and State laws are implemented through the permit process. Additionally, the General Plan Update Resource Management Element includes policies and actions intended to protect sensitive natural communities and aquatic resources from adverse effects associated with future development and improvement projects within the Planning Area. The proposed Resource Management Element Policy RM-6.3 directs the City to work with the Los Angeles County Public Works Department and the Los Angeles County Flood Control District to preserve and/or restore riparian communities along and within established flood control channels, such as the Dominguez Channel. Action RM-6a requires the implementation of BMPs and compliance with the City's MS4 permit to control stormwater runoff and prevent water quality impairment. Adherence to these policies and actions during the discretionary review of future development projects would serve to minimize impacts to sensitive species.

Compliance with Federal, State, and local regulations, and implementation of General Plan Update policies and actions, would reduce potential impacts to aquatic resources to a less than significant level. Thus, the Project would not have a substantial adverse effect on sensitive natural communities, including riparian habitat, or on State or Federally protected wetlands and impacts would be less than significant.

Proposed General Plan Update Goals, Policies, and Actions:

RESOURCE MANAGEMENT ELEMENT

Policy RM-6.3: Riparian Habitat. Work with Los Angeles County Public Works and Los Angeles County Flood Control District to preserve and/or restore riparian communities along and within established flood control channels such as the Dominguez Channel, if feasible.



Action RM-6a: To reduce soil erosion and pollutants in urban runoff, require new development and redevelopment projects to control stormwater runoff through implementation of Best Management Practices (BMPs) to prevent any deterioration of water quality that would impair subsequent or competing uses of the water. Existing development shall control stormwater runoff so as to prevent any deterioration of water quality that would impair subsequent or competing uses of the water. As specific development projects are implemented, project proponents will be required to consult with relevant agencies such as the U.S. Army Corps of Engineers (ACOE), Regional Water Quality Control Board (RWQCB), and the California Department of Fish and Game (CDFG). Also, ensure that projects of one acre or more complete a Storm Water Pollution Prevention Plan (SWPPP) pursuant to State of California, Los Angeles Regional Water Quality Control Board (RWQCB) and the City's MS4 permit (order no. R4-2012-0175 (NPDES No. CAS 004001).

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less than Significant Impact.

BIO-3: Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Impact Analysis: Habitat loss, fragmentation, and degradation resulting from land use changes or habitat conversion can alter the use and viability of wildlife movement corridors (i.e., linear habitats that naturally connect and provide passage between two or more otherwise disjunct larger habitats or habitat fragments). Wildlife habitat corridors maintain connectivity for daily movement, travel, mate-seeking, and migration; plant propagation; genetic interchange; population movement in response to environmental change or natural disaster; and recolonization of habitats subject to local extirpation or removal. The suitability of a habitat as a wildlife movement corridor is related to, among other factors, the habitat corridor's dimensions (length and width), topography, vegetation, exposure to human influence, and the species in question.

The City and surrounding area are highly urbanized and generally developed with urban uses. The Planning Area consists of developed and/or disturbed land that has been developed, paved, or landscaped, and existing vegetation consists of primarily ornamental and/or nonnative plant species. Thus, the Planning Area does not provide for habitat linkages. The portion of the Dominguez Channel that flows through the eastern portion of the Planning Area is concrete-lined and considered to have low habitat value. Although the channel could be used for wildlife movement, the Project does not propose site-specific development activities, nor does it involve any changes or modifications to the channel. Thus, the Project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

The proposed General Plan Resource Management Element includes policies and actions intended to preserve ecological and biological resources. The proposed Resource Management Element Policy RM-1.1 directs the City to provide for public recreational lands, trails, and open space. Policy RM-1.3 requires



new residential development to incorporate on-site open areas or greenspace for resident use. Policy RM-1.7 directs the City to provide for the use of street trees along sidewalks and property frontages, consistent with the City's Master Street Tree program. Policy RM-1.8 encourages the development of innovative non-traditional public and semi-public open space such as community gardens, parkways, and green space. Action RM-1b encourages the City to pursue funding for parkland acquisition, development, and maintenance. Action RM-1c directs the City to prepare and adopt a Master Parks Plan to set policies and standards for City parks and open space. Policy RM-6.3 directs the City to work with Los Angeles County Public Works Department and the Los Angeles County Flood Control District to preserve and/or restore riparian communities along and within established flood control channels. Action RM-6a requires the implementation of BMPs and compliance with the City's MS4 permit to control stormwater runoff and prevent water quality impairment. The proposed Public Safety Element Policy PS-7.3 directs the City to coordinate with Federal, State, and local agencies to establish ecological recovery programs. Adherence to these policies and actions would serve to protect potential biological resources and provide for trees and other vegetation consistent with wildlife habitat recovery. Thus, through compliance with Federal, State, and local regulations, and General Plan Update goals, policies, and actions, future development under the General Plan Update would have a less than significant impact associated with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or the use of native wildlife nursery sites.

Proposed General Plan Update Goals, Policies, and Actions:

RESOURCE MANAGEMENT ELEMENT

Goal RM-1: Parks, Recreation and Open Space. A community with attractive, safe and accessible parks, recreation, and open space areas.

Policy RM-1.1: Recreation Types. Provide residents a variety of useable public recreational lands, facilities, trails, open space, and amenities.

Policy RM-1.3: Open Space for Private Developments. Require new private residential development to incorporate on-site open areas, greenspace, or recreational facilities for resident use.

Policy RM-1.7: Street Trees. Provide for the consistent use of street trees along all sidewalks and property frontages, consistent with the City's Master Street Tree program.

Policy RM-1.8: Creative Open Space and Parks. Recognize the value of non-traditional public and semi-public open space and encourage creativity and innovation during the development and provision of additional open space or parks, including but not limited to plazas, parklets, pedestrian paths, patios, rooftop gardens, community gardens, parkways, green space integrated into parking structures, and temporary or semi-permanent gathering spaces, to supplement the City's green space and parks.

Action RM-1b: Pursue available resources to fund recreation facilities and parkland acquisition, development, and maintenance, including but not limited to, State and Federal grants, special districts, private donations, gifts, and endowments.



- Action RM-1c:** Prepare and adopt a Master Parks Plan to guide the provision and maintenance of parkland. The Master Park Plan should be designed to serve as a statement of general policy and desired City standards for location and development of public parks and community open space areas, with definite time frames outlined.
- Action RM-1g:** Coordinate with LA Metro and associated entities regarding the multi-use trail and/or greenway proposed as part of Metro’s C Line (Green) extension project. The City should be actively engaged in the design and implementation of the project to ensure the project reflects community preferences, is compatible with surrounding uses, and maximizes connectivity for active transportation.
- Action RM-1h:** Consider the creative use of space for the median along Hathorne Boulevard to expand available open space and opportunities for physical fitness, including but not limited to, greenways, parklets, bike or pedestrian paths, and a fitness trail.
- Policy RM-6.3: Riparian Habitat.** Work with Los Angeles County Public Works and Los Angeles County Flood Control District to preserve and/or restore riparian communities along and within established flood control channels such as the Dominguez Channel, if feasible.
- Action RM-6a:** To reduce soil erosion and pollutants in urban runoff, require new development and redevelopment projects to control stormwater runoff through implementation of Best Management Practices (BMPs) to prevent any deterioration of water quality that would impair subsequent or competing uses of the water. Existing development shall control stormwater runoff so as to prevent any deterioration of water quality that would impair subsequent or competing uses of the water. As specific development projects are implemented, project proponents will be required to consult with relevant agencies such as the U.S. Army Corps of Engineers (ACOE), Regional Water Quality Control Board (RWQCB), and the California Department of Fish and Game (CDFG). Also, ensure that projects of one acre or more complete a Storm Water Pollution Prevention Plan (SWPPP) pursuant to State of California, Los Angeles Regional Water Quality Control Board (RWQCB) and the City’s MS4 permit (order no. R4-2012-0175 (NPDES No. CAS 004001).

PUBLIC SAFETY ELEMENT

Policy PS-7.3: Ecological Recovery. Coordinate with Federal, State, and local agencies to establish ecological recovery programs.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

BIO-4: Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Impact Analysis: Future development under the General Plan Update would be subject to all applicable Federal, State, regional, and local policies and regulations related to the protection of biological resources as outlined above. The City does not have a tree preservation policy or ordinance; however, Lawndale



Municipal Code Chapter 12.28, *Street Trees*, addresses the City’s tree planting and master street tree plan and requires authorization for the planting, spraying, pruning, or removal of street trees or trees on public property. In addition, the General Plan Resource Management Element includes policies and actions intended to provide for additional trees within the City. For instance, Policy RM-1.7 requires the City to provide for the use of street trees along all sidewalks and property frontages, consistent with the City’s Master Street Tree program. Future development projects would be assessed for consistency with the Lawndale Municipal Code and General Plan Update goals, policies, and actions. Thus, the General Plan Update would not conflict with any local policies or ordinances protecting biological resources and impacts would be less than significant in this regard.

Proposed General Plan Update Goals, Policies, and Actions:

RESOURCE MANAGEMENT ELEMENT

Policy RM-1.7: Street Trees. Provide for the consistent use of street trees along all sidewalks and property frontages, consistent with the City’s Master Street Tree program.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

BIO-5: Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Impact Analysis: The Planning Area is urbanized and is not located within the boundaries of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. Thus, the Project would not conflict with any of these plans and no impact would occur.

Proposed General Plan Update Goals, Policies, and Actions: There are no General Plan Update goals, policies, or actions specific to habitat conservation plans.

Mitigation Measures: No mitigation measures are required.

Level of Significance: No Impact.

5.4.6 CUMULATIVE IMPACTS

Section 4.0, *Basis of Cumulative Analysis*, establishes growth and development within Los Angeles County as anticipated by SCAG as having the potential to interact with the proposed Project to the extent that a significant cumulative effect may occur. The cumulative projects’ setting for biological resources would be the Los Angeles region.

Would the project, combined with other related cumulative projects, have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a



candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Would the project, combined with other related cumulative projects, have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Would the project, combined with other related cumulative projects, have a substantial adverse effect on state or Federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Impact Analysis: The City is highly urbanized and is not known to support any significant wildlife or native planning communities or species. The Planning Area, along with the surrounding region, are predominately developed or paved and any landscaping consists primarily of ornamental and/or nonnative plant species. Areas having the potential to support significant wildlife or native planning communities or species typically consist of lands designated as open space or for resource protection.

As described above, the potential for the Project to have a substantial adverse effect on any special status species, riparian habitat or sensitive natural community or wetlands is less than significant as these resources do not generally occur within the Planning Area. Future development within the City could involve the removal of trees, which may have the potential to impact nesting migratory birds. Proposed removal of any street trees or trees on public property within the City would be reviewed in accordance with Municipal Code Chapter 12.28 and would be required to comply with the requirements for removal. Future development projects would be required to adhere to applicable Federal, State, and local regulations that provide for sensitive species as part of the discretionary approval process for site-specific development projects.

Any future development would be assessed for consistency with local policies and ordinances, including the Municipal Code and General Plan goals and policies, and adopted regulations pertaining to biological resources, as appropriate. With implementation of the adopted policies and regulations described above, the proposed General Plan Update would not considerably contribute to adverse effects to biological resources, including special status plant or wildlife species, riparian habitat or other sensitive natural community, or any State or Federally protected wetlands. The policies and actions included within the General Plan Update and compliance with existing regulations would reduce the cumulative effect of the General Plan Update on biological resources to a less than significant level. Thus, the proposed Project's incremental effects involving special status plant or wildlife species, riparian habitat or other sensitive natural community, or any State or Federally protected wetlands would not be cumulatively considerable.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.

Mitigation Measures: No mitigation measures are required.



Level of Significance: Less Than Significant Impact.

Would the project, combined with other related cumulative projects, interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Impact Analysis: The Planning Area, along with the surrounding region, are predominantly developed or paved and any landscaping consists primarily of ornamental and/or non-native plant species and do not provide for habitat linkages. The Dominguez Channel is concrete-lined and considered to have low habitat value. Although the channel could be used for wildlife movement, the Project as well as the cumulative projects do not involve any direct or indirect physical changes or modifications to the channel. Further, future projects implemented under the General Plan Update would be required to be consistent with the General Plan Update policies and actions pertaining to biological resources. The proposed General Plan Update would not considerably contribute to interference of wildlife movement or impede the use of native wildlife nursery sites. Thus, the proposed Project's incremental effects involving the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impeding the use of native wildlife nursery sites would not be cumulatively considerable.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

Would the project, combined with other related cumulative projects, conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.

Impact Analysis: Site-specific development is not currently proposed as part of the Project; however, future development associated with implementation of the Project would be assessed for consistency with local policies and ordinances, including the Municipal Code and General Plan Update goals and policies, as appropriate. Proposed removal of any street trees or trees on public property within the City would be reviewed in accordance with Municipal Code Chapter 12.28 and would be required to comply with the requirements for removal. Similarly, cumulative development within the region would be required to comply with any agency-specific policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Future development within the City and cumulative development would be assessed for consistency with the agency-specific Municipal Code and General Plan Update goals, policies, and actions. Since the Project would not conflict with any local policies or



ordinances protecting biological resources, the Project's incremental effects would not be cumulatively considerable in this regard.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

Would the project, combined with other related cumulative projects, conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

The Planning Area is not located within the boundaries of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. Thus, the Project's incremental effects involving a conflict with any of these plans would not be cumulatively considerable.

Proposed General Plan Update Goals, Policies, and Actions: There are no General Plan Update goals, policies, or actions specific to habitat conservation plans.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.4.7 SIGNIFICANT UNAVOIDABLE IMPACTS

Impacts to biological resources associated with the implementation of the General Plan Update would be less than significant. No significant unavoidable impacts to biological resources would occur as a result of the General Plan Update.

5.4.8 REFERENCES

California Department of Fish and Wildlife (CDFW), *Wildlife Habitats - California Wildlife Habitat Relationships System*, <https://wildlife.ca.gov/Data/CWHR/Wildlife-Habitats>, accessed March 6, 2023.

California Department of Fish & Wildlife (CDFW), California Natural Diversity Database, March 2, 2022.

California State Water Resources Control Board (SWRCB), *Onsite Wastewater Treatment System Policy: Draft Substitute Environmental Document*, March 19, 2012, https://www.waterboards.ca.gov/water_issues/programs/owts/docs/substitute_environdoc.pdf, accessed March 6, 2023.

Guzy, G. and Anderson, R., *Memorandum: Supreme Court Ruling Concerning CWA Jurisdiction of Isolated Waters: U.S. Environmental Protection Agency and Army Corps of Engineers*, January 2001.

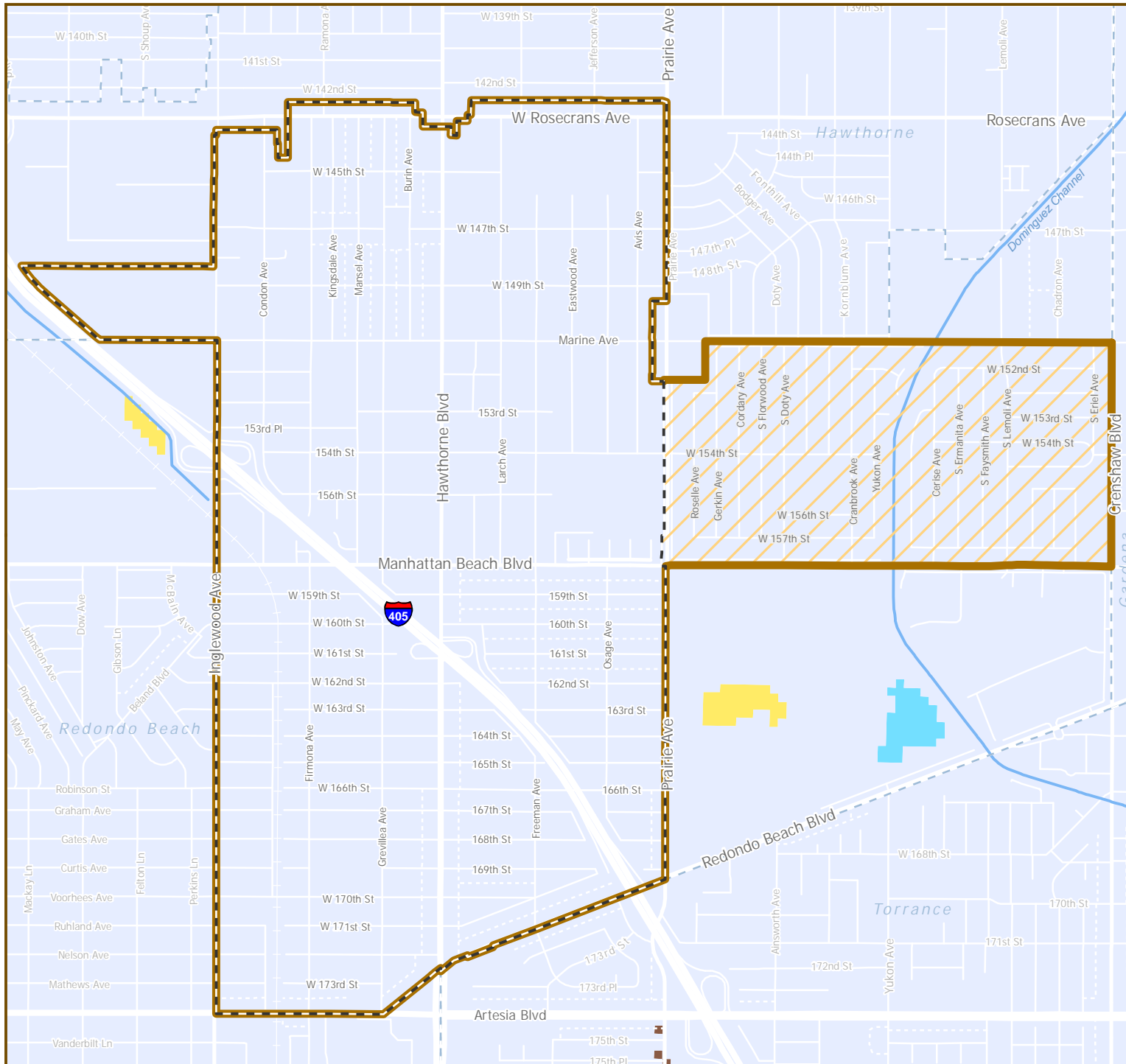


United States Environmental Protection Agency, *Section 404 of the Clean Water Act: How Wetlands are Defined and Identified*, <https://www.epa.gov/cwa-404/how-wetlands-are-defined-and-identified-under-cwa-section-404>, accessed September 20, 2021.



This page intentionally left blank.

Figure 5.4-1.
Land Cover Types



LEGEND

- City of Lawndale
- Sphere of Influence
- Planning Area
- Adjacent Incorporated Area

Land Cover Type

- Annual Grassland
- Lacustrine
- Pasture
- Urban



Sources: City of Lawndale; Los Angeles County, CAL FIRE
fvieg15_1. Map date: June 22, 2023

City of Lawndale
The Heart of the Southbay



2020 GENERAL PLAN &
HAWTHORNE BOULEVARD SPECIFIC PLAN UPDATE





This page intentionally left blank.

Figure 5.4-2.
California Natural
Diversity Database

1-Mile Radius Search

LEGEND

-  City of Lawndale
-  Sphere of Influence
-  Planning Area
-  1-mile Radius of Planning Area
-  Adjacent Incorporated Area
- Special Status Species Occurrences***
-  Plant (circular)
-  Animal (80m)
-  Animal (non-specific)
-  Animal (circular)
-  Sensitive EO's (Commercial only)

* The occurrences shown on this map represent the known locations of the species listed here as of the date of this version. There may be additional occurrences or additional species within this area which have not been surveyed and/or mapped. Lack of information in the CNDDDB about a species or an area can never be used as proof that no special status species occur in an area.

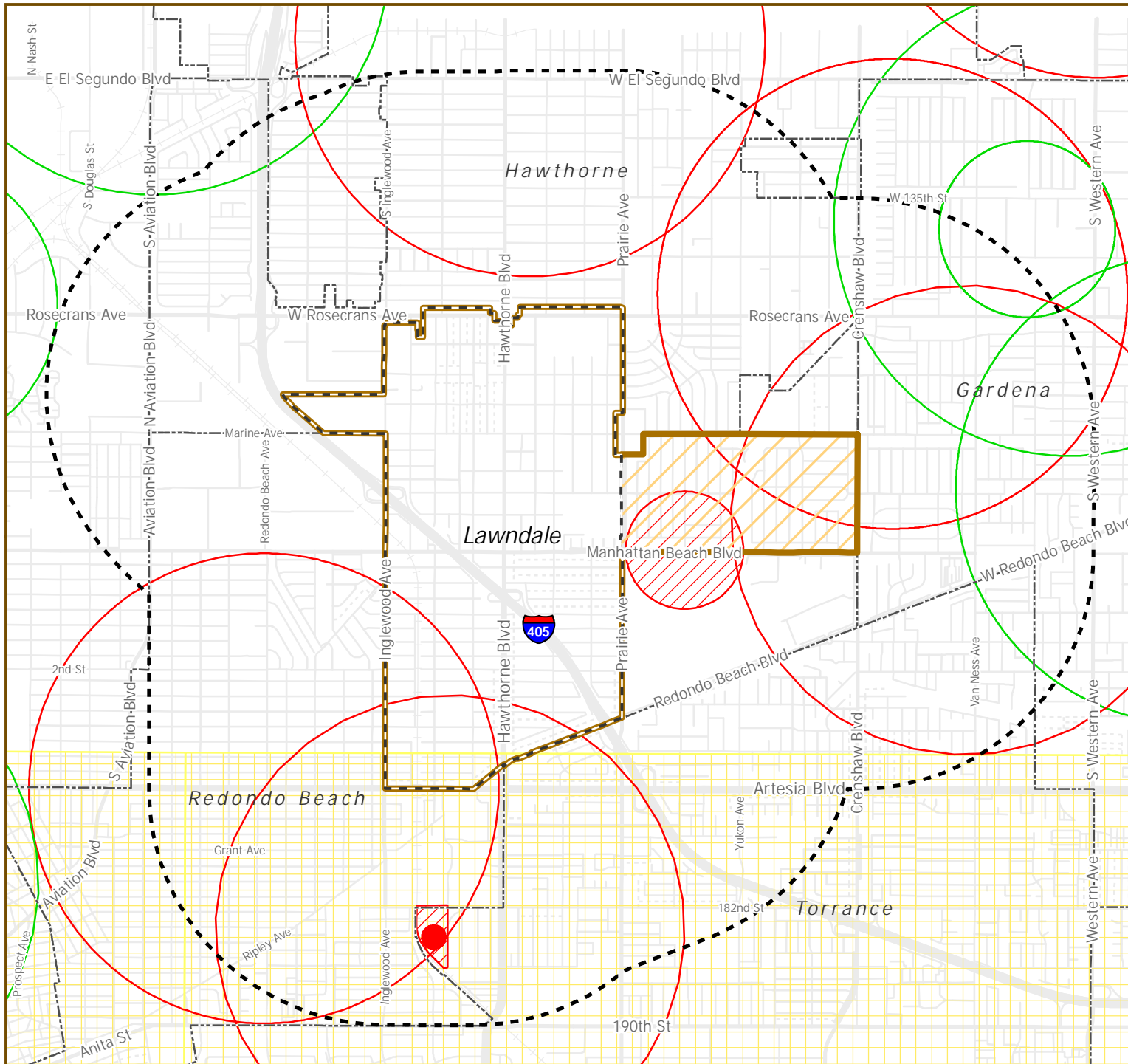


Sources: City of Lawndale; Los Angeles County; California Natural Diversity Database (CNDDDB) version3/1/2022.
Date: June 20, 2023.

City of Lawndale
The Heart of the Southbay



2020 GENERAL PLAN &
HAWTHORNE BOULEVARD SPECIFIC PLAN UPDATE





This page intentionally left blank.



5.5 CULTURAL RESOURCES

5.5.1 PURPOSE

This section identifies existing cultural (including historic and archeological resources) resources within the Planning Area, and provides an analysis of potential impacts associated with implementation of the General Plan Update.

This section is primarily based upon the *Cultural and Paleontological Resource Study for the General Plan Update: City of Lawndale, Los Angeles County* (Cultural Study), prepared by Duke Cultural Resources Management, LLC and dated October 2020 and updated July 2023; refer to [Appendix D, *Cultural and Paleontological Resources Study*](#).

For impacts specific to tribal cultural resources, refer to [Section 5.18, *Tribal Cultural Resources*](#).

5.5.2 ENVIRONMENTAL SETTING

ETHNOGRAPHIC OVERVIEW

The Planning Area is located within the boundaries of Gabrielino or Tongva Indians. The Gabrielino Indians are named because of their association with the Mission San Gabriel Arcángel. The Gabrielino are one of the least known Native American groups in California. Generally, their territory included all of the Los Angeles Basin, parts of the Santa Ana and Santa Monica Mountains, along the coast from Aliso Creek in the south to Topanga Canyon in the north, and San Clemente, San Nicolas, and Santa Catalina Islands.

The Gabrielino spoke a dialect of the Cupan group of the Takic language family. This language was part of the larger Uto-Aztecan language stock which migrated west from the Great Basin. The Gabrielino shared this language with their neighboring groups to the south and east.

Groups of Gabrielino lived in villages that were autonomous from other villages. Each village had access to hunting, collecting, and fishing areas. Villages were typically located in protected coves or canyons near water. Acorns were the most important food for the Gabrielino, although the types and quantity of different foods varied by season and locale. Other important sources of food were grass and many other seed types, deer, rabbit, jackrabbit, woodrat, mice, ground squirrels, quail, doves, ducks and other fowl, fish, shellfish, and marine mammals.

Typically, Gabrielino women gathered and men hunted, although work tasks often overlapped. Each village had a chief who controlled religious, economic, and warfare authorities. The chief had an assistant and an advisory council who assisted in important decisions and rituals. Each of these positions was hereditary being passed down from generation to generation. According to mapping of Gabrielino villages undertaken by McCawley, no known villages would be located within the City of Lawndale. The two nearest Gabrielino villages, which may compose large areas rather than just a single location, are Swaanga, approximately 10 miles to the southeast, and Waachnga, approximately five miles to the northwest. The Kirkman-Harriman Pictorial and Historical Map of Los Angeles also does not identify any Gabrielino villages within the City.



HISTORICAL CONTEXT

In California, the historic era is generally divided into three periods: the Spanish or Mission Period (from 1769 to 1821), the Mexican or Rancho Period (from 1821 to 1848), and the American Period (from 1848 to Present). The first Europeans in California were the Spanish. In 1542, Juan Rodriguez Cabrillo entered what was to become known as San Diego Harbor where he met a group of Kumeyaay Indians while on shore. Over the next few hundred years there were several maritime excursions along the California coast, but it would be more than 225 years until the Spanish established a permanent settlement. To protect its interests, Spain sent four excursions into California, two by land and two by sea. The entire expedition was led by Captain Gaspar de Portolá, military commander of California. Portolá came through the Los Angeles basin area in 1769 while travelling from San Diego to Monterey. To fulfill some of the religious goals of the expedition, Father Junípero Serra was sent to California to establish a system of Catholic Missions. It was not until two years later on September 8, 1771 that Mission San Gabriel Arcángel was established by Fathers Pedro Cambon and Angel Somera.

Ten years later on September 4, 1781, Los Angeles was founded. Early settlers farmed and they built a system of *zanjas*, or irrigation ditches, to transport water from the Los Angeles River to plots of land. With Mexican Independence in 1821, Los Angeles and California experienced great economic independence and growth. By 1822, the Mexican government began to grant permits to its citizens along the southern coast for animal pasture. Governor of Alta California, Juan Alvarado, gave the *Rancho Sausal Redondo* land grant to Antonio Ignacio Ávila, son of Spanish soldier Cornelio Ávila, that encompasses the present-day cities of Lawndale, Inglewood, Hawthorne, Redondo Beach, Manhattan Beach, and Hermosa Beach. The total acreage of the land grant was roughly 40,000 acres; but when the United States Land Commission confirmed title, *Rancho Sausal Redondo* was reduced to 22,000 acres. The City of Lawndale is located in what was the southwestern corner of *Rancho Sausal Redondo*. Between 1820 and 1841, the population of Los Angeles tripled to 1,680. California was ceded to the U.S. in 1848 with the signing of the Treaty of Guadalupe Hidalgo.

The Treaty of Guadalupe Hidalgo assured owners that prior, valid land grants would be honored if a claim was filed as required by the Land Act of 1851. Soon after, Antonio Ignacio Ávila filed a claim for *Rancho Sausal Redondo* and was awarded a patent in 1855 by the Public Land Commission. He later died in 1858 and his heirs sold the *Rancho* to pay for the probate costs. In 1868, ten years after his death, a Scottish nobleman named Sir Robert Burnett purchased the land grant from Ávila's heirs. Having also acquired the *Aquaje de la Centinela* parcel, Burnett combined both areas and named it Centinela Ranch. After doing so, Burnett gradually slowed cattle ranching and began to incorporate his prior specialization of sheep raising. In 1873, Burnett leased Centinela Ranch to Daniel and Catherine Freeman and returned to his home in Scotland. The Freeman's continued to raise sheep but after a tumultuous two-year drought from 1875 to 1876, they began to plant barley along with several thousand citrus, almond, olive, and eucalyptus trees. The Freeman's made dry-land farming profitable and exported 3,000,000 bushels of barley and other crops to Liverpool and London well in to the 1880s.

[The City of Lawndale](#)

The history of what later would be Lawndale begins with the opening of the Redondo seaport in 1890 and the railroad service created between the port and Los Angeles. By 1902, the Los Angeles and Redondo



railways passed along in what is now Hawthorne Boulevard, extending from Inglewood to Railroad Avenue. In March of 1905, real estate developer Charles B. Hopper subdivided and opened the southern portion of Centinela Ranch and named it Lawndale. It was marketed as an ideal poultry farming location for early settlers, but unfortunately a lack of buyers forced Hopper to change to smaller lots a year later. When the U.S. Census was taken in 1910, the unincorporated town of Lawndale had reached 142 residents. In the 1920s the discovery of oil transformed the Lawndale community into a town that built oil derricks, though the Great Depression muted this economic development. After World War II, Lawndale boomed primarily due to subsidized veteran housing and increased accessibility of the Harbor Freeway (I-110). Also, the Businessman’s Group Association created zoning policies to promote and advertise the residential, commercial, and industrial advantages of Lawndale. Amid rapid commercial growth and urbanization of the Centinela Valley in 1958, zoning restrictions officially abolished agriculture in the community. On December 28, 1959, Lawndale was incorporated as a City in Los Angeles County.

CULTURAL RESOURCES

A search of the California Historic Resources Inventory System (CHRIS) at the South Central Coastal Information Center (SSCIC) located at the California State University, Fullerton was conducted on June 9 2020. The records search covered the entire City of Lawndale. In addition, a variety of other sources were consulted, including the California State Historic Property Data File (which includes the National Register of Historic Places, California Register of Historical Resources, California Historical Landmarks, and California Points of Historical Interest), the Built Environment Resource Directory (BERD), California Office of Historic Preservation’s Historic Resources Inventory (HRI) directory, as well as a review of known cultural resource surveys, excavation reports, and historic aerial photos and maps. Further, a reconnaissance field survey was conducted in order to gather baseline data on the present state of previously recorded archaeological and historic resources within the Planning Area.

Results of the SCCIC and BERD records search indicate that 12 historic built environment resources are recorded within the City; refer to [Table 5.5-1, *Cultural Resources Recorded within the Planning Area*](#).



**Table 5.5-1
Cultural Resources Recorded within the Planning Area**

Primary No. or BERD No.	Resource Age	Characteristics	Year Recorded	NHRP/CRHP Status*
P-19-178543	1972	Single Family Property (HP2) at 16713 Firmona Ave	Unknown	7R
P-19-188892	1959	Educational Building Complex	2010	U
P-19-188893	Unknown	Educational Building Complex	2010	3CS
P-19-190021	Unknown	Commercial Building, 3 stories and under	2012	6Z
481616	1935	Single Family Property at 4724 W 159th St	1993	U
480244	1941	Single Family Property at 4523 W 167th St	1993	U
483066	1939	Single Family Property at 4609 W 167th St	1993	U
483164	1936	4726 W 167th St	1993	U
481694	1935	Multiple Family Property (HP3), 2-4 unit at 4562 W. 172nd St	1993	U
561704	1946	Urban Open Space, Alondra Park, at 3850 Manhattan Boulevard	2003	U
574962	1923	Government Building (HP14), City Hall at 14717 Burin Ave	1997	U
681590	1955	Commercial Building, 3 stories, at 16715 Hawthorne Boulevard	2018	U
Source: Duke Cultural Resources Management, 2023. *NHRP/CRHP Key 3CS Appears eligible for CR as an individual property through survey evaluation 6Z Found ineligible for NR, CR or Local designation through survey evaluation 7R Identified in Reconnaissance Level Survey: Not evaluated. U Unknown Information				

No archaeological resources have been recorded within the City. This lack of identified resources is likely to be a consequence of development occurring prior to the implementation of CEQA, rather than a lack of archaeological sites.

All historic built environment resources located within the City are surrounded by paved asphalt parking lots, commercial buildings, and/or single-family residential homes. None of the resources were accompanied by any historic archaeological deposits, nor were any prehistoric cultural resources identified. Records for three of the 12 historic built environment resources were provided by the SCCIC. A brief description of the three historic built environment resources which contained records from the SCCIC is provided below.

[P-19-188892](#)

According to the SCCIC search, Resource P-19-188892 is the Lawndale High School Campus complex. First constructed in 1959, it was built to accommodate the postwar growing population needs of the newly founded City of Lawndale. The core campus consists of an administration building, a cafeteria, classroom buildings, support buildings, athletic fields, and a parking lot. The original campus was a series of one- and two-story brick and cinder block buildings with low pitched roofs constructed on concrete pads. Windows



consisted of steel framed fixed and casements. The campus complex was recommended as not historically significant.

[P-19-188893](#)

According to the SCCIC search, Resource P-19-188893 is the Leuzinger High School complex. It is the earliest high school built in the City in 1930, shortly after the Great Depression. It consisted of a main administration building, a cafeteria, an Olympian gym and a classroom building. It was named in honor of Adolph Leuzinger, who was a member of the Inglewood Union High School District Board of Trustees for 25 consecutive years. The campus was later expanded in 1956 with the addition of a new cafeteria, locker rooms north of the Olympic gymnasium, and classroom buildings 2, 3, 4, and 5. By 1976, a locker room, the Thompson gym, and classroom buildings 6, 7, and 8 had been added. Leuzinger High School was recommended to be considered a significant cultural resource under CEQA, and therefore qualifies as a historical resource eligible for listing in the CRHR. Additionally, it was recommended that any additional alterations or demolition to the Olympic Gymnasium and/or Memorial Garden be avoided while any alterations to the interior of the Main Administration Building be kept to a minimum.

[P-19-190021](#)

Located in a commercial zone in the City of Lawndale, 16720 Hawthorne Boulevard is a two-story retail building and a 10-vehicle parking lot first constructed in 1947. Designated as Tract 8293, Lot Number 106 and 107, this 6,000-square-foot retail building measures roughly 50 feet wide by 105 feet long. Much of the construction is reinforced masonry on a concrete foundation and clad with stucco. The building has a flat roof covered with asphalt and gravel. The roof has a stepped parapet and fenestration that consists of an enframed window wall on the front with metal frames that span the length of the building. There are no records of the original site plan or building permit; however, a building permit indicates that by 1970 the building was used for office space by the Mattel Toymakers Federal Credit Union. Building permits show that by 2003 the building was remodeled with the addition of a bathroom, a storefront, and stairs, as well as the demolition of a partition wall. The property does not appear to qualify for the NRHP.

[Results of Reconnaissance Field Survey](#)

A reconnaissance-level overview of the City was conducted by Nicholas F. Hearth of Duke CRM on April 29, 2020. The reconnaissance survey consisted of surveying the City to get a general sense of the potential historical nature and visits to locations of built environment resources indicated in the City's existing General Plan (1992 General Plan). The reconnaissance-level survey of the City revealed that land uses within Lawndale are predominantly residential, though commercial development is also present, especially along Hawthorne Boulevard.

The City's 1992 General Plan identifies 32 locations of historic structures. Of these 32 locations, 17 are still extant and were visited during the field survey; refer to [Table 5.5-2, Potential Built Environment Resources Locations Visited during Reconnaissance Survey](#). The remaining 15 historic structures noted in the 1992 General Plan appear to be removed or are so altered as to be unrecognizable.



**Table 5.5-2
Potential Built Environment Resources Locations Visited during Reconnaissance Survey**

BERD No.	Address (approximate)	Notes and Condition
N/A	16700 Prairie Ave.	Single family residence, Extant
N/A	4039 160th St.	Single family residence, Extant
N/A	4061 159th St.	Single family residence, Extant
N/A	4061 W. 147th St.	Single family residence, Extant
N/A	14752 Prairie Ave.	Single family residence, Extant
N/A	14615 Osage Ave.	Single family residence, Extant
N/A	4118 W. 147th St.	Single family residence, Extant
N/A	14606 Freeman Ave	Single family residence, Extant
N/A	NW Corner of 149th and Larch	Single family residence, Likely extant (view obscured)
N/A	14814 Grevillea Ave.	Single family residence, Extant
N/A	4625 154th St.	Single family residence, Extant
N/A	4630 154th St.	Single family residence, Extant
N/A	4555 171st.	Single family residence, Extant
574962	14717 Burin Ave.	City Hall, Extant
481616	4724 159th St.	Single family residence, Extant
480244	4523 167th St.	Single family residence, Extant
681590	16715 Hawthorne Boulevard	Commercial Building, 3 stories, NRHP status 6Y*
Source: Duke Cultural Resources Management, 2023.		
*NHRP/CRHP Key		
6Y Determined ineligible for NR by consensus through Section 106 process – Not evaluated for CR or Local Listing.		

Twelve built environment resources are recorded at the SCCIC and in the BERD. The City’s 1992 General Plan lists 32 historic structures. Through the reconnaissance survey it was determined 17 of the 32 structures are extant, the remaining 15 have either been demolished or are so disturbed so as to be unrecognizable. Four of these 17 were also listed at the SCCIC/BERD bringing the total historic structures recorded in the City to 25. None are listed on the NRHP or CRHR.

5.5.3 REGULATORY SETTING

FEDERAL

National Historic Preservation Act

Enacted in 1966 and amended in 2000, the National Historic Preservation Act (NHPA) declared a national policy of historic preservation and instituted a multifaceted program, administered by the Secretary of the Interior, to encourage the achievement of preservation goals at Federal, State, and local levels. The NHPA authorized the expansion and maintenance of the National Register of Historic Places (NRHP), established the position of State Historic Preservation Officer (SHPO) and provided for the designation of State Review Boards, set up a mechanism to certify local governments to carry out the purposes of the NHPA, assisted Native American tribes to preserve their cultural heritage, and created the Advisory Council on Historic Preservation (ACHP).



Section 106 Process

Through regulations associated with the NHPA, an impact to a cultural resource would be considered significant if government action would affect a resource listed in or eligible for listing in the NRHP. The NHPA codifies a list of cultural resources found to be significant within the context of national history, as determined by a technical process of evaluation. Resources that have not yet been placed on the NRHP, and are yet to be evaluated, are afforded protection under the Act until shown not to be significant.

Section 106 of the NHPA and its implementing regulations (36 Code of Federal Regulations Part 800) state that for a cultural resource to be determined eligible for listing in the NRHP, the resource must meet specific criteria associated with historic significance and possess certain levels of integrity of form, location, and setting. The criteria for listing on the NRHP are applied within an analysis when there is some question as to the significance of a cultural resource. The criteria for evaluation are defined as the quality of significance in American history, architecture, archeology, engineering, and culture. This quality must be present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association. A property is eligible for the NRHP if it is significant under one or more of the following criteria:

- Criterion A: It is associated with events that have made a significant contribution to the broad patterns of our history; or
- Criterion B: It is associated with the lives of persons significant in our past; or
- Criterion C: It embodies 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
- Criterion D: It has yielded, or may be likely to yield, information important in prehistory or history.

Criterion D is usually reserved for archaeological resources. Eligible cultural resources must meet at least one of the above criteria and exhibit integrity, measured by the degree to which the resource retains its historical properties and conveys its historical character.

The Section 106 evaluation process does not apply to projects undertaken under City environmental compliance jurisdiction. However, should the undertaking require funding, permits, or other administrative actions issued or overseen by a Federal agency, analysis of potential impacts to cultural resources following the Section 106 process would likely be necessary. The Section 106 process typically excludes cultural resources created less than 50 years ago unless the resource is considered highly significant from the local perspective. Finally, the Section 106 process allows local concerns to be voiced and the Section 106 process must consider aspects of local significance before a judgment is rendered.

Secretary of the Interior's Standards for the Treatment of Historic Properties

Evolving from the Secretary of the Interior's Standards for Historic Preservation Projects with Guidelines for Applying the Standards that were developed in 1976, the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings were published in 1995 and codified as 36 Code of Federal Regulations



Part 67. Neither technical nor prescriptive, these standards are “intended to promote responsible preservation practices that help protect our Nation’s irreplaceable cultural resources.” “Preservation” acknowledges a resource as a document of its history over time, and emphasizes stabilization, maintenance, and repair of existing historic fabric. “Rehabilitation” not only incorporates the retention of features that convey historic character, but also accommodates alterations and additions to facilitate continuing or new uses. “Restoration” involves the retention and replacement of features from a specific period of significance. “Reconstruction,” the least used treatment, provides a basis for recreating a missing resource. These standards have been adopted, or are used informally, by many agencies at all levels of government to review projects that affect historic resources.

STATE

California Environmental Quality Act

CEQA requires a lead agency determine whether a project may have a significant effect on historical resources (Public Resources Code Section 21084.1). A historical resource is a resource listed in, or determined to be eligible for listing, in the CRHR, a resource included in a local register of historical resources, or any object building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant (State CEQA Guidelines, Section 15064.5[a][1-3]).

A resource is considered historically significant if it meets any of the following criteria:

- 1) Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
- 2) Is associated with the lives of persons important in our past;
- 3) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- 4) Has yielded, or may be likely to yield, information important in prehistory or history.

In addition, if it can be demonstrated that a project would cause damage to a unique archaeological resource, the lead agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place or left in an undisturbed state. To the extent that resources cannot be left undisturbed, mitigation measures are required (Public Resources Code Section 21083.2[a], [b], and [c]). Public Resources Code Section 21083.2(g) defines a unique archaeological resource as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information;
- Has a special and particular quality such as being the oldest of its type or the best available example of its type; or
- Is directly associated with a scientifically recognized important prehistoric or historic event or person.



California Register of Historical Resources (CRHR)

Created in 1992 and implemented in 1998, the CRHR is “an authoritative guide in California to be used by State and local agencies, private groups, and citizens to identify the State’s historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change.” Certain properties, including those listed in or formally determined eligible for listing in the NRHP and California Historical Landmarks numbered 770 and higher, are automatically included in the CRHR. Other properties recognized under the California Points of Historical Interest program, identified as significant in historical resources surveys or designated by local landmarks programs, may be nominated for inclusion in the CRHR. A resource, either an individual property or a contributor to a historic district, may be listed in the CRHR if the State Historical Resources Commission determines that it meets one or more of the criteria modeled on the NRHP criteria.

Public Resources Code Section 5097 (Related to Cultural Resources)

California Public Resources Code (PRC) Section 5097 addresses the disposition of Native American burials in archaeological sites and protects such remains from disturbance, vandalism, or inadvertent destruction; establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project; and establishes the California Native American Heritage Commission (NAHC) to resolve disputes regarding the disposition of such remains. It has been incorporated into Section 15064.5(e) of the CEQA Guidelines.

The NAHC, created by statute in 1976 (AB 4239), is a nine-member body, appointed by the Governor to identify, catalog, and protect cultural resources (i.e., places of special religious or social significance to Native Americans, and known graves and cemeteries of Native Americans on private lands) in California. The NAHC is charged with the duty of preserving and ensuring accessibility of sacred sites and burials, the disposition of Native American human remains and burial items, maintaining an inventory of Native American sacred sites located on public lands (i.e., Sacred Lands File), and reviewing current administrative and statutory protections related to these sacred sites.

PRC Sections 5097.9 through 5097.991 establish that no public agency or private party using or occupying public property (or operating on under a public license, permit, grant, lease or contract made after July 1, 1977) shall in any manner interfere with the free expression or exercise of Native American religion as provided in the U.S. Constitution and the California Constitution. It also prohibits such agencies and parties from causing severe or irreparable damage to any Native American sanctified cemetery, place of worship, religious or ceremonial site or sacred shrine located on public property, except on a clear and convincing showing that the public interest and necessity so require it.

These sections also establish the State’s NAHC. The NAHC is tasked with working to ensure the preservation and protection of Native American human remains, associated grave goods and cultural resources. Towards this end, the NAHC has a strategic plan for assisting the public, development communities, local and Federal agencies, educational institutions and California Native Americans to better understand problems relating to the protection and preservation of cultural resources and to serve as a tool to resolve these problems. In 2006, PRC Sections 5097.91 and 5097.98 were amended by Assembly Bill 2641 to authorize the NAHC to bring legal action when necessary to prevent damage to



Native American burial grounds or places of worship. It also established more specific procedures to be implemented in the event that Native American remains are discovered.

[California Health and Safety Code \(Sections 7050.5, 7051, and 7054\)](#)

Sections 7050.5, 7051, and 7054 of the California Health and Safety Code collectively address the illegality of interference with human burial remains (except as allowed under applicable sections of the PRC), as well as the disposition of Native American burials in archaeological sites and protects such remains from disturbance, vandalism, or inadvertent destruction; establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project, treatment of the remains prior to, during and after evaluation, and reburial procedures.

LOCAL

[City of Lawndale Municipal Code](#)

The Lawndale Zoning Code Chapter 17.30, *Design Review*, requires design review and approval for applicable development projects. The reviewing body must make the following findings: that the proposed development site plan and the building design features will integrate harmoniously and enhance the character and design of both the immediate neighborhood and the surrounding area; that the site plan and building design will improve the community appearance by preventing extremes of building bulk and mass; that the site plan and design of the buildings, parking areas, landscaping, illumination and other design features demonstrate that proper consideration has been given to both the functional aspects of the site development and the visual effects as seen from public spaces; and that the site plan and building design substantially conform to the City's adopted design guidelines.

[Mills Act Program](#)

The City of Lawndale adopted the Mills Act program in December 2010. The Program allows owners of qualified historic properties to apply for a Mills Act contract if they pledge to rehabilitate and maintain the historical and architectural character of their properties for the minimum ten-year life of the contract. Mills Act contracts are executed between a property owner and the City of Lawndale. Because valuations of Mills Act properties are determined by an income approach to value rather than by the standard market approach to determining appraised value, Mills Act participants may realize substantial property tax savings each year.

[Historic Plaque Program](#)

Award of a Historic Preservation Plaque recognizes and honors the careful preservation of older homes and other buildings. Eligibility for a plaque is based on the following criteria: the building must be 50 years or older; the building must be in good condition, and the building's exterior must have been preserved, maintained, or rehabilitated (or sensitively enlarged) in accordance with its original architectural style and detailing. Preference will be given to buildings that were either owned by a prominent person or family or are historically significant to the community, as well as those that are good examples of one or more architectural styles. This program is administered free of charge to the property owner by the Lawndale Historical Society and the City of Lawndale.



5.5.4 SIGNIFICANCE CRITERIA AND THRESHOLDS

Appendix G of the California Environmental Quality Act (CEQA) Guidelines contains the Initial Study Environmental Checklist, which includes questions related to cultural resources. The issues presented in the Initial Study Environmental Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant environmental impact if it would:

- Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5 (refer to Impact Statement CUL-1);
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5 (refer to Impact Statement CUL-2); and/or
- Disturb any human remains, including those interred outside of formal cemeteries (refer to Impact Statement CUL-3).

5.5.5 IMPACTS AND MITIGATION MEASURES

CUL-1: Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?

Impact Analysis: Known historic resource sites are located throughout the Planning Area, as described above, and undiscovered or potentially eligible sites may be located in various areas of the Planning Area. Redevelopment and alteration of existing structures has the potential to impact known and potentially eligible historical resources. A substantial adverse change in the significance of an historic resource is defined in Section 15064.5 (b)(1) of the CEQA Guidelines as the “physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.”

According to officially recorded resources and other databases that were researched for the Project, 25 historic built environment resources are located within the City, as documented in [Table 5.5-1](#), and [Table 5.5-2](#). These historic resources are scattered throughout the Planning Area and vary in terms of type, architectural style, condition, and alteration history. While the General Plan Update does not directly propose any changes to any historic resources, future development allowed under the General Plan Update could cause a substantial adverse change in the significance of known historical resources or unknown historical resources which have not yet been identified. This is considered a potentially significant impact.

The General Plan Update Resource Management Element includes goals, policies, and actions addressing heritage resources, including historical resources. Proposed Policy RM-3.1 requires the City to protect areas containing significant historic, archaeological, and paleontological resources, as defined by the California Public Resources Code. Policy RM-3.2 encourages the City to promote community identity and local history by identifying, documenting, and appropriately archiving tangible and intangible cultural resources so they can be recognized, accessed, and appreciated by future generations. Policy RM-3.4 directs the City to include the public in efforts to preserve cultural assets, including techniques, incentives, and legal requirements for preservation. Policy RM-3.6 directs the City to evaluate the condition of historical buildings, the costs of rehabilitation, and the feasibility of preservation or conservation



alternatives when considering the demolition or movement of historic structures. Policy RM-3.7 encourages the City to seek funding and support from public and private sources that aim to protect cultural and historic resources within the City. Action RM-3a requires the assessment of development proposals for potential impacts to sensitive historic, archaeological, tribal cultural, and paleontological resources pursuant to CEQA. Action RM-3b directs the City to evaluate the feasibility of implementing a local historic registry program that provides incentives for retrofitting and building maintenance, as well as public recognition, of the local resource. Action RM-3c directs the City to consider conducting a historic properties inventory that takes into consideration buildings, neighborhoods, and other features of historic, architectural, or cultural significance. Action RM-3d requires, for structures that potentially have historic significance, that a study be conducted by a professional archaeologist or historian to determine the actual significance of the structure and potential impacts of the proposed development in accordance with CEQA Guidelines Section 15064.5. The City may require modification of the project and/or mitigation measures to avoid any impact to a historic structure, when feasible, such as retaining or rehabilitating historic buildings or relocating the historic building as feasible.

As future development and infrastructure projects are considered by the City, each project would be evaluated for conformance with the City's General Plan, Municipal Code, and other applicable State and local regulations relative to historic and potentially historic resources. Subsequent development and infrastructure projects would also be analyzed for potential environmental impacts, consistent with the requirements of CEQA, pursuant to the City's entitlement review process. For structures that potentially have historical significance, the City would require preparation of a study by a qualified professional archaeologist or historian to determine the significance of the structure and potential impacts of the proposed development in compliance with CEQA. Therefore, compliance with the General Plan Update policies and actions and existing regulations, would not cause a substantial adverse change in the significance of a historical resource and impacts would be less than significant.

Proposed General Plan Update Goals, Policies and Actions:

RESOURCE MANAGEMENT ELEMENT

Policy RM-3.1: Preservation. Protect areas containing significant historic, archaeological, and paleontological resources, as defined by the California Public Resources Code.

Policy RM-3.2: Documentation. Promote community identity and local history by identifying, documenting, and appropriately archiving tangible and intangible cultural resources so they can be recognized, accessed, and appreciated by future generations.

Policy RM-3.3: Cultural Reminders. Seek to incorporate reminders of the City's culture through adaptive reuse, signage, markers, cultural events, and other reminders of Lawndale's community identity and local history.

Policy RM-3.4: Public Education. Educate and actively involve the public in preserving cultural assets, including techniques, incentives, and legal requirements for preservation.

Policy RM-3.6: Historic Preservation. Evaluate the condition of historical buildings, the costs of rehabilitation, and the feasibility of preservation or conservation alternatives when



considering the demolition or movement of historic structures; when possible, encourage the adaptive re-use of the historic structure.

Policy RM-3.7: Funding. With input and involvement of stakeholder groups, seek adequate funding and support from public and private sources that aim to protect cultural and historic resources within the City.

Action RM-3a: Continue to assess development proposals for potential impacts to sensitive historic, archaeological, tribal cultural, and paleontological resources pursuant to the California Environmental Quality Act (CEQA).

Action RM-3b: Evaluate the feasibility of implementing a local historic registry program that provides incentives for retrofitting and building maintenance, as well as public recognition, of the local resource.

Action RM-3c: Consider conducting a historic properties inventory that takes into consideration buildings, neighborhoods, and other features of historic, architectural, or cultural significance.

Action RM-3d: For structures that potentially have historic significance, the City shall require that a study be conducted by a professional archaeologist or historian to determine the actual significance of the structure and potential impacts of the proposed development in accordance with CEQA Guidelines Section 15064.5. The City may require modification of the project and/or mitigation measures to avoid any impact to a historic structure, when feasible, such as retaining or rehabilitating historic buildings or relocating the historic building as feasible.

Action RM-3e For all development proposals within areas with the potential to contain prehistoric/historic resources, the City shall require a study to be conducted by a professional archaeologist. The objective of the study will be to determine if significant archaeological resources are potentially present and if the project will significantly impact these resources. If significant impacts are identified, the City may require the project to be modified to avoid the impacts, or require mitigation measures to mitigate the impacts. Mitigation may involve archaeological investigation and resources recovery.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

CUL-2: Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

Impact Analysis: Redevelopment and development of previously undeveloped areas have the potential to impact known and unknown archaeological resources. Surface-level and subsurface archaeological sites and deposits can be affected by ground-disturbing activities associated with construction activities.



Although the records search identifies no previously-recorded archaeological resources within the City, the Cultural Study concludes the lack of identifies resources is likely to be a consequence of development occurring prior to the implementation of CEQA, rather than a lack of archaeological sites. Effects on archaeological resources deemed to be significant could be considered adverse if they involve physical demolition, destruction, or alteration of the resource or its immediate surroundings such that the significance of a resource would be materially impaired. While the General Plan Update does not directly propose site-specific development with the potential to directly impact archaeological resources, future development allowed under the General Plan Update could cause a substantial adverse change in the significance of previously undiscovered archaeological resources. This is considered a potentially significant impact.

The General Plan Update Resource Management Element includes goals, policies, and actions addressing heritage resources, including archaeological resources. Proposed Policy RM-3.1 requires the City protect areas containing significant historic, archaeological, and paleontological resources, as defined by the California Public Resources Code. Policy RM-3.2 encourages the City to promote community identity and local history by identifying, documenting, and appropriately archiving tangible and intangible cultural resources so they can be recognized, accessed, and appreciated by future generations. Policy RM-3.4 directs the City to include the public in efforts to preserve cultural assets, including techniques, incentives, and legal requirements for preservation. Policy RM-3.7 encourages the City to seek funding and support from public and private sources that aim to protect cultural and historic resources within the City. Action RM-3a requires that development proposals be assessed for potential impacts to sensitive historic, archaeological, tribal cultural, and paleontological resources pursuant to CEQA. Action RM-3e requires, for all development proposals within areas with the potential to contain prehistoric/historic resources, a study to be conducted by a professional archaeologist to determine if significant archaeological resources are potentially present and if the project will significantly impact these resources. If significant impacts are identified, the City may require the project to be modified to avoid the impacts, or require mitigation measures to mitigate the impacts. Mitigation may involve archaeological investigation and resources recovery.

Archaeological resources are protected under Federal, State, and local regulations as described above and implementation of General Plan Update policies and actions would reduce potential adverse impacts to archaeological resources associated with future development. Subsequent discretionary development and infrastructure projects would be analyzed for potential environmental impacts, consistent with the requirements of CEQA, pursuant to the City's entitlement review process. Compliance with the General Plan Update policies and actions and existing regulations would not cause a substantial adverse change in the significance of an archaeological resource and impacts would be less than significant.

Proposed General Plan Update Goals, Policies, and Actions:

RESOURCE MANAGEMENT ELEMENT

Policy RM-3.1: Preservation. Protect areas containing significant historic, archaeological, and paleontological resources, as defined by the California Public Resources Code.



Policy RM-3.2: Documentation. Promote community identity and local history by identifying, documenting, and appropriately archiving tangible and intangible cultural resources so they can be recognized, accessed, and appreciated by future generations.

Policy RM-3.4: Public Education. Educate and actively involve the public in preserving cultural assets, including techniques, incentives, and legal requirements for preservation.

Policy RM-3.7: Funding. With input and involvement of stakeholder groups, seek adequate funding and support from public and private sources that aim to protect cultural and historic resources within the City.

Action RM-3a: Continue to assess development proposals for potential impacts to sensitive historic, archaeological, tribal cultural, and paleontological resources pursuant to the California Environmental Quality Act (CEQA).

Action RM-3e: For all development proposals within areas with the potential to contain prehistoric/historic resources, the City shall require a study to be conducted by a professional archaeologist. The objective of the study will be to determine if significant archaeological resources are potentially present and if the project will significantly impact these resources. If significant impacts are identified, the City may require the project to be modified to avoid the impacts, or require mitigation measures to mitigate the impacts. Mitigation may involve archaeological investigation and resources recovery.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

CUL-3: Disturb any human remains, including those interred outside of formal cemeteries?

Impact Analysis: Future construction projects within the Planning Area could have the potential to disturb or destroy buried Native American human remains as well as other human remains, including those interred outside of formal cemeteries.

Health and Safety Code Section 7050.5, CEQA Guidelines Section 15064.5(e), and PRC Section 5097.98 mandate the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery. In the event that human remains are discovered during ground disturbing activities, the County coroner must be called in to assess the remains (Section 15064.5[e] of the CEQA Guidelines). If the County coroner determines that the remains are those of a Native American, the Native American Heritage Commission (NAHC) must be contacted within 24 hours, and the provisions for treating or disposing of the remains and any associated grave goods as described in Section 15064.5 of the CEQA Guidelines must be followed.

As future development and infrastructure projects are considered by the City, each project would be evaluated for conformance with the City's General Plan, Municipal Code, and other applicable State and local regulations. Subsequent discretionary development and infrastructure projects would also be analyzed for potential environmental impacts, consistent with the requirements of CEQA. Under CEQA, human remains are protected under the definition of archaeological materials as being "any evidence of



human activity.” Public Resources Code Section 5097 has specific stop-work and notification procedures to follow in the event that Native American human remains are inadvertently discovered during development activities.

The General Plan Update Resource Management Element includes policies and actions addressing the potential discovery of human remains. Proposed Policy RM-3.1 requires the City protect areas containing significant historic, archaeological, and paleontological resources, as defined by the California Public Resources Code. Policy RM-3.5 requires consultation with Native American tribes that may be impacted by proposed development and land use policy changes, in accordance with State, local, and Tribal intergovernmental consultation requirements. Action RM-3g requires, in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, that the City halt excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the County Coroner has been informed and has determined that no investigation of the cause of death is required. If the remains are of Native American origin, no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains is permitted until the descendants from the deceased Native Americans have made a recommendation to the landowner or the persons responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code section 5097.98, or the Native American Heritage Commission was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being granted access to the site. Compliance with the General Plan Update policies and actions and existing regulations, including Health and Safety Code Section 7050.5, CEQA Guidelines Section 15064.5(e), and PRC Section 5097.98, would ensure that potential impacts associated with the inadvertent discovery of human remains would be reduced to less than significant.

Proposed General Plan Update Goals, Policies, and Actions:

RESOURCE MANAGEMENT ELEMENT

Policy RM-3.1: Preservation. Protect areas containing significant historic, archaeological, and paleontological resources, as defined by the California Public Resources Code.

Policy RM-3.5: Tribal Consultation. In accordance with State, local, and Tribal intergovernmental consultation requirements, consult with Native American tribes that may be impacted by proposed development and land use policy changes, as necessary.

Action RM-3g: In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, the City shall halt excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the County Coroner has been informed and has determined that no investigation of the cause of death is required. If the remains are of Native American origin, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the descendants from the deceased Native Americans have made a recommendation to the landowner or the persons responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains



and any associated grave goods as provided in Public Resources Code section 5097.98, or the Native American Heritage Commission was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being granted access to the site.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.5.6 CUMULATIVE IMPACTS

Section 4.0, Basis of Cumulative Analysis, identifies projected growth within the Planning Area and County with the potential to interact with the proposed Project to the extent that a significant cumulative effect relative to cultural resources may occur. The cumulative projects' regional geologic setting and cultural resource deposit sensitivity would be similar; however, the local geologic setting and historical significance would vary according to the site location and specific conditions.

Would the project, combined with other related cumulative projects, cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

Impact Analysis: Previously recorded historic built environment resources have been identified within the City. Additionally, due to the age of development within the City, there is the potential for eligible historical resource sites to be located within the Planning Area. Future development and cumulative development within the Planning Area has the potential to impact known and potentially eligible historical resources. As with the Project, the related cumulative projects would undergo environmental review pursuant to CEQA to evaluate potential impacts to historical resources. This would include studies of historical resources that are present or could be present within a development site. Where significant or potentially significant impacts are identified, implementation of all feasible site-specific mitigation would be required to avoid or reduce impacts. Additionally, the General Plan Update Resource Management Element includes policies and actions that would address historical resources. The policies and actions included within the General Plan Update and compliance with the existing regulatory environment would reduce the cumulative effect of the General Plan Update on historical resources to a less than significant level. Based on the above, the Project's incremental contribution to cumulative historical resource impacts would be less than cumulatively considerable.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

Would the project, combined with other related cumulative projects, cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Impact Analysis: No previously recorded cultural resources have been identified within the City; however, undiscovered archeological sites may be located within the Planning Area. Future development and



cumulative development within the Planning Area has the potential to impact previously undiscovered archaeological resources. As with the Project, the related cumulative projects would undergo environmental review pursuant to CEQA to evaluate potential impacts to archaeological resources. This would include studies of archaeological resources that are present or could be present within a development site. Additionally, related projects would be subject to compliance with the established Federal, State, and local regulatory framework concerning the protection of cultural resources on a project-by-project basis. Where significant or potentially significant impacts are identified, implementation of all feasible site-specific mitigation would be required to avoid or reduce impacts. Additionally, the General Plan Update Resource Management Element includes policies and actions that would address archeological resources. The polices and actions included within the General Plan Update and compliance with the existing regulatory environment would reduce the cumulative effect of the General Plan Update on archeological resources to a less than significant level. Based on the above, the Project's incremental contribution to cumulative archaeological resource impacts would be less than cumulatively considerable.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

Would the project, combined with other related cumulative projects, disturb any human remains, including those interred outside of dedicated cemeteries?

Impact Analysis: Although unlikely, there is the potential that previously undiscovered human remains could be encountered during construction activities associated with future development within the Planning Area. Future development projects would be required to comply with the established State regulatory framework regarding human remains. Related cumulative projects would undergo environmental review on a project-by-project basis to evaluate the site-specific archaeological sensitivity. Additionally, related projects would be subject to compliance with the established State and local regulatory framework, including the General Plan Update policies and actions, concerning the discovery of human remains on a project-by-project basis. The proposed Project's compliance with the regulatory framework regarding the discovery of human remains would reduce potential Project impacts to a less than significant level; thus, the Project's incremental contribution to cumulative impacts to human remains would be less than cumulatively considerable.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.



5.5.7 SIGNIFICANT UNAVOIDABLE IMPACTS

Impacts to cultural resources associated with the implementation of the General Plan Update would be less than significant. No significant unavoidable impacts to cultural resources would occur as a result of the General Plan Update.

5.5.8 REFERENCES

Duke Cultural Resources Management, LLC, *Cultural and Paleontological Resource Study for the General Plan Update: City of Lawndale, Los Angeles County*, October 2020, updated July 2023.



This page intentionally left blank.



5.6 ENERGY

5.6.1 PURPOSE

This section identifies the existing energy use conditions within the Planning Area and provides an analysis of potential impacts associated with implementation of the General Plan Update.

This section is primarily based upon the air quality emissions analysis and modeling prepared by De Novo Planning Group, and included as Appendix C, Air Quality, Energy and Greenhouse Gas Emissions Modeling Data.

5.6.2 ENVIRONMENTAL SETTING

ENERGY CONSUMPTION

Energy in California is consumed from a wide variety of sources. Fossil fuels (including gasoline and diesel fuel and natural gas) are the most widely used form of energy in the State (U.S. Energy Information Administration 2023a). However, renewable sources of energy (such as solar and wind) are growing in proportion to California's overall energy mix. A large driver of renewable sources of energy in California is the State's current Renewable Portfolio Standard (RPS), which requires the State to derive at least 33 percent of electricity generated from renewable resources by 2020, and 60 percent by 2030.

Overall, in 2020, California's per capita energy usage was ranked 48th in the nation at 175 million British thermal units (Btu) per capita (U.S. Energy Information Administration 2023a). Additionally, California's per capita rate of energy usage has been reduced by approximately one third since the 1970s (U.S. Energy Information Administration 2022). Many State regulations since the 1970s, including new building energy efficiency standards, vehicle fleet efficiency measures, as well as growing public awareness, have helped to keep per capita energy usage in the State constrained.

The consumption of nonrenewable energy (primarily gasoline and diesel fuel) associated with the operation of passenger, public transit, and commercial vehicles results in greenhouse gas (GHG) emissions that ultimately result in global climate change. Other fuels such as natural gas, ethanol, and electricity (unless derived from solar, wind, nuclear, or other energy sources that do not produce carbon emissions) also result in GHG emissions and contribute to global climate change.

ELECTRICITY CONSUMPTION

California relies on a regional power system composed of a diverse mix of natural gas, renewable, hydroelectric, and nuclear generation resources. Approximately 70 percent of the electrical power needed to meet California's demand is produced in the State, while the remaining 30 percent is imported from the Pacific Northwest and the Southwest (California Energy Commission 2023a). In 2021, California's in-state generated electricity was derived from natural gas (50.2 percent), nuclear sources (8.5 percent), large hydroelectric resources (6.2 percent), coal (0.2 percent), and renewable resources that include geothermal, biomass, small hydroelectric resources, wind, and solar (34.8 percent). The percentage of



renewable resources as a proportion of California’s overall energy portfolio is increasing over time, as directed the State’s Renewable Portfolio Standard (RPS).

Southern California Edison (SCE) provides electricity to the Planning Area. SCE, a subsidiary of Edison International, serves approximately 185 cities in 15 counties across central and Southern California (Southern California Edison, 2019). According to the California Energy Commission (CEC), approximately 103,597 million kilowatt-hours (GWh) of electricity were used in SCE’s service area in 2020 (California Energy Commission 2023b). This is approximately 38 percent of the State total system electric generation of 272,576 GWh in 2020, which was a two percent decrease from the previous year (California Energy Commission 2023c). Los Angeles County’s total electricity consumption in 2020 (residential and non-residential) was approximately 65,650 GWh (California Energy Commission 2023d).

NATURAL GAS

Natural gas supplies are derived from underground sources and brought to the surface at gas wells. Once it is extracted, gas is purified and the odorant that allows gas leaks to be detected is added to the normally odorless gas. Natural gas suppliers, such as Southern California Gas Company (SoCalGas), then send the gas into transmission pipelines, which are usually buried underground. Compressors propel the gas through the pipeline system, which delivers it to homes and businesses.

The State produces approximately 12 percent of its natural gas, while obtaining 22 percent from Canada and 65 percent from the Rockies and the Southwest. In 2020, California produced 144 billion cubic feet of natural gas. SoCalGas provides natural gas for residential, industrial, and agency consumers within the Planning Area.

PETROLEUM

The primary energy source for the United States is petroleum (oil), which is refined to produce fuels like gasoline, diesel, and jet fuel (U.S. Energy Information Administration 2023b). Petroleum is a finite, nonrenewable energy source. California used approximately 524 million barrels of petroleum in 2020, with the majority (433 million barrels) used for the transportation sector (U.S. Energy Information Administration 2023c). This total annual consumption equates to a daily use of approximately 1.4 million barrels of petroleum.

5.6.3 REGULATORY SETTING

FEDERAL

Clean Air Act

The Federal Clean Air Act (FCAA) was first signed into law in 1970. In 1977, and again in 1990, the law was substantially amended. The FCAA is the foundation for a national air pollution control effort, and it is composed of the following basic elements: National ambient air quality standards (NAAQS) for criteria air pollutants, hazardous air pollutant standards, state attainment plans, motor vehicle emissions standards, stationary source emissions standards and permits, acid rain control measures, stratospheric ozone protection, and enforcement provisions.



The U.S. Environmental Protection Agency (EPA) is responsible for administering the FCAA. The FCAA requires the EPA to set NAAQS for several problem air pollutants based on human health and welfare criteria. Two types of NAAQS were established: primary standards, which protect public health, and secondary standards, which protect the public welfare from non-health-related adverse effects such as visibility reduction.

[Energy Policy and Conservation Act](#)

The Energy Policy and Conservation Act of 1975 sought to ensure that all vehicles sold in the U.S. would meet certain fuel economy goals. Through this Act, Congress established the first fuel economy standards for on-road motor vehicles in the United States. Pursuant to the Act, the National Highway Traffic and Safety Administration, which is part of the U.S. Department of Transportation (USDOT), is responsible for establishing additional vehicle standards and for revising existing standards.

Since 1990, the fuel economy standard for new passenger cars has been 27.5 mpg. Since 1996, the fuel economy standard for new light trucks (gross vehicle weight of 8,500 pounds or less) has been 20.7 mpg. Heavy-duty vehicles (i.e., vehicles and trucks over 8,500 pounds gross vehicle weight) are not currently subject to fuel economy standards. Compliance with Federal fuel economy standards is determined on the basis of each manufacturer's average fuel economy for the portion of its vehicles produced for sale in the U.S. The Corporate Average Fuel Economy (CAFE) program, which is administered by the EPA, was created to determine vehicle manufacturers' compliance with the fuel economy standards. The EPA calculates a CAFE value for each manufacturer based on city and highway fuel economy test results and vehicle sales. Based on the information generated under the CAFE program, the USDOT is authorized to assess penalties for noncompliance.

[Energy Compliance Act of 1992 \(EPAAct\)](#)

The Energy Policy Act of 1992 (EPAAct) was passed to reduce the Country's dependence on foreign petroleum and improve air quality. EPAAct includes several parts intended to build an inventory of alternative fuel vehicles (AFVs) in large, centrally fueled fleets in metropolitan areas. EPAAct requires certain Federal, state, and local government and private fleets to purchase a percentage of light duty AFVs capable of running on alternative fuels each year. In addition, financial incentives are included in EPAAct. Federal tax deductions will be allowed for businesses and individuals to cover the incremental cost of AFVs. States are also required by the act to consider a variety of incentive programs to help promote AFVs.

[Energy Policy Act of 2005](#)

The Energy Policy Act of 2005 was signed into law on August 8, 2005. Generally, the Act provides for renewed and expanded tax credits for electricity generated by qualified energy sources, such as landfill gas; provides bond financing, tax incentives, grants, and loan guarantees for a clean renewable energy and rural community electrification; and establishes a Federal purchase requirement for renewable energy.

[Intermodal Surface Transportation Efficiency Act \(ISTEA\)](#)

ISTEA (49 U.S.C. § 101 et seq.) promoted the development of intermodal transportation systems to maximize mobility as well as address national and local interests in air quality and energy. ISTEA contained



factors that metropolitan planning organizations (MPOs), were to address in developing transportation plans and programs, including some energy-related factors. To meet the ISTEA requirements, MPOs adopted explicit policies defining the social, economic, energy, and environmental values that were to guide transportation decisions in that metropolitan area. The planning process was then to address these policies. Another requirement was to consider the consistency of transportation planning with Federal, state, and local energy goals. Through this requirement, energy consumption was expected to become a criterion, along with cost and other values that determine the best transportation solution.

STATE

Warren-Alquist Act

The 1975 Warren-Alquist Act established the California Energy Resources Conservation and Development Commission, now known as CEC. The Act established state policy to reduce wasteful, uneconomical, and unnecessary uses of energy by employing a range of measures. The California Public Utilities Commission (CPUC) regulates privately-owned utilities in the energy, rail, telecommunications, and water fields.

Energy Action Plan

The first Energy Action Plan (EAP) emerged in 2003 from a crisis atmosphere in California's energy markets. The State's three major energy policy agencies (CEC, CPUC, and the Consumer Power and Conservation Financing Authority [established under deregulation and now defunct]) came together to develop one high-level, coherent approach to meeting California's electricity and natural gas needs. It was the first time that energy policy agencies formally collaborated to define a common vision and set of strategies to address California's future energy needs and emphasize the importance of the impacts of energy policy on the California environment.

In the October 2005 Energy Action Plan II, CEC and CPUC updated their energy policy vision by adding some important dimensions to the policy areas included in the original EAP, such as the emerging importance of climate change, transportation-related energy issues, and research and development activities. The CEC adopted an update to the EAP II in February 2008 that supplements the earlier EAPs and examines the State's ongoing actions in the context of global climate change.

State of California Energy Action Plan

The CEC is responsible for preparing the State Energy Action Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The current plan is the 1997 California Energy Plan. The plan calls for the State to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators in implementing incentive programs for zero-emission vehicles and addressing their infrastructure needs; and encouragement of urban design that reduces vehicle miles traveled (VMT) and accommodates pedestrian and bicycle access.



[Assembly Bill 1493](#)

In response to AB 1493, CARB approved amendments to the California Code of Regulations (CCR) adding GHG emission standards to California's existing motor vehicle emission standards. Amendments to CCR Title 13 Sections 1900 (CCR 13 1900) and 1961 (CCR 13 1961), and adoption of Section 1961.1 (CCR 13 1961.1) require automobile manufacturers to meet fleet average GHG emission limits for all passenger cars, light-duty trucks within various weight criteria, and medium-duty passenger vehicle weight classes beginning with the 2009 model year. Emission limits are further reduced each model year through 2016. For passenger cars and light-duty trucks 3,750 pounds or less loaded vehicle weight (LVW), the 2016 GHG emission limits are approximately 37 percent lower than during the first year of the regulations in 2009. For medium-duty passenger vehicles and light-duty trucks 3,751 LVW to 8,500 pounds gross vehicle weight (GVW), GHG emissions are reduced approximately 24 percent between 2009 and 2016.

CARB requested a waiver of Federal preemption of California's Greenhouse Gas Emissions Standards. The intent of the waiver is to allow California to enact emissions standards to reduce carbon dioxide and other greenhouse gas emissions from automobiles in accordance with the regulation amendments to the CCRs that fulfill the requirements of AB 1493. The EPA granted a waiver to California to implement its greenhouse gas emissions standards for cars.

[Assembly Bill 1007](#)

Assembly Bill 1007, (Pavley, Chapter 371, Statutes of 2005) directed the CEC to prepare a plan to increase the use of alternative fuels in California. As a result, the CEC prepared the State Alternative Fuels Plan in consultation with the state, Federal, and local agencies. The plan presents strategies and actions California must take to increase the use of alternative non-petroleum fuels in a manner that minimizes costs to California and maximizes the economic benefits of in-state production. The Plan assessed various alternative fuels and developed fuel portfolios to meet California's goals to reduce petroleum consumption, increase alternative fuels use, reduce greenhouse gas emissions, and increase in-state production of biofuels without causing a significant degradation of public health and environmental quality.

[Executive Order B-48-18: Zero-Emission Vehicles](#)

In January 2018, Executive Order (EO) B-48-18 was signed into law and requires all State entities to work with the private sector to have at least five million zero-emission vehicles (ZEVs) on the road by 2030, as well as install 200 hydrogen fueling stations and 250,000 electric vehicle charging stations by 2025. It specifies that 10,000 of the electric vehicle charging stations should be direct current fast chargers. This Executive Order also requires all State entities to continue to partner with local and regional governments to streamline the installation of ZEV infrastructure. The Governor's Office of Business and Economic Development is required to publish a Plug-in Charging Station Design Guidebook and update the 2015 Hydrogen Station Permitting Guidebook to aid in these efforts. All State entities are required to participate in updating the 2016 Zero-Emissions Vehicle Action Plan (Governor's Interagency Working Group on Zero-Emission Vehicles 2016) to help expand private investment in ZEV infrastructure with a focus on serving low-income and disadvantaged communities. Additionally, all State entities are to support and recommend policies and actions to expand ZEV infrastructure at residential uses through the Low Carbon Fuel Standard Program, and recommend how to ensure affordability and accessibility for all drivers.



California Building Energy Efficiency Standards

Title 24, Part 6 of the California Code of Regulations, known as the Building Energy Efficiency Standards (Standards), was established in 1978 in response to a legislative mandate to reduce California’s energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. On January 1, 2010, the California Building Standards Commission adopted CALGreen and became the first state in the United States to adopt a statewide green building standards code.

The 2022 update to the California Building Energy Efficiency Standards (the current version of the Standards) went into effect on January 1, 2023. The Standards are divided into three basic sets. First, there is a basic set of mandatory requirements that apply to all buildings. Second, there is a set of performance standards – the energy budgets – that vary by climate zone (of which there are 16 in California) and building type; thus, the Standards are tailored to local conditions. Finally, the third set constitutes an alternative to the performance standards, which is a set of prescriptive packages that are basically a recipe or a checklist compliance approach.

Renewable Portfolio Standard

In 2002, the Legislature enacted Senate Bill 1078 (Stats. 2002, ch. 516), which established the Renewables Portfolio Standard program, requiring retail sellers of electricity, including electrical corporations, community choice aggregators, and electric service providers, to purchase a specified minimum percentage of electricity generated by eligible renewable energy resources such as wind, solar, geothermal, small hydroelectric, biomass, anaerobic digestion, and landfill gas. (See Pub. Utilities Code, Section 399.11 et seq. [subsequently amended].) The legislation set a target by which 20 percent of the State’s electricity would be generated by renewable sources. (Pub. Utility Code, Section 399.11, subd. (a) [subsequently amended].) As described in the Legislative Counsel’s Digest, Senate Bill 1078 required “[e]ach electrical corporation ... to increase its total procurement of eligible renewable energy resources by at least one percent per year so that 20 percent of its retail sales are procured from eligible renewable energy resources. If an electrical corporation fails to procure sufficient eligible renewable energy resources in a given year to meet an annual target, the electrical corporation would be required to procure additional eligible renewable resources in subsequent years to compensate for the shortfall, if funds are made available as described. An electrical corporation with at least 20 percent of retail sales procured from eligible renewable energy resources in any year would not be required to increase its procurement in the following year.”

In 2006, the Legislature enacted Senate Bill 107 (Stats. 2006, ch. 464), which modified the Renewables Portfolio Standard to require that at least 20 percent of electricity retail sales be served by renewable energy resources by year 2010. (Pub. Utility Code, Section 399.11, subd (a) [subsequently amended].)

Senate Bill X1-2 (Stats. 2011, 1st Ex. Sess., ch. 1) set even more aggressive statutory targets for renewable electricity, culminating in the requirement that 33 percent of the State’s electricity come from renewables by 2020. This legislation applies to all electricity retailers in the State, including publicly owned utilities, investor-owned utilities, electricity service providers, and community choice aggregators. All of these entities must meet renewable energy goals of 20 percent of retail sales from renewables by the end of



2013, 25 percent by the end of 2016, and 33 percent by the end of 2020. (See Pub. Utility Code, Section 399.11 et seq. [subsequently amended].)

SB 350, discussed above, increases the Renewable Portfolio Standard to require 50 percent of electricity generated to be from renewables by 2030. (Pub. Utility Code, Section 399.11, subd (a); see also Section 399.30, subd. (c)(2).) Of equal significance, Senate Bill 350 also embodies a policy encouraging a substantial increase in the use of electric vehicles. As noted earlier, Section 740.12(b) of the Public Utilities Code now states that the PUC, in consultation with CARB and the CEC, must “direct electrical corporations to file applications for programs and investments to accelerate widespread transportation electrification to reduce dependence on petroleum, meet air quality standards, ... and reduce emissions of greenhouse gases to 40 percent below 1990 levels by 2030 and to 80 percent below 1990 levels by 2050.”

Executive Order, B-16-12, issued in 2012, embodied a similar vision of a future in which zero-emission vehicles (ZEV) will play a big part in helping the State meet its GHG reduction targets. Executive Order B-16-12 directed State government to accelerate the market for in California through fleet replacement and electric vehicle infrastructure. The Executive Order set the following targets:

- By 2015, all major cities in California will have adequate infrastructure and be “ZEV ready”;
- By 2020, the State will have established adequate infrastructure to support 1 million ZEVs in California;
- By 2025, there will be 1.5 million ZEVs on the road in California; and
- By 2050, virtually all personal transportation in the State will be based on ZEVs, and GHG emissions from the transportation sector will be reduced by 80 percent below 1990 levels.

In 2018, Senate Bill 100 (Stats. 2018, ch. 312) revised the above-described deadlines and targets so that the State will have to achieve a 50 percent renewable resources target by December 31, 2026 (instead of by 2030) and achieve a 60 percent target by December 31, 2030. The legislation also establishes a State policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all State agencies by December 31, 2045.

In summary, California has set a statutory goal of requiring that, by 2030, 60 percent of the electricity generated in California should be from renewable sources, with increased generation capacity sufficient to allow the mass conversion of the statewide vehicle fleet from petroleum-fueled vehicles to electrical vehicles and/or other ZEVs. By 2045, all electricity must come from renewable resources and other carbon-free resources. Former Governor Brown had an even more ambitious goal for the State of achieving carbon neutrality as soon as possible and by no later than 2045. This goal was reaffirmed in the Final 2022 Scoping Plan, which lays out a path to achieve State targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels no later than 2045. The Legislature is thus looking to California drivers to buy electric cars, powered by green energy, to help the State meet its aggressive statutory goal, created by SB 32, of reducing statewide GHG emissions by 2030 to 40 percent below 1990 levels. Another key prong to this strategy is to make petroleum-based fuels less carbon-intensive. A number of statutes in recent years have addressed that strategy.



[Senate Bill 1078 \(2002\)](#), [Senate Bill 107 \(2006\)](#), [Executive Order S-14-08 \(2008\)](#), [Senate Bill 350 \(2015\)](#), and [Senate Bill 100 \(2018\)](#), [Assembly Bill 1279 \(2022\)](#), [Senate Bill 1020 \(2022\)](#)

SB 1078 established the Renewable Portfolio Standard (RPS) program, which required retail sellers of electricity to provide at least 20 percent of their supply from renewable sources by 2017. This goal has subsequently been accelerated several times. SB 107 changed the target date to 2010 and Executive Order S-14-08 expanded the State’s RPS to 33 percent renewable power by 2020. SB 350 expanded the RPS by requiring retail seller and publicly owned utilities to procure 50 percent of their electricity from eligible renewable energy resources by 2030, with interim goals of 40 percent by 2024 and 45 percent by 2027. SB 100 accelerated and expanded the standards set forth in SB 350 by updating the RPS program to 50 percent eligible renewable energy resources by 2025 and 60 percent by 2030. In addition, SB 100 sets a 100 percent clean, zero carbon, and renewable energy policy for California’s electricity system by 2045. Additionally, AB 1279, the California Climate Crisis Act, declares the policy of the state both to achieve net zero greenhouse gas emissions as soon as possible, but no later than 2045, and achieve and maintain net negative greenhouse gas emissions thereafter, and to ensure that by 2045, statewide anthropogenic greenhouse gas emissions are reduced to at least 85 percent below the 1990 levels. Lastly, SB 1020 revised state policy to require that eligible renewable energy resources and zero-carbon resources supply 90 percent of all retail sales of electricity to California end-use customers by December 31, 2035, 95 percent of all retail sales of electricity to California end-use customers by December 31, 2040, 100 percent of all retail sales of electricity to California end-use customers by December 31, 2045, and 100 percent of electricity procured to serve all state agencies by December 31, 2035.

LOCAL

[City of Lawndale Climate Action Plan](#)

The City of Lawndale, in cooperation with the South Bay Cities Council of Governments, has developed a Climate Action Plan (CAP) to reduce GHG emissions within the City. The City’s CAP evaluates energy and other resource consumption within the jurisdiction and serves as a guide for action by setting energy efficiency and GHG emission reduction goals and policies to achieve desired outcomes over a 20-year period (2035). The CAP identifies community-wide strategies to conserve energy and reduce GHG emissions from a range of sources within the jurisdiction, including transportation, land use, energy generation and consumption, water, and waste.

[Lawndale Municipal Code](#)

The City of Lawndale Municipal Code Chapter 3.14, *Utility Users Tax*, imposes a tax for users of various utilities within the City in order to fund municipal utility services, including electricity, gas, and telephone.

5.6.4 SIGNIFICANCE CRITERIA AND THRESHOLDS

Consistent with Appendix G of the CEQA Guidelines, the project will have a significant impact on the environment associated with energy use if it will:

- Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation (refer to Impact Statement EN-1); and/or



- Conflict with or obstruct a state or local plan for renewable energy or energy efficiency (refer to Impact Statement EN-1).

METHODOLOGY

In order to determine whether or not the proposed Project would result in a significant impact on energy use, this EIR includes an analysis of proposed Project energy use, as provided below. A description of the methodology used to estimate energy emissions is provided within the impact analysis.

The CEQA Guidelines require consideration of the potentially significant energy implications of a project. CEQA requires mitigation measures to reduce “wasteful, inefficient and unnecessary” energy usage (Public Resources Code Section 21100, subdivision [b][3]). According to Appendix G of the CEQA Guidelines, the means to achieve the goal of conserving energy include decreasing overall energy consumption, decreasing reliance on natural gas and oil, and increasing reliance on renewable energy sources. In particular, a project would be considered “wasteful, inefficient, and unnecessary” if it were to violate State and Federal energy standards and/or result in significant adverse impacts related to project energy requirements, energy inefficiencies, energy intensiveness of materials, cause significant impacts on local and regional energy supplies or generate requirements for additional capacity, fail to comply with existing energy standards, otherwise result in significant adverse impacts on energy resources, or conflict or create an inconsistency with applicable plan, policy, or regulation.

5.6.5 IMPACTS AND MITIGATION MEASURES

EN-1: Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation; or conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Impact Analysis: The proposed Project is the General Plan Update, with a horizon year of 2045. Buildout of the General Plan includes residential, commercial, office, industrial, mixed-use, open space, and other land uses (see [Section 3.0, Project Description](#) for further detail). The amount of energy used in the Planning Area at buildout would directly correlate to the type and size of development, the energy consumption associated with unit appliances, outdoor lighting, and energy use associated with other buildings and activities. Other major sources of Planning Area energy consumption include fuel used by vehicle trips generated during construction and operational activities, and fuel used by off-road and on-road construction vehicles during construction. The following discussion provides calculated levels of energy use expected for future development accommodated by the General Plan Update, based on commonly used modelling software (i.e. CalEEMod v.2022.1 and the California Air Resource Board’s EMFAC2021). The following analysis provides an estimate of the energy consumption in the Planning Area in buildout year 2045.

ELECTRICITY AND NATURAL GAS

At 2045 buildout, the City of Lawndale’s electricity and natural gas consumption would be used primarily to power buildings (all types of buildings, including residential, commercial, office, industrial, public, etc.).



Total annual electricity (kWh) and natural gas (kBTU) usage associated with operational activities at General Plan Update buildout are shown in [Table 5.6-1, *Maximum Regional Construction Emissions \(pounds/day\)*](#), (as provided by CalEEMod). The analysis performed uses a 2045 buildout for a 20-year planning horizon.

**Table 5.6-1
Maximum Regional Construction Emissions (pounds/day)**

Electricity (kWh/year)	Natural Gas (kBTU/year)
258,114,808	947,517,417

Source: CalEEMod, v2022.1.

According to CalEEMod’s *Appendix A: Calculation Details for CalEEMod*, CalEEMod uses the California Commercial End Use Survey (CEUS) database to develop energy intensity value for non-residential buildings. The energy use from residential land uses is calculated based on the Residential Appliance Saturation Survey (RASS). Similar to CEUS, this is a comprehensive energy use assessment that includes the end use for various climate zones in California.

FUEL CONSUMPTION - ON-ROAD VEHICLES (OPERATION)

Implementation of the General Plan Update would generate vehicle trips during its operational phase. Based on the *Lawndale General Plan CEQA Transportation Analysis* prepared by Kittelson & Associates, Inc., dated July 12, 2023 ([Appendix F](#)), future development as a result of implementation of the General Plan Update could generate up to approximately 1,026,827 vehicle miles traveled (VMT) per year; however, the Project itself does not propose any specific development. In order to calculate operational on-road vehicle energy usage and emissions, default trip lengths generated by CalEEMod were used, which are based on the Planning Area location and urbanization level parameters (i.e., “Los Angeles County” and “Urban,” respectively). These values are provided by the individual districts or use a default average for the State, depending on the location of the project. Based on Year 2045 gasoline and diesel miles per gallon (MPG) factors for individual vehicle classes as provided by EMFAC2021, a weighted MPG factor was derived for operational on-road vehicles of approximately 29.9 MPG for gasoline vehicles. With this information, as a conservative estimate, it was calculated that on-road vehicle energy usage in the Planning Area at buildout year 2045 would be approximately 34,367 gallons of gasoline per day, on average, or 12,544,095 annual gallons of gasoline fuel annually.

FUEL CONSUMPTION - ON-ROAD VEHICLES (CONSTRUCTION)

2045 buildout of the General Plan Update would also generate on-road vehicle trips during construction activities (from construction workers, vendors, and haulers). Estimates of vehicle fuel consumed were derived based on the assumed construction schedule, vehicle trip lengths, and number of workers per construction phase as provided by CalEEMod (v 2022.1), and Year 2045 gasoline and diesel MPG factors provided by EMFAC2021. [Table 5.6-2, *On-Road Mobile Fuel Generated by Project Construction Activities – By Phase*](#), describes gasoline and diesel fuel used by on-road mobile sources during each phase of the construction schedule. As shown, the vast majority of on-road mobile vehicle fuel used during the



construction activities associated with buildout of the General Plan Update would occur during the building construction phase.

**Table 5.6-2
On-Road Mobile Fuel Generated by Project Construction Activities – By Phase**

Construction Phase	Total Daily Worker Trips	Total Daily Vendor Trips	Total Daily Hauling Trips	Gallons of Gasoline Fuel	Gallons of Diesel Fuel
Demolition	15	0	0	62,142	0
Site Preparation	18	0	0	74,571	0
Grading	20	0	0	82,857	0
Building Construction	9,990	3,657	0	2,069,342	1,447,872
Paving	15	0	0	62,142	0
Architectural Coating	1,998	0	0	413,868	0
Total	N/A	N/A	N/A	2,764,922	1,447,872

Source: CalEEMod, v2022.1.

OFF-ROAD VEHICLES (CONSTRUCTION)

Off-road construction vehicles would use diesel fuel during construction activities. A non-exhaustive list of off-road constructive vehicles expected to be used during construction activities includes: cranes, forklifts, generator sets, tractors, excavators, and dozers. Based on the total amount of CO₂ emissions expected to be generated by buildout of the General Plan Update (as provided by the CalEEMod output in [Appendix C, Air Quality, Energy and Greenhouse Gas Emissions Modeling Data](#)), and a CO₂ to diesel fuel conversion factor (provided by the U.S. Energy Information Administration), future development as a result of implementation of the General Plan Update could use up to a total of 3,988,127 gallons of diesel fuel for off-road construction vehicles (during the demolition, site preparation and grading phases); however, the Project itself does not propose any specific development.

COMPLIANCE WITH STATEWIDE AND LOCAL ENERGY PLANS

Buildout of the General Plan Update would use energy resources for the operation of buildings (electricity and natural gas), for on-road vehicle trips (e.g., gasoline and diesel fuel), and from off-road construction activities (e.g. diesel fuel) associated with 2045 buildout of the General Plan Update. Each of these activities would require the use of energy resources. Developers of individual projects within the Planning Area would be responsible for conserving energy, to the extent feasible, and would rely heavily on reducing per capita energy consumption to achieve this goal, including through Statewide and local measures.

Buildout of the General Plan Update would be in compliance with all applicable Federal, State, and local regulations regulating energy usage. For example, SCE is responsible for the mix of energy resources used to provide electricity for its customers, and it is in the process of implementing the Statewide Renewable Portfolio Standard (RPS) to increase the proportion of renewable energy (e.g., solar and wind) within its



energy portfolio. In addition, new development would be required to install on-site solar photovoltaic (PV) systems, consistent with the latest version of Title 24; this would greatly reduce the amount of electricity needed to be sent from the grid to the new developments associated with the proposed Project.

SCE is expected to achieve at least 60 percent renewables by 2030, and 100 percent zero-carbon electricity by 2045 (in compliance with Senate Bill 100). Additionally, energy-saving regulations, including the latest State Title 24 building energy efficiency standards (“Part 6”), would be applicable to future development accommodated by the General Plan Update. Other Statewide measures, including those intended to improve the energy efficiency of the statewide passenger and heavy-duty truck vehicle fleet (e.g., the Pavley Bill and the Low Carbon Fuel Standard), would improve vehicle fuel economies, thereby conserving gasoline and diesel fuel. These energy savings would continue to accrue over time. Additionally, building new housing near new job opportunities would reduce commuting time and allow for opportunities for pedestrian transportation such as walking and biking to work, further reducing energy usage. Furthermore, additional project-specific sustainability features that individual development projects could implement would further reduce the energy consumption of individual projects. The General Plan Update would also be in compliance with the planning documents described previously within this section.

The General Plan Update would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing energy use or increasing the use of renewable energy. This is a less than significant impact, in this regard.

CONCLUSION

The General Plan Update includes policies and actions to support energy conservation and renewable energy, as well as reducing energy use. Specifically, Goal RM-5 promotes a community that safely manages its energy resources. Policy RM-5.1 requires the City to comply with all State requirements regarding the generation of power and encourage energy providers to investigate the use or expansion of renewable sources of energy. Policy RM-5.2 ensures that new construction and major redevelopment complies with the most current version of the California Green Building Standards Code. Policy RM-5.3 requires the City to promote the development and use of renewable energy resources to reduce dependency on fossil fuels. Policy RM-5.4 requires the City to promote the use of energy-efficient materials, equipment, and design in public and private facilities and infrastructure. Policy RM-5.5 requires the City to promote energy conservation and recycling by the public and private sectors. Policy RM-5.6 requires the City to collaborate with local service providers in determining and meeting the needs of the community for energy in clean, modern, and cost-effective ways. Policy RM-5.7 requires the City to support the decisions of the Lawndale business community as they select and implement the most appropriate, financially feasible, and responsible energy source for their individual operations. Policy RM-5.8 requires the City to promote public education programs that advocate for reducing energy consumption, and promote renewable sources of energy. Policy RM-5.9 requires the City to promote energy conservation by residents and businesses in existing structures, in close coordination with other agencies and local energy providers. Action RM-5a requires the City to implement energy conservation measures in public buildings through the following actions. Action RM-5b requires that during the development review process, encourage innovative building design, layout, and orientation techniques to minimize energy use by taking advantage



of sun/shade patterns, prevailing winds, landscaping and building materials that control energy usage, and solar design. Action RM-5 requires the City to continue to review development projects to ensure that all new public and private development complies with the California Code of Regulations, Title 24 standards as well as the energy efficiency standards established by the General Plan and the Municipal Code. Action RM-5d requires the City to promote the CEC Building Energy Benchmarking Program (AB 802) on the City’s website to help benchmark and monitor energy use for participating businesses seeking to increase energy efficiency and realize cost savings. Action RM-5e requires the City to identify and reduce government constraints to installation of renewable energy infrastructure and electric vehicle charging stations, as feasible, through incentives such as, streamlined permitting, and expedited inspection times. Action RM-5f requires the City to consider participation in a Community Choice Aggregation program, such as Clean Power Alliance, to help meet the City’s energy objectives. Action RM-5g requires the City to use the City’s website to promote existing incentivized programs such as Energy Upgrade California, financing programs such as Properly Assessed Clean Energy (PACE), and energy audits through State programs. Further, Action RM-5h requires the City to partner with SBCCOG and relevant utilities on outreach events and to obtain educational content and promote on the City’s website.

As a result, the General Plan Update would not result in any significant adverse impacts related to Project energy requirements, energy use inefficiencies, and/or the energy intensiveness of materials by amount and fuel type for during General Plan Update buildout, including during construction, operations, maintenance, and/or removal. The City of Lawndale would comply with all existing energy standards and would not result in significant adverse impacts on energy resources. For the reasons stated above, buildout of the General Plan Update would not be expected to cause an inefficient, wasteful, or unnecessary use of energy resources nor conflict with or obstruct a State or local plan for renewable energy or energy efficiency. This is a less than significant impact.

Proposed General Plan Update Goals, Policies, and Actions:

RESOURCE MANAGEMENT ELEMENT

Goal RM-4: Air Quality and Greenhouse Gas Emissions. Improved air quality in Lawndale and the region through reductions in air pollutants and greenhouse gas (GHG) emissions.

Policy RM-4.1: Regional Cooperation. Support regional efforts, including those organized through the South Coast Air Quality Management District (SCAQMD), the Southern California Association of Governments (SCAG), the South Bay Cities Council of Governments (SBCCOG), and the California Air Resource Board (CARB) to implement the regional Air Quality Management Plan.

Policy RM-4.2: Measurement and Enforcement. Coordinate with the California Air Resources Board (CARB) and South Coast Air Quality Management District (SCAQMD) to support their ability to properly measure air quality at emission sources and enforce the standards of the Clean Air Act.



- Policy RM-4.3: GHG Emissions.** Align the City’s local GHG reduction targets with the statewide GHG reduction targets of Assembly Bill 32, and align the City’s GHG reduction goal with the statewide GHG reduction goal of Executive Order S-03-05.
- Policy RM-4.4: Transportation Options.** Promote alternative modes of transportation to reduce vehicular emissions and improve air quality. *(See Mobility Element)*
- Policy RM-4.5: Walkability.** Encourage pedestrian-scale development and pedestrian-friendly design features to reduce vehicle emissions. *(See Mobility Element)*
- Policy RM-4.6: Land Use Planning.** Encourage and incentivize higher density and mixed-use development opportunities within designated areas of the City to lessen the impacts of traffic congestion on local air quality. *(See Land Use Element)*
- Policy RM-4.7: Sensitive Receptors.** Insulate sensitive receptors from areas of heightened air quality pollution by utilizing land use planning to buffer and protect residential areas.
- Policy RM-4.8: Mitigation.** Require the implementation of relevant mitigation measures for all future development upon identification of potential air quality impacts.
- Policy RM-4.9: GHG Reduction.** Consider and adopt new local policies and programs that will help to provide energy efficient alternatives to fossil fuel use and reduce consumption in order to reduce greenhouse gas emissions consistent with the local measures identified in the City of Lawndale Climate Action Plan.
- Policy RM-4.10: Public Engagement.** Promote regional air quality programs in order to inform the public on regional air quality concerns and encourage the engagement of all residents in future planning decisions related to air quality.
- Action RM-4a:** Implement the local GHG reduction measures identified in the City of Lawndale Climate Action Plan (CAP), participate in future updates of the SBCCOG Climate Action Plan, and perform on-going monitoring and reporting of GHG reduction impacts. Develop a Climate Action Team to support and guide the City’s efforts to conserve energy and reduce emissions. Work with the SBCCOG and/or other local, Regional, State, and Federal agencies or utility to obtain funding necessary to implement, monitor, and report the CAP measures.
- Action RM-4b:** As applicable, review new industrial and commercial development projects during the CEQA process for potential air quality impacts to residences and other sensitive receptors. Ensure that mitigation measures and best management practices are implemented to reduce significant emissions of criteria pollutants.
- Action RM-4c:** Review development, infrastructure, and planning projects for consistency with SCAQMD requirements during the CEQA review process. Require project applicants to prepare air quality analyses to address SCAQMD and General Plan requirements, as appropriate, which include analysis and identification of:
-



1. Air pollutant emissions associated with the project during construction, project operation, and cumulative conditions.
2. Potential exposure of sensitive receptors to toxic air contaminants.
3. Significant air quality impacts associated with the project for construction, project operation, and cumulative conditions.
4. Mitigation measures to reduce significant impacts to less than significant or the maximum extent feasible where impacts cannot be mitigated to less than significant.

Action RM-4d: Work with the South Coast Air Quality Management District, Southern California Association of Governments, the South Bay Cities Council of Governments, and the California Air Resource Board to implement programs aimed at improving regional air quality.

Action RM-4e: Continue to review development projects to ensure that all new public and private development complies with the California Code of Regulations (CCR), Title 24 standards as well as the energy efficiency standards established by the Lawndale Municipal Code.

Action RM-4f: Provide the necessary facilities and infrastructure to facilitate the use of low or zero-emission vehicles such as electric vehicle charging facilities at key City facilities as operations necessitate and/or as funding becomes available.

Action RM-4g: Evaluate and consider multi-modal transportation benefits to all City employees, such as free or low-cost monthly public transportation (bus) passes. Encourage employer participation in similar programs. Encourage new transit/shuttle services and use.

Action RM-4h: Establish programs that encourage community car-sharing and carpooling.

Action RM-4i: Support the establishment and expansion of a regional network of electric vehicle charging stations and encourage the expanded use of electric vehicles.

Action RM-4j: Encourage multi-family residential and non-residential development to increase the use of higher-albedo materials for surfaces including roofs, parking areas, driveways, roads, and sidewalks. Encourage developments with parking lot areas to shade these areas with vegetation or solar panels when appropriate. Support various programs to plant and maintain trees, which can also contribute to a reduction of urban heat islands.

Action RM-4k: Future development projects will be required to demonstrate consistency with SCAQMD construction emission thresholds. Where emissions from individual projects exceed SCAQMD thresholds, the following actions should be incorporated as necessary to minimize impacts. These measures do not exclude the use of other, equally effective mitigation measures as determined by a project specific Air Quality Assessment.

- Require all off-road diesel equipment greater than 50 horsepower (hp) used for this Project to meet EPA Tier 4 final off-road emission standards or equivalent. Such equipment shall be outfitted with Best Available Control Technology (BACT)



devices including a California Air Resources Board Certified Level 3 Diesel Particulate Filter (DPF) or equivalent. The DPF reduces diesel particulate matter and NOx emissions during construction activities.

- Require a minimum of 50 percent of construction debris be diverted for recycling.
- Require building materials to contain a minimum 10 percent recycled content.
- Require materials such as paints, primers, sealants, coatings, and glues to have a low volatile organic compound concentration compared to conventional products. If low VOC materials are not available, architectural coating phasing should be extended sufficiently to reduce the daily emissions of VOCs.

Action RM-4I: Future development projects will be required to demonstrate consistency with SCAQMD’s operational emission thresholds. For projects where operational emissions exceed regulatory thresholds, the following measures may be used to reduce impacts. Note the following measures are not all inclusive and developers have the option to add or substitute measures that are equally or more appropriate for the scope of the project.

- Develop a project specific TDM program for residents and/or employees that provides opportunities for carpool/vanpools.
- Provide onsite solar/renewable energy in excess of regulatory requirements.
- Require that owners/tenants of non-residential or multi-family residential developments use architectural coatings that are 10 grams per liter or less when repainting/repairing properties.
- Require drip irrigation and irrigation sensor units that prevent watering during rain storms.
- Ensure all parking areas are wired for capability of future EV charging and include EV charging stations that exceed regulatory requirements.

Goal RM-5: Energy Resources. A community that safely manages its energy resources.

Policy RM-5.1: Compliance with State Legislation. Comply with all State requirements regarding the generation of power and encourage energy providers to investigate the use or expansion of renewable sources of energy.

Policy RM-5.2: Green Building Standards Code. Ensure that new construction and major redevelopment complies with the most current version of the California Green Building Standards Code.

Policy RM-5.3: Renewable Energy. Promote the development and use of renewable energy resources to reduce dependency on fossil fuels.

Policy RM-5.4: Energy-Efficient Materials. Promote the use of energy-efficient materials, equipment, and design in public and private facilities and infrastructure.



- Policy RM-5.5: Energy Conservation.** Promote energy conservation and recycling by the public and private sectors.
- Policy RM-5.6: Energy Needs.** Collaborate with local service providers in determining and meeting the needs of the community for energy in clean, modern, and cost-effective ways.
- Policy RM-5.7: Business Community.** Support the decisions of the Lawndale business community as they select and implement the most appropriate, financially feasible, and responsible energy source for their individual operations.
- Policy RM-5.8: Public Education.** Promote public education programs that advocate for reducing energy consumption, and promote renewable sources of energy.
- Policy RM-5.9: Promote Energy Conservation in Existing Building Stock.** Promote energy conservation by residents and businesses in existing structures, in close coordination with other agencies and local energy providers.
- Action RM-5a:** Implement energy conservation measures in public buildings through the following actions:
- a. Promote energy efficient buildings and site design for all new public buildings during the site development permit process; and
 - b. Install energy saving devices in new public buildings and retrofit existing public buildings.
- Action RM-5b:** During the development review process, encourage innovative building design, layout, and orientation techniques to minimize energy use by taking advantage of sun/shade patterns, prevailing winds, landscaping and building materials that control energy usage, and solar design.
- Action RM-5c:** Continue to review development projects to ensure that all new public and private development complies with the California Code of Regulations, Title 24 standards as well as the energy efficiency standards established by the General Plan and the Municipal Code.
- Action RM-5d:** Promote the CEC Building Energy Benchmarking Program (AB 802) on the City's website to help benchmark and monitor energy use for participating businesses seeking to increase energy efficiency and realize cost savings.
- Action RM-5e:** Identify and reduce government constraints to installation of renewable energy infrastructure and electric vehicle charging stations, as feasible, through incentives such as, streamlined permitting, and expedited inspection times.
- Action RM-5f:** Consider participation in a Community Choice Aggregation program, such as Clean Power Alliance, to help meet the City's energy objectives.
-



Action RM-5g: Use the City’s website to promote existing incentivized programs such as Energy Upgrade California, financing programs such as Properly Assessed Clean Energy (PACE), and energy audits through State programs.

Action RM-5h: Partner with SBCCOG and relevant utilities on outreach events and to obtain educational content and promote on the City’s website.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.6.6 CUMULATIVE IMPACTS

Section 4.0, *Basis of Cumulative Analysis*, establishes growth and development within Los Angeles County as anticipated by SCAG as having the potential to interact with the proposed Project to the extent that a significant cumulative effect may occur. The cumulative projects’ setting for energy would be similar for the region and for projects within the City.

Would the project, combined with other related cumulative projects, result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.

Impact Analysis: As future development projects are received and reviewed by the City in subsequent years, those projects would be reviewed for consistency with the General Plan Update and all relevant State-level programs and requirements. All future projects must implement the most current version of the Title 24 energy efficiency requirements, as required by State law. Consistency with the General Plan Update and other mandatory State-level programs would ensure that future project-level contributions to inefficient, wasteful or unnecessary energy use would be less than significant. Moreover, as identified above, buildout of the General Plan Update would not be expected to cause an inefficient, wasteful, or unnecessary use of energy resources nor conflict with or obstruct a state or local plan for renewable energy or energy efficiency. As a result, the proposed General Plan Update’s incremental contribution to cumulative energy impacts would be less than cumulatively considerable.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.6.7 SIGNIFICANT UNAVOIDABLE IMPACTS

Energy use impacts associated with the implementation of the General Plan Update would be less than significant. No significant unavoidable energy use impacts would occur as a result of the General Plan Update.



5.6.8 REFERENCES

Atkins, *City of Lawndale Energy Efficiency Climate Action Plan*, December 2015.

California Energy Commission, *2021 Total System Electric Generation*, <https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2021-total-system-electric-generation>, accessed July 12, 2023a.

California Energy Commission, *Electricity Consumption by Planning Area*, <http://www.ecdms.energy.ca.gov/elecbyplan.aspx>, accessed July 12, 2023b.

California Energy Commission, *2020 Total Electricity System Power*, <https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2020-total-system-electric-generation/2020>, accessed July 12, 2023c.

California Energy Commission, *Electricity Consumption by County*, <https://ecdms.energy.ca.gov/elecbycounty.aspx>, accessed July 12, 2023d.

Southern California Edison, *Southern California Edison's Service Area*, https://download.newsroom.edison.com/create_memory_file/?f_id=5cc32d492cfac24d21aecf4c&content_verified=True, April 2019, accessed July 12, 2023.

U.S. Energy Information Administration, *California State Profile and Energy Estimates*, <https://www.eia.gov/state/?sid=CA#tabs-1>, accessed July 12, 2023a.

U.S. Energy Information Administration, *Monthly Energy Review*, <https://www.eia.gov/totalenergy/data/monthly/>, accessed July 12, 2023b.

U.S. Energy Information Administration, *California State Profile and Energy Estimates: Table F16: Total Petroleum Consumption Estimates, 2020*, <https://www.eia.gov/state/data.php?sid=CA#ConsumptionExpenditures>, accessed July 12, 2023c.

U.S. Energy Information Administration, *State Energy Data System: 1960-2020*, July 12, 2022.



This page intentionally left blank.



5.7 GEOLOGY AND SOILS

5.7.1 PURPOSE

This section identifies the existing geology, soils, and seismicity conditions within the Planning Area and provides an analysis of potential impacts associated with implementation of the General Plan Update.

This section is partly based upon the Cultural and Paleontological Resource Study for the General Plan Update: City of Lawndale, Los Angeles County (Cultural Study), prepared by Duke Cultural Resources Management, LLC and dated October 2020 and updated July 2023; refer to [Appendix D, *Cultural and Paleontological Resources Assessment*](#).

5.7.2 ENVIRONMENTAL SETTING

GEOLOGIC CONDITIONS

The City of Lawndale, including the Planning Area, is located within the Peninsular Ranges Geomorphic Province, which extends from Mount San Jacinto in the north to Baja California in the south and includes the Inland Empire, Los Angeles County, Orange County, and San Diego Counties. The Peninsular Ranges Geomorphic Province is located in the southwestern corner of California and is bounded by the Transverse Ranges Geomorphic Province to the north and the Colorado Desert Geomorphic Province to the east. This geomorphic province is characterized by elongated northwest-trending mountain ridges separated by sediment-floored valleys. Many faults to the west of the Salton Trough section of the San Andreas Fault Zone parallel this northwest-southeast trending fault zone and have taken up some of the strain of the San Andreas.

[Peninsular Ranges](#)

The Peninsular Ranges Geomorphic Province consists of a series of mountain ranges separated by long valleys, formed from faults branching from the San Andreas Fault. The topographic trend is similar to the Coast Ranges, but the geology is more like the Sierra Nevada, with granitic rocks intruding the older metamorphic rocks. The Los Angeles Basin and the Channel Islands of Santa Catalina, Santa Barbara, San Clemente, and San Nicolas are included in this province. At the northern end of the province, Mount San Jacinto forms the dramatic backdrop to the Coachella Valley more than 10,000 feet below. The Peninsular Ranges extend south across the international border into Baja California, forming the spine of Baja California.

[Regional Geology](#)

The geology of southern California formed as a result of complex plate tectonics and fault movement. The most notable fault in southern California, the San Andreas Fault, is a right lateral strike-slip (or transform) fault that marks the boundary between the Pacific tectonic plate and the North American tectonic plate. Both plates are moving northward, but the Pacific plate is moving at a faster rate than the North American plate and the relative difference in the two rates results in movement along the San Andreas Fault. Northwest of the Los Angeles basin, where the southern San Joaquin Valley meets the San Emigdio and Tehachapi Mountains, the orientation of the San Andreas Fault changes from generally



northwest to west-northwest. This portion of the fault system is known as the “Big Bend.” Another large fault in southern California, the left-lateral Garlock Fault, intersects the San Andreas Fault system at this location. This bend in the San Andreas Fault system results in transpressional forces between the two tectonic plates, a geologic result of which was the uplift of the Transverse Ranges, including the San Gabriel Mountains.

The City of Lawndale is located within the northern margin of the Peninsular Ranges. The topography of Lawndale is relatively flat with an elevation of approximately 59 feet above sea level. The City is located in the southwestern portion of Los Angeles County. Los Angeles County varies greatly in topography, bounded by the Pacific Ocean to the west and high mountain ranges to the east. The topography in the County varies significantly, from beaches on the west, to mountains and then desert to the east. Much of the topography in between consists of mesas intersected by canyons.

FAULTS

Faults are classified as Historic, Holocene, Late Quaternary, Quaternary, and Pre-Quaternary according to the age of most recent movement (CGS 2002). These classifications are described as follows:

- **Historic:** faults on which surface displacement has occurred within the past 200 years;
- **Holocene:** shows evidence of fault displacement within the past 11,000 years, but without historic record;
- **Late Quaternary:** shows evidence of fault displacement within the past 700,000 years, but may be younger due to a lack of overlying deposits that enable more accurate age estimates;
- **Quaternary:** shows evidence of displacement sometime during the past 1.6 million years; and
- **Pre-Quaternary:** without recognized displacement during the past 1.6 million years.

Faults are further distinguished as active, potentially active, or inactive (CGS 2002).

- **Active:** An active fault is a Historic or Holocene fault that has had surface displacement within the last 11,000 years;
- **Potentially Active:** A potentially active fault is a pre-Holocene Quaternary fault that has evidence of surface displacement between about 1.6 million and 11,000 years ago; and
- **Inactive:** An inactive fault is a pre-Quaternary fault that does not have evidence of surface displacement within the past 1.6 million years. The probability of fault rupture is considered low; however, this classification does not mean that inactive faults cannot, or will not, rupture.

While there are no known fault zones located within City limits, the City is located between two active strike-slip faults: the Newport-Inglewood fault zone and the Palos Verdes Fault. The nearest fault zone is the Newport-Inglewood Fault, located approximately two miles northeast of the City. [Figure 5.7-1, Regional Fault Zones](#), illustrates the location of nearby fault zones surrounding the Planning Area.

The most significant historically active and potentially active fault zones that are capable of seismic ground shaking and which can impact Lawndale are discussed below.



Newport-Inglewood Fault

The Newport-Inglewood Fault is considered the second most active fault in California. It runs from the City of Inglewood through Huntington Beach and out into the Pacific Ocean. This fault is capable of producing earthquakes in the range of M 6.3 to M 7.5 (magnitude of 6.3 to 7.5 on the Richter Scale). The M 6.5 1933 Long Beach earthquake occurred on the Newport-Inglewood Fault, causing 120 deaths, the collapsing of unreinforced masonry buildings, and severe damage (United States Geologic Survey 2023b).

The Newport-Inglewood Fault is located approximately 2.25 miles northeast of the Planning Area (DOC 2023b).

San Andreas Fault

The San Andreas Fault is a 400-mile-long fault running from the Mexican border to a point offshore, west of San Francisco. Geologic studies show that over the past 1,400 to 1,500 years, large earthquakes have occurred at about 130-year intervals on the southern San Andreas Fault. As the last large earthquake on the southern San Andreas occurred in 1857, that section of the fault is considered a likely location for an earthquake within the next few decades (Michael Baker 2016). There is a 59 percent chance that an earthquake of M 6.7 (magnitude of 6.7 on the Richter Scale) or larger will occur on this fault in the next 30 years (Los Angeles County 2020).

The San Andreas fault is located approximately 45 miles north of the Planning Area.

Whittier-Elsinore Fault

The Whittier-Elsinore Fault is a right-lateral strike-slip fault with some reverse slip located along the eastern edge of the Los Angeles Basin (Southern California Earthquake Data Center 2023). The Whittier-Elsinore Fault is located along the southern base of the Puente Hills. Earthquakes with surface rupture on the Whittier Fault are estimated to have probable magnitudes ranging from M 6.0 to M 7.2 (magnitude of 6.0 to 7.2 on the Richter Scale). The Whittier fault joins the Chino Fault near Prado Dam where they merge into the Elsinore Fault. At the northern end, the fault splays into several faults, creating the Whittier-Elsinore Fault Zone (USGS 2023a).

The Whittier-Elsinore Fault is located approximately 20 miles northeast of the City (Department of Conservation 2023b).

Palos Verdes Fault Zone

The Palos Verdes fault zone is located off the coast of Redondo Beach and Torrance, along the northern front of the Palos Verdes Hills, and continues southward through the Palos Verdes peninsula and offshore, outside the San Pedro Bay. The Palos Verdes Fault is capable of an earthquake of M 6.0 to M 7.0 (magnitude of 6.0 to 7.0 on the Richter Scale). The issue of concern is the fault causing shaking and liquefaction within the region (Los Angeles County 2020).

The Palos Verdes fault zone is located approximately four miles southwest of the Planning Area.



Santa Monica Fault

The Santa Monica Fault consists of two subparallel faults that trend along the southern edge of the Santa Monica Mountains. These faults extend onshore from Pacific Palisades and continue through Santa Monica and Beverly Hills to Hollywood, where they merge into a single fault strand. These subparallel faults were referred to as the "Santa Monica fault zone." The Santa Monica fault zone consists of a north-dipping blind reverse fault and a subparallel fault in the hanging wall that reaches the surface; the blind fault was named the "Santa Monica Fault." The subparallel surface fault, which is the fault associated with the noted surficial scarps and shallow groundwater barriers, named the "Potrero Canyon Fault" (California Geological Survey 2018). This fault is capable of producing an earthquake of M 6.0 to 7.0 (magnitude of 6.0 to 7.0 on the Richter Scale) (Los Angeles County 2020).

The Santa Monica Fault is located approximately 11 miles northwest of the City. The Santa Monica Fault is not considered a significant ground surface rupture hazard east of Beverly Hills, indicating that it does not pose a major threat to the Planning Area.

Charnock Fault

The Charnock Fault trends northwest-southwest, approximately parallel to the trend of the Newport-Inglewood Fault. Review of available geologic literature indicates the Charnock Fault has displaced Quaternary to Late Quaternary units; however, no offset of late Pleistocene or Holocene age alluvial deposits have been reported (Camp Dresser & McKee Inc. 2001). Because no displacement of Holocene age alluvium has occurred, the Charnock fault is considered potentially active. The potential for surface rupture associated with the Charnock Fault is considered low.

The Charnock Fault is located approximately two miles northwest of the Planning Area.

SEISMIC HAZARDS

Seismic hazards include both rupture (surface and subsurface) along active faults and ground shaking, which can occur over wider areas. Ground shaking, produced by various tectonic phenomena, is the principal source of seismic hazards in areas devoid of active faults. All areas of the State are subject to some level of seismic ground shaking.

Several scales may be used to measure the strength or magnitude of an earthquake. Magnitude scales (ML) measure the energy released by earthquakes. The Richter scale, which represents magnitude at the earthquake epicenter, is an example of an ML. As the Richter scale is logarithmic, each whole number represents a 10-fold increase in magnitude over the preceding number. Table 5.7-1, Richter Magnitudes and Effects, represents effects that would be commonly associated with Richter Magnitudes.



**Table 5.7-1
Richter Magnitudes and Effects**

Magnitude	Effects
< 3.5	Typically not felt
3.5 – 5.4	Often felt but damage is rare
5.5 – 6.0	Damage is slight for well-built buildings
6.1 – 6.9	Destructive potential over ±60 miles of occupied area
7.0 – 7.9	“Major Earthquake” with the ability to cause damage over larger areas
≥ 8	“Great Earthquake” can cause damage over several hundred miles

Source: De Novo Planning, *City of Lawndale General Plan Existing Conditions Report, 2023.*

Strong ground shaking from an earthquake can result in damage associated with landslides, ground lurching, structural damage, and liquefaction. Major faults in the regional area, which have caused earthquakes and those with the potential to cause earthquakes and ground shaking, include the San Andreas fault and Newport-Inglewood fault.

The Uniform California Earthquake Rupture Forecast, Version 3, or UCERF3, is the latest official earthquake rupture forecast for the State of California. It provides estimates of the likelihood and severity of potentially damaging earthquake ruptures in the long- and near-term. Combining this with ground motion models produces estimates of the severity of ground shaking that can be expected during a given period (seismic hazard), and of the threat to the built environment (seismic risk). This information is used to inform engineering design and building codes, planning for disaster, and evaluating whether earthquake insurance premiums are sufficient for the prospective losses.

UCERF3 was prepared by the Working Group on California Earthquake Probabilities (WGCEP), a collaboration between the United States Geological Survey (USGS), the California Geological Survey (CGS), and the Southern California Earthquake Center, with significant funding from the California Earthquake Authority. The UCERF3 Model represents the latest model from the WGCEP. Results for the Los Angeles region faults, which includes the Lawndale region, based on the UCERF3 are shown in Table 5.7-2, Likelihood of Having One or More Earthquakes by Size in the Next 30 Years (Starting from 2014).



**Table 5.7-2
Likelihood of Having One or More Earthquakes by Size in the Next 30 Years (Starting from 2014)**

Magnitude (greater than or equal to)	Average repeat time (years)	30-year likelihood of one or more events	Readiness
5	1.4	100%	1.0
6	10	96%	1.0
6.7	40	60%	1.1
7	61	46%	1.2
7.5	109	31%	1.3
8	532	7%	1.3

Source: USGS, *UCERF3: A New Earthquake Forecast for California’s Complex Fault System*, March 2015, <https://pubs.usgs.gov/fs/2015/3009/pdf/fs2015-3009.pdf>.

Note: Readiness indicates the factor by which probabilities are currently elevated, or lower, because of the length of time since the previous large earthquake. A factor of 1.0 indicates current earthquake likelihood relative to long-term likelihood is equal; a factor above 1.0 indicates elevated probabilities; and a factor below 1.0 indicates lower probabilities.

The USGS Earthquake Probabilities predicts the probabilities of earthquakes within Greater California, the Southern California/Los Angeles Region, and the Northern California/San Francisco Region. The USGS Earthquake Probabilities predicts the probability that an earthquake will occur in the Los Angeles region within the next 30 years is:

- 60 percent that an earthquake measuring magnitude 6.7 will occur;
- 46 percent that an earthquake measuring magnitude 7 will occur; and
- 31 percent that an earthquake measuring magnitude 7.5 will occur.

SEISMIC HAZARDS ZONES

Alquist-Priolo Fault Zone

An active earthquake fault, per California’s Alquist-Priolo Act, is one that has ruptured within the Holocene Epoch (≈11,000 years). Based on this criterion, the CGS identifies Earthquake Fault Zones. These Earthquake Fault Zones are identified in Special Publication 42 (SP42), which is updated as new fault data become available. The SP42 lists all counties and cities within California that are affected by designated Earthquake Fault Zones. The Fault Zones are delineated on maps within SP42 (Earthquake Fault Zone Maps).

Southern California is a region of high seismic activity. Similar to most cities in the region, Lawndale is subject to risks associated with potentially destructive earthquakes. The Planning Area is located in the seismically active southern California region; however, there are no designated Alquist-Priolo fault zones within the Planning Area. Historically-active regional fault zones and their associated size and frequency are listed in Table 5.7-3, *Historically Active and Active Fault Zones in the Region*.



Table 5.7-3
Historically Active and Active Fault Zones in the Region

Fault	Maximum Moment Magnitude	Historical Seismicity (Last 150 years)	Slip Rate (mm/year)
San Andreas (Mojave section)	7.4	M 7.0 (1899)	30.0
Newport-Inglewood	7.1	M 6.4 (1933)	1.0
Sierra Madre (San Fernando section)	6.7	M 6.4 (1971)	2.0
Whittier-Elsinore	6.8	M 5.9 (1987)	2.5
Palos Verdes	7.3	--	3.0
San Gabriel	7.2	--	1.0
Verdugo	6.9	--	0.5
Santa Monica	6.6	--	1.0

Source: De Novo Planning, *City of Lawndale General Plan Existing Conditions Report*, 2023.

Although there are no fault zones within the Planning Area, regional fault zones may have an impact on the City if the rupture is of a significant magnitude. There are numerous earthquake faults within 15 miles of the City. Of the faults in the region, the most active are the Palos Verdes fault, located to the south, and the Newport-Inglewood fault, located to the northeast.

Seismic Hazard Zones

The State Seismic Hazards Mapping Act (1990) addresses hazards along active faults. The City of Lawndale is predominantly within the Inglewood Quadrangle, as delineated by CGS. However, the southern region of the City, between 171st Street and Artesia Boulevard, is within the Torrance Quadrangle. Seismic hazard zones are currently mapped within the Inglewood and Torrance quadrangles, and include areas mapped for liquefaction and landslide hazards (Department of Conservation 2023a).

LIQUEFACTION

Liquefaction, which is primarily associated with loose, saturated materials, is most common in areas of sand and silt or on reclaimed lands. Cohesion between the loose materials that comprise the soil may be jeopardized during seismic events and the ground will take on liquid properties. Thus, liquefaction requires specific soil characteristics and seismic shaking.

Liquefaction zones are areas where historical occurrence of liquefaction, or local geological, geotechnical, and ground water conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required. As shown on Figure 5.7-2, Potential Liquefaction Susceptibility, there are no areas within the Planning Area designated as having the potential for liquefaction. There is a small pocket along the Dominguez Channel, located outside of the Planning Area (approximately 0.7 miles east of the City and 0.4 miles south of the Sphere of Influence), identified as having liquefaction potential.

Liquefaction may induce lateral spreading. Lateral spread refers to landslides that are a result of lateral displacement of gently sloping ground. Areas identified to have high liquefaction susceptibility as well as



sloping grounds are vulnerable to lateral spreading. The Planning Area is relatively flat and as discussed above, is not identified as having liquefaction potential. Therefore, the Planning Area would not be susceptible to lateral spreading.

OTHER GEOLOGIC HAZARDS

Soils

According to the Natural Resource Conservation Service (NRCS), there are five different soil types located in the Planning Area. [Table 5.7-4, *Planning Area Soils*](#), and [Figure 5.7-3, *Soil Survey*](#), present the soil types and associated acreages located in the Planning Area.

**Table 5.7-4
Planning Area Soils**

Soil Types	Total Acres
Urban land-Centinelata-Typic Xerothents, fine substratum complex	1,098
Urban land- Aquic Xerothents, fine substratum-Cropley complex	60
Urban land-Windfetch-Typical Haploxerolls complex	122
Urban land- Abaft-Marina Complex	176
Urban land-Marina Complex	118
Grand Total	1,574*

Source: De Novo Planning, *City of Lawndale General Plan Existing Conditions Report, 2023*.

Note: * Includes all land within the Planning Area, including non-parcelized areas. This accounts for the difference between total acres identified in this table and in [Table 3-1, *Existing General Plan Land Use Designations*](#).

Erosion

The U.S. NRCS delineates soil units and compiles soils data as part of the National Cooperative Soil Survey. The following description of erosion factors is provided by the NRCS Physical Properties Descriptions:

- Erosion factor K indicates the susceptibility of a soil to sheet and rill erosion by water. Values of K range from 0.02 to 0.69. Other factors being equal, the higher the value, the more susceptible the soil is to sheet and rill erosion by water. Erosion factor Kw indicates the erodibility of the whole soil, whereas Kf indicates the erodibility of the fine soils. The estimates are modified by the presence of rock fragments.

Soil erosion data for the City of Lawndale was obtained from the NRCS in 2022 (United States Department of Agriculture, Natural Resources Conservation Service 2022). As identified by the NRCS web soil survey, the erosion factor K within the Planning Area varies from 0.02 to 0.55, which is considered a low to high potential for erosion. Generally, erosion potential within the Planning Area increases to the south.



Expansive Soils

The NRCS provides a description of linear extensibility (also known as shrink-swell potential or expansive potential). The shrink-swell potential is low if the soil has a linear extensibility of less than three percent; moderate if three to six percent; high if six to nine percent; and very high if more than nine percent. If the linear extensibility is more than three, shrinking and swelling can cause damage to buildings, roads, and other structures and to plant roots; special design is commonly needed.

The linear extensibility of the soils within Lawndale ranges from 'Low' to 'Low to High.' [Figure 5.7-4, *Shrink-Swell Potential of Soils*](#), illustrates the shrink-swell potential of soils in the Planning Area. The majority of the Planning Area has 'Low to Medium' expansive soils. The areas with 'Low to High' expansive soils are in proximity to Dominguez Channel, within the Sphere of Influence (SOI).

Landslides

CGS classifies landslides based on the type of material that failed and the type of movement that the failed material exhibited. Material types are broadly categorized as either rock or soil, or a combination of the two for complex movements. Landslide movements are categorized as falls, topples, spreads, slides, or flows.

Landslide potential is influenced by physical factors, such as slope, soil, vegetation, and precipitation. Landslides require a slope, and can occur naturally from seismic activity, excessive saturation, and wildfires, or from human-made conditions such as construction disturbance, vegetation removal, wildfires, etc. [Figure 5.7-5, *Landslide Susceptibility*](#), illustrates the landslide potential (for non-seismically induced potential) in the vicinity of the Planning Area. The highest levels of susceptibility are located adjacent to Dominguez Channel within the SOI and some areas of the City adjacent to the I-405 freeway.

Earthquake Induced Landslides

Earthquake-Induced Landslide Zones are areas where previous occurrence of landslide movement, or local topographic, geological, geotechnical, and subsurface water conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required. The California Seismic Hazard Mapping Program delineates the approximate boundaries of areas susceptible to earthquake-induced landslides and other slope failures (e.g., rockfalls). According to the Seismic Hazard Mapping Program, Lawndale does not have areas susceptible to earthquake-induced landslides and other slope failures (Department of Conservation 2023a).

Subsidence

Subsidence is the settlement of soils of very low density generally from either oxidation of organic material, or desiccation and shrinkage, or both, following drainage. Subsidence takes place gradually, usually over a period of several years. In California, large areas of land subsidence were first documented by USGS scientists in the first half of the 20th century. Most of this subsidence was a result of excessive groundwater pumping. Completion of California's State and Federal water projects that bring water from California's wet north to its dry south allowed some groundwater aquifers to recover, and subsidence decreased in these areas. There is no record of historic or current USGS-recorded subsidence within the Planning Area.



Collapsible Soils

Hydroconsolidation occurs when soil layers collapse, or settle, as water is added under loads. Natural deposits susceptible to hydroconsolidation are typically aeolian, alluvial, or colluvial materials, that have a high apparent strength when dry. The dry strength of the materials may be attributed to the clay and silt constituents in the soil and the presence of cementing agents (i.e., salts). Capillary tension may tend to bond soil grains. Once these soils are subjected to excessive moisture and foundation loads, the constituency including soluble salts or bonding agents is weakened or dissolved, capillary tensions are reduced and collapse occurs resulting in settlement. Existing alluvium within the Planning Area may be susceptible to collapse and excessive settlements, which could create the risk of hydroconsolidation if these soils were exposed to excessive moisture.

PALEONTOLOGICAL RESOURCES

The geologic units underlying the City of Lawndale record coastal and inland deposition during the Pleistocene Epoch (2.5 million years ago to 11,700 years ago). The Planning Area is broadly located within the Southern California/Northern Baja Coast region and it is composed of coastal and alluvial plains, marine terraces, and low hills. As part of the Cultural Resource Assessment, a paleontological records search was requested from the Natural History Museum of Los Angeles County (LACM). Table 5.7-5, *Geologic Units and Their Paleontological Potential*, shows the level of sensitivity of the underlying geologic units for paleontological resources. The City of Lawndale is underlain by two geologic units: Old alluvium and Old eolian deposits.

**Table 5.7-5
Geologic Units and Their Paleontological Potential**

Age	Geologic Unit	Fossils Present	Paleontological Sensitivity
Pleistocene	Old alluvium (Qoa)	Whale, horse, Columbian mammoth	High at surface and at depth
	Old eolian deposits (Qoe)		

Source: Duke Cultural Resources Management, *Cultural Resource Assessment*, 2023.

Old, alluvium, undivided (Qoa)

Old alluvium underlies the majority of the City of Lawndale, including the Planning Area. It is composed of moderately well-consolidated, poorly sorted, permeable, slightly dissected gravel, sand, silt, and clay. These sediments were deposited on canyon floors by fluvial activity in the late to middle Pleistocene Epoch.

Old eolian deposits (Qoe)

Old eolian deposits underlie the northwest and southwest corners of the City of Lawndale. It is composed of poorly consolidated, dense to very dense, well-sorted, fine- to coarse-grained sand and silty sand. These sediments were deposited as eolian coastal dunes in the late to middle Pleistocene but the dune formation processes are now inactive.



Deposits from the Pleistocene Epoch have not produced any fossil localities within the Planning Area, but have produced two fossil localities within three miles:

- The “Mobile Oil Refinery” locality produced cetacean (whale) and Equus (horse) material from two miles southeast of the Planning Area and;
- Locality LACM 2035 produced *Mammuthus columbi* (Columbian mammoth) on 139th Street, one mile north of the Planning Area.

Due to fossil material being previously discovered in deposits from the Pleistocene Epoch in the vicinity of the Planning Area, both old alluvium and old eolian deposits have a high paleontological sensitivity at the surface and at depth.

5.7.3 REGULATORY SETTING

FEDERAL

[Earthquake Hazards Reduction Act](#)

The Earthquake Hazards Reduction Act of 1977 established the National Earthquake Hazards Reduction Program (NEHRP). Under the NEHRP, four Federal agencies have responsibility for long-term earthquake risk reduction: the USGS, the National Science Foundation, the Federal Emergency Management Agency (FEMA), and the National Institute of Standards and Technology. NEHRP’s mission includes improved understanding, characterization, and prediction of hazards and vulnerability; improvements of building codes and land use practices; risk reduction through post-earthquake investigation and education; development and improvement of design and construction techniques; improvement of mitigation capacity; and accelerated application of research results.

STATE

[Earthquake Fault Zoning Act \(Alquist-Priolo Act\)](#)

The State of California Alquist-Priolo Earthquake Fault Zoning Act (1972) was established to mitigate the hazard of surface faulting to structures for human occupancy. Pursuant to the act, the State geologist has established regulatory zones (known as earthquake fault zones) around surface traces of active faults. Application for a development permit for any project within a delineated earthquake fault zone is required to be accompanied by a geologic report, prepared by a geologist registered in the State of California, that is directed to the problem of potential surface fault displacement through a project site.

[Seismic Hazards Mapping Act](#)

The Seismic Hazard Mapping Act (SHMA) was adopted by the State in 1990 to protect the public from the effects of non-surface fault rupture earthquake hazards, including strong ground shaking, liquefaction, seismically induced landslides, ground amplification, or other ground failure caused by earthquakes. The goal of the act is to minimize loss of life and property by identifying and mitigating seismic hazards. The CGS is the primary agency responsible for the implementation of the SHMA. The CGS prepares maps identifying seismic hazard zones and provides them to local governments, which include areas susceptible to amplified shaking, liquefaction, earthquake-induced landslides, and other ground failures. SHMA requires responsible agencies to only approve projects within these zones



following a site-specific investigation to determine if the hazard is present, and if so, the inclusion of appropriate mitigation(s). In addition, the SHMA requires real estate sellers and agents at the time of sale to disclose whether a property is within one of the designated seismic hazard zones.

[California Building Standards Code \(Title 24\)](#)

Title 24 of the California Code of Regulations (CCR) provides state regulations that govern the design and construction of buildings, associated facilities, and equipment. These regulations are also known as building standards (reference California Health and Safety Code Section 18909). Cities and counties are required by state law to enforce CCR Title 24, and may adopt ordinances making more restrictive requirements than provided by CCR Title 24 due to local climatic, geological, or topographical conditions.

[Caltrans Seismic Design Criteria](#)

The California Department of Transportation (Caltrans) has Seismic Design Criteria (SDC), which is an encyclopedia of new and currently practiced seismic design and analysis methodologies for the design of new bridges in California. The SDC adopts a performance-based approach specifying minimum levels of structural system performance, component performance, analysis, and design practices for ordinary standard bridges. The SDC has been developed with input from the Caltrans Offices of Structure Design, Earthquake Engineering and Design Support, and Materials and Foundations. Memo 20-1 Seismic Design Methodology (Caltrans 1999) outlines the bridge category and classification, seismic performance criteria, seismic design philosophy and approach, seismic demands and capacities on structural components, and seismic design practices that collectively make up Caltrans' seismic design.

LOCAL

[County of Los Angeles 2020 All-Hazards Mitigation Plan](#)

The Los Angeles County 2020 All-Hazards Mitigation Plan (AHMP) assesses risks posed by natural hazards and identifies a mitigation action plan for reducing the risks in Los Angeles County. The primary focus of the 2020 AHMP is preparation for natural hazards and secondary hazards that follow as a result of a natural hazard. In addition, potential climate change impacts are addressed in the plan as increasing surface temperatures will likely result in more droughts and subsequently the risk of wildfires. Therefore, climate change, dam failure, drought, earthquake, flood, landslide, tsunami, and wildfire are the main focuses in the 2020 AHMP.

[City of Lawndale Local Hazard Mitigation Plan 2016](#)

The City of Lawndale developed the 2016 Local Hazard Mitigation Plan (LHMP) in an effort to reduce future loss of life and property resulting from natural disasters and to provide increased resiliency for the City, allowing Lawndale to return to “the norm” sooner, with fewer impacts to people and infrastructure. The purpose of the Lawndale LHMP is to provide the City with a blueprint for hazard mitigation action planning. The plan identifies resources, information, and strategies for risk reduction, and provides a tool to measure the success of mitigation implementation on a continual basis.



City of Lawndale Municipal Code

Title 13, Public Services, includes Chapter 13.12, *Storm water and urban runoff pollution control*, and Chapter 13.16, *Standard urban stormwater mitigation plan and low impact development implementation*. Chapter 13.12 defines the illicit discharges and connections prohibited; controls pollutants from industrial sites; provides required best management practices (BMPs); regulates construction activity in regards to stormwater measures; and establishes fees for the services provided. Chapter 13.16 establishes the City's standard urban stormwater mitigation program (SUSMP) conditions and stormwater management program. The SUSMP is a compliance component under the municipal National Pollutant Discharge Elimination System (NPDES) permit. New development and redevelopment projects are required to comply with SUSMP conditions assigned by the City that consist of: (1) low impact development (LID) structural and non-structural best management practices (BMPs); (2) source control BMPs; and (3) structural and non-structural BMPs for specific types of uses. The City's stormwater management program/watershed management program is also incorporated into Chapter 13.16 and contains specific conditions and procedures for meeting planning and land development program and SUSMP requirements.

Lawndale Municipal Code, Chapter 15.04, *Building code*, adopts the 2022 California Building Code as amended by Title 26, Los Angeles County Building Code, as the City's building code, which regulates the erection, construction, enlargements, alteration, repair, moving, removal, conversion, demolition, occupancy, use, equipment, height, area, security, abatement, and maintenance of certain residential buildings or structures within the City. To protect lives and infrastructure in the City, the Building & Safety Division is responsible for compliance with building and zoning codes that mitigate geologic hazards and the Municipal Services Department is responsible for code enforcement.

Title 17, *Zoning*, Section 17.88.080, *Soils report*, requires a soils report where irrigated landscaped areas exceed ten thousand square feet or where difficult soil or landscaping conditions exist at the project site. The soils report shall describe the depth, composition, fertility, and landscaping suitability of the soil at the project site, and shall include recommendations for soil amendment, fertilizer, and other items as needed.

5.7.4 SIGNIFICANCE CRITERIA AND THRESHOLDS

Appendix G of the California Environmental Quality Act (CEQA) Guidelines contains the Initial Study Environmental Checklist, which includes questions related to geology and soils. The issue presented in the Initial Study Environmental Checklist have been utilized as thresholds of significant in this section. Accordingly, a project may create a significant environmental impact if it would:

- Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving;
 - Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault. Refer to Division of Mines and Geology Special Publication 42 (refer to Impact Statement GS-1);
 - Strong seismic ground shaking (refer to Impact Statement GS-1);



- Seismic-related ground failure, including liquefaction (refer to Impact Statement GS-1); and
- Landslides (refer to Impact Statement GS-1).
- Result in substantial soil erosion or the loss of topsoil (refer to Impact Statement GS-2);
- Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse (refer to Impact Statement GS-3);
- Be located on expansive soil, as defined in Tables 18-1-D of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property (refer to Impact Statement GS-4);
- Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water (refer to Impact Statement GS-5); and/or
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature (refer to Impact Statement GS-6).

5.7.5 IMPACTS AND MITIGATION MEASURES

GS-1: Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, including liquefaction, or landslides?

Impact Analysis: The Planning Area, like the rest of southern California, is situated within a seismically active region as the result of being located near the active margin between the North American and Pacific tectonic plates. Development associated with the General Plan Update could expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking.

As discussed in [Section 5.7.2, *Environmental Setting*](#), there are no designated Alquist-Priolo fault zones within the Planning Area. While there are no major active faults within the Planning Area, major active and potentially active faults exist in the vicinity of the Planning Area as shown in [Figure 5.7-1](#), including the Newport-Inglewood Fault, San Andreas Fault, and Palos Verdes Fault. Therefore, the Planning Area could experience considerable ground shaking generated by faults located near the City.

As shown in [Figure 5.7-2](#), there are no areas within the Planning Area designated by the CGS as having the potential for liquefaction. Further, the City's LHMP does not identify the Planning Area as being located within an area that is susceptible to liquefaction. Additionally, as discussed above, there are no earthquake-induced landslide seismic hazard zones mapped within the Planning Area.

Future development projects would be required to comply with the provisions of the California Building Standards Code (CBSC), which requires development projects to perform geotechnical investigations in accordance with State law, engineer improvements to address potential seismic and ground failure issues, and use earthquake-resistant construction techniques to address potential earthquake loads



when constructing buildings and improvements. As future development and infrastructure projects are considered by the City, each project would be evaluated for conformance with the CBSC, General Plan, Lawndale Municipal Code, and other regulations. In addition to the requirements associated with the CBSC and the Municipal Code, the General Plan Update Public Safety Element includes goals, policies and actions to address potential impacts associated with seismic activity. Policy PS-2.1 requires that geotechnical hazard data is incorporated into in future land use decision-making, site design, and construction standards. Policy PS-2.2 requires the enforcement of State seismic design guidelines and all relevant building codes to reduce the risk of damage associated with seismic activity, with a special focus on creating resilient critical infrastructure and facilities. Policy PS-2.3 ensures that mitigation measures are monitored and enforced to reduce risks for projects where seismic and geologic hazards can be mitigated and prohibits development in areas where seismic and geologic hazards cannot be mitigated. Policy PS-2.4 encourages the City to educate the community to mitigate potential injury and damage associated with earthquakes. Action PS-2a directs the City to review and update the City's geologic and seismic hazards maps at least annually. Action PS-2b ensures development proposals are reviewed to confirm compliance with California Health and Safety Code Section 19100 et seq. (Earthquake Protection Law), which requires that buildings be designed to resist stresses produced by natural forces such as earthquakes and wind. Action PS-2c ensures adoption and implementation of the latest version of the building codes adopted by the State. Action PS-2d requires surveys of soil and geologic conditions by State licensed Engineering Geologists and Civil Engineers during review of discretionary development and redevelopment proposals, where appropriate. When potential geologic impacts are identified, project applicants are required to mitigate the impacts per the recommendations contained within the geologic survey. Action PS-2e requires feasible mitigation measures for development projects to reduce the risk to the community from hazards related to geologic conditions and seismic activity.

Future development projects associated with implementation of the General Plan Update would be reviewed to identify and assess seismic safety issues and would be required to design and construct improvements in compliance with the applicable building codes and standards in place at the time to reduce the potential adverse effects associate with strong seismic ground shaking. With the implementation of the policies and actions in the General Plan, as well as applicable State and City codes, potential impacts associated with strong seismic ground shaking would be less than significant.

Proposed General Plan Update Goals, Policies, and Actions:

PUBLIC SAFETY ELEMENT

Goal PS-2: Geologic and Seismic Hazards. A community protected from loss of life or injury and damage to property due to geologic and seismic hazards.

Policy PS-2.1: Geologic Hazard Identification. Continue to incorporate geotechnical hazard data in future land use decision-making, site design, and construction standards.

Policy PS-2.2: Earthquake Protection. Enforce State seismic design guidelines and all relevant building codes to reduce the risk of damage associated with seismic activity, with a special focus on creating resilient critical infrastructure and facilities.



- Policy PS-2.3: Development Projects.** Monitor and enforce mitigation measures to reduce risks for projects where seismic and geologic hazards can be mitigated and prohibit development in areas where seismic and geologic hazards cannot be mitigated.
- Policy PS-2.4: Seismic Hazard Education.** Continue to seek out opportunities to educate and encourage the community on ways to implement measures to mitigate potential injury and damage associated with earthquakes.
- Action PS-2a:** Review and update (at least annually) the City's geologic and seismic hazards maps in concert with updates from the California Geologic Survey and local surveys.
- Action PS-2b:** Review development proposals to confirm compliance with California Health and Safety Code Section 19100 et seq. (Earthquake Protection Law), which requires that buildings be designed to resist stresses produced by natural forces such as earthquakes and wind.
- Action PS-2c:** Adopt the latest version of the building codes adopted by the State of California and ensure implementation in all new construction and renovations.
- Action PS-2d:** During review of discretionary development and redevelopment proposals, require surveys of soil and geologic conditions by State licensed Engineering Geologists and Civil Engineers where appropriate. When potential geologic impacts are identified, require project applicants to mitigate the impacts per the recommendations contained within the geologic survey.
- Action PS-2e:** Reduce the risk to the community from hazards related to geologic conditions and seismic activity by requiring feasible mitigation of such impacts on development projects. Assess development proposals for potential hazards pursuant to the California Environmental Quality Act. Require measures to mitigate all identified significant public safety hazards.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

GS-2: Result in substantial soil erosion or the loss of topsoil?

Impact Analysis: Implementation of the General Plan Update would provide for development and improvement projects that would involve some land clearing, mass grading, and other ground-disturbing activities that could temporarily increase soil erosion rates during and shortly after project construction. As noted previously, soil erosion data for the Planning Area was obtained from the NRCS. As identified by the NRCS web soil survey, the erosion factor K within the Planning Area varies widely. The NRCS identifies an erosion factor K within the Planning Area of 0.02 to 0.55, which is considered a low to high potential for erosion. Depending upon the location of the specific project site, construction activities, and soil conditions, construction-related erosion could result in the loss of a substantial amount of nonrenewable topsoil and could adversely affect water quality in nearby surface waters. Similarly, precipitation and irrigation of landscaping may result in runoff during project operations, which could result in the loss of nonrenewable topsoil and potentially affect water quality. However, the Planning



Area is primarily urbanized with limited pervious areas; new development would primarily occur through infill development and redevelopment of sites that are currently developed and do not contain significant amounts of pervious area. Due to the limited pervious areas that occur within the City, it is not anticipated that Project implementation would increase impervious areas resulting in increased runoff when compared to existing conditions.

As future development and infrastructure projects are considered by the City, each project would be evaluated for conformance with the CBSC, General Plan, Lawndale Municipal Code, and other relevant regulations. In compliance with NPDES Permit regulations, the State of California requires that any construction activity disturbing one acre or more of soil comply with the Construction General Permit. The permit requires development and implementation of a stormwater pollution prevention and monitoring plan (SWPPP), which must include erosion-control and sediment-control BMPs that would meet or exceed measures required by the Construction General Permit to control stormwater quality degradation due to potential construction-related pollutants. The SWPPP would include project specific best management measures that are designed to control drainage and erosion.

The General Plan Update includes a range of policies and actions related to best management practices, NPDES requirements, and minimizing discharge of materials (including eroded soils) into the storm drain system. Proposed Resource Management Element Policy RM-6-2 encourages all landscaping in new development and significantly altered redevelopment projects to be designed to reduce water demand, prevent erosion, decrease flooding, and reduce pollutants through the installation of irrigation systems, the selection of appropriate plant materials, and proper soil preparation. Action RM-6a requires new development and redevelopment projects to implement BMPs to reduce soil erosion and pollutants in urban runoff. Proposed Public Safety Element Action PS-2d requires surveys of soil and geologic conditions by State licensed Engineering Geologists and Civil Engineers during review of discretionary development and redevelopment proposals, where appropriate. When potential geologic impacts are identified, project applicants are required to mitigate the impacts per the recommendations contained within the geologic survey. Policy PS-5.4 encourages new developments that add substantial amounts of impervious surfaces to integrate LID BMPs to reduce stormwater runoff. Policy PS-5.6 directs the City to maintain and regularly assess the status of local storm drainage infrastructure to confirm that the system is functioning property. With the implementation of the policies and actions in the General Plan Update, as well as applicable State and City requirements, potential impacts associated with erosion and loss of topsoil would be less than significant.

Proposed General Plan Update Goals, Policies, and Actions:

RESOURCE MANAGEMENT ELEMENT

Policy RM-6.2: Landscaping. Encourage all public and private landscaping in new development and significantly altered redevelopment projects to be designed to reduce water demand, prevent erosion, decrease flooding, and reduce pollutants through the installation of irrigation systems, the selection of appropriate plant materials, and proper soil preparation.



Action RM-6a: To reduce soil erosion and pollutants in urban runoff, require new development and redevelopment projects to control stormwater runoff through implementation of Best Management Practices (BMPs) to prevent any deterioration of water quality that would impair subsequent or competing uses of the water. Existing development shall control stormwater runoff so as to prevent any deterioration of water quality that would impair subsequent or competing uses of the water. As specific development projects are implemented, project proponents will be required to consult with relevant agencies such as the U.S. Army Corps of Engineers (ACOE), Regional Water Quality Control Board (RWQCB), and the California Department of Fish and Game (CDFG). Also, ensure that projects of one acre or more complete a Storm Water Pollution Prevention Plan (SWPPP) pursuant to State of California, Los Angeles Regional Water Quality Control Board (RWQCB) and the City’s MS4 permit (order no. R4-2012-0175 (NPDES No. CAS 004001).

PUBLIC SAFETY ELEMENT

Action PS-2d: During review of discretionary development and redevelopment proposals, require surveys of soil and geologic conditions by State licensed Engineering Geologists and Civil Engineers where appropriate. When potential geologic impacts are identified, require project applicants to mitigate the impacts per the recommendations contained within the geologic survey.

Policy PS-5.4: Best Management Practices. Encourage new developments that add substantial amounts of impervious surfaces to integrate low impact development Best Management Practices to reduce stormwater runoff.

Policy PS-5.6: Local Storm Drainage Infrastructure. Maintain and regularly assess the status of local storm drainage infrastructure to confirm that the system is functioning property.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

GS-3: Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Impact Analysis: Future development anticipated by the General Plan Update could result in the exposure of people and structures to conditions that have the potential for adverse effects associated with ground instability or failure. Refer to Impact Statement GS-1 for potential impacts related to liquefaction. The following discussion identifies the potential for landslides, lateral spreading, or collapse within the Planning Area:

[Landslide](#)

Figure 5.7-5 illustrates the landslide potential (for non-seismically induced potential) in the vicinity of the Planning Area. Due to the Planning Area’s relatively flat topography, the majority of the Planning



Area has low susceptibility to landsliding, with increasing susceptibility associated with manufactured slopes near the I-405 and the Dominguez Channel.

Lateral Spreading

Lateral spreading refers to landslides that are a result of lateral displacement of gently sloping ground. Areas identified to have high liquefaction susceptibility as well as sloping grounds are vulnerable to lateral spreading. The Planning Area is relatively flat and as discussed above, is not identified as having liquefaction potential. Therefore, the Planning Area would not be susceptible to lateral spreading.

Subsidence

Soils with high shrink-swell potential can be particularly susceptible to subsidence during a loss of soil moisture. The Planning Area and surrounding area contain soils that range from having low shrink-swell potential to very high shrink-swell potential. The City of Lawndale does not have any historic or current USGS-recorded subsidence.

Collapse

Collapsible soils undergo a rearrangement of their grains and a loss of cementation, resulting in substantial and rapid settlement under relatively low loads. Collapsible soils occur predominantly at the base of mountain ranges, where Holocene-age alluvial fan and wash sediments have been deposited during rapid run-off events. Differential settlement of structures typically occurs when heavily irrigated landscape areas are near a building foundation. Examples of common problems associated with collapsible soils include tilting floors, cracking or separation in structures, sagging floors, and nonfunctional windows and doors. Existing alluvium within the Planning Area may be susceptible to collapse and excessive settlements, which could create the risk of hydroconsolidation if these soils were exposed to excessive moisture.

Conclusion

As discussed above, the Planning Area is not susceptible to lateral spreading, subsidence, or liquefaction. The potential for landslide within the Planning Area is low.

The General Plan Update includes policies and actions to address geologic conditions within the Planning Area. Public Safety Element Policy PS-2.1 requires that geotechnical hazard data be incorporated in future land use decision-making, site design, and construction standards. Policy PS-2.2 enforces State seismic design guidelines and all relevant building codes to reduce the risk of damage associated with seismic activity, with a special focus on creating resilient critical infrastructure and facilities. Policy PS-2.3 requires mitigation measures be monitored and enforced to reduce risks for projects where seismic and geologic hazards can be mitigated and prohibits development in areas where seismic and geologic hazards cannot be mitigated. Policy PS-2.4 encourages the City to educate the community to mitigate potential injury and damage associated with earthquakes. Action PS-2a directs the City to review and update the City's geologic and seismic hazards maps at least annually. Action PS-2b ensures development proposals are reviewed to confirm compliance with California Health and Safety Code Section 19100 et seq. (Earthquake Protection Law), which requires that buildings be designed to resist stresses produced by natural forces such as earthquakes and wind. Action PS-2c ensures adoption and



implementation of the latest version of the building codes adopted by the State. Action PS-2d requires surveys of soil and geologic conditions by State licensed Engineering Geologists and Civil Engineers during review of discretionary development and redevelopment proposals, where appropriate. When potential geologic impacts are identified, project applicants are required to mitigate the impacts per the recommendations contained within the geologic survey. Action PS-2e requires feasible mitigation on development projects to reduce the risk to the community from hazards related to geologic conditions and seismic activity.

As future development and infrastructure projects are considered by the City, each project would be evaluated for conformance with the CBSC, the General Plan Update policies and actions, Lawndale Municipal Code, and other regulations. Subsequent development and infrastructure projects requiring discretionary review would also be analyzed for potential environmental impacts, consistent with the requirements of CEQA. Future development and improvement projects would be required to prepare site-specific geotechnical studies to identify geologic and soil conditions specific to the site and provide design recommendations consistent with the requirements of State and City codes. Implementation of CBSC and the Municipal Code requirements related to seismic and geologic conditions and the General Plan Update policies and actions would ensure that future development projects are evaluated for potential geologic and seismic risks and that potential risks are adequately addressed. With the implementation of the policies and actions in the General Plan Update, as well as applicable State and City codes, potential impacts associated with unstable geologic conditions would be reduced to less than significant.

Proposed General Plan Update Goals, Policies, and Actions:

PUBLIC SAFETY ELEMENT

- Goal PS-2: Geologic and Seismic Hazards.** A community protected from loss of life or injury and damage to property due to geologic and seismic hazards.
- Policy PS-2.1: Geologic Hazard Identification.** Continue to incorporate geotechnical hazard data in future land use decision-making, site design, and construction standards.
- Policy PS-2.2: Earthquake Protection.** Enforce State seismic design guidelines and all relevant building codes to reduce the risk of damage associated with seismic activity, with a special focus on creating resilient critical infrastructure and facilities.
- Policy PS-2.3: Development Projects.** Monitor and enforce mitigation measures to reduce risks for projects where seismic and geologic hazards can be mitigated and prohibit development in areas where seismic and geologic hazards cannot be mitigated.
- Policy PS-2.4: Seismic Hazard Education.** Continue to seek out opportunities to educate and encourage the community on ways to implement measures to mitigate potential injury and damage associated with earthquakes.
- Action PS-2a:** Review and update (at least annually) the City's geologic and seismic hazards maps in concert with updates from the California Geologic Survey and local surveys.



- Action PS-2b:** Review development proposals to confirm compliance with California Health and Safety Code Section 19100 et seq. (Earthquake Protection Law), which requires that buildings be designed to resist stresses produced by natural forces such as earthquakes and wind.
- Action PS-2c:** Adopt the latest version of the building codes adopted by the State of California and ensure implementation in all new construction and renovations.
- Action PS-2d:** During review of discretionary development and redevelopment proposals, require surveys of soil and geologic conditions by State licensed Engineering Geologists and Civil Engineers where appropriate. When potential geologic impacts are identified, require project applicants to mitigate the impacts per the recommendations contained within the geologic survey.
- Action PS-2e:** Reduce the risk to the community from hazards related to geologic conditions and seismic activity by requiring feasible mitigation of such impacts on development projects. Assess development proposals for potential hazards pursuant to the California Environmental Quality Act. Require measures to mitigate all identified significant public safety hazards.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

GS-4: Be located on expansive soil, as defined in Tables 18-1-D of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Impact Analysis: Expansive soil properties can cause substantial damage to building foundations, piles, pavements, underground utilities, and/or other improvements. Structural damage, such as warping and cracking of improvements, and rupture of underground utility lines, may occur if the expansive potential of soils is not considered during the design and construction of all improvements.

Figure 5.7-4 illustrates the shrink-swell potential of soils in the Planning Area. The majority of the Planning Area has 'Low to Medium' expansive soils. The areas with 'Low to High' expansive soils are in proximity to Dominguez Channel, within the SOI.

The proposed Public Safety Element of the General Plan Update includes policies and actions that are designed to protect the City from geologic hazards, including expansive soils. Policy PS-2.1 incorporates geotechnical hazard data in future land use decision-making, site design, and construction standards. Policy PS-2.2 enforces State seismic design guidelines and all relevant building codes to reduce the risk of damage associated with seismic activity, with a special focus on creating resilient critical infrastructure and facilities. Policy PS-2.3 monitors and enforces mitigation measures to reduce risks for projects where seismic and geologic hazards can be mitigated and prohibits development in areas where seismic and geologic hazards cannot be mitigated. Action PS-2a directs the City to review and update the City's geologic and seismic hazards maps at least annually. Action PS-2b ensures development proposals are reviewed to confirm compliance with California Health and Safety Code Section 19100 et seq. (Earthquake Protection Law), which requires that buildings be designed to resist stresses produced by



natural forces such as earthquakes and wind. Action PS-2c ensures adoption and implementation of the latest version of the building codes adopted by the State. Action PS-2d requires surveys of soil and geologic conditions by State licensed Engineering Geologists and Civil Engineers during review of discretionary development and redevelopment proposals, where appropriate. When potential geologic impacts are identified, project applicants are required to mitigate the impacts per the recommendations contained within the geologic survey. Action PS-2e reduces the risk to the community from hazards related to geologic conditions and seismic activity by requiring feasible mitigation of such impacts on development projects.

As stated, future development and infrastructure projects considered by the City, would be evaluated for conformance with the CBSC, the General Plan Update policies and actions, Lawndale Municipal Code, and other regulations. Subsequent development and infrastructure projects requiring discretionary review would also be analyzed for potential environmental impacts, consistent with the requirements of CEQA. Future development and improvement projects would be required to prepare site-specific geotechnical studies to identify geologic and soil conditions specific to the site, including the potential for expansive soils. A site-specific geotechnical investigation would identify the potential for damage related to expansive soils and non-uniformly compacted fill and engineered fill. If a risk is identified, design criteria and specification options may include removal of the problematic soils, and replacement, as needed, with properly conditioned and compacted fill material that is designed to withstand the forces exerted during the expected shrink-swell cycles and settlements. Design criteria and specifications set forth in the design-level geotechnical investigation would ensure impacts from problematic soils are minimized. Thus, implementation of CBSC and the Municipal Code requirements related to on-site soil conditions and the General Plan Update policies and actions would ensure that future development projects are evaluated for potential risks associated with development on expansive soils, and that potential risks are adequately addressed. Therefore, this impact is considered less than significant.

Proposed General Plan Update Goals, Policies, and Actions:

PUBLIC SAFETY ELEMENT

- Goal PS-2: Geologic and Seismic Hazards.** A community protected from loss of life or injury and damage to property due to geologic and seismic hazards.
- Policy PS-2.1: Geologic Hazard Identification.** Continue to incorporate geotechnical hazard data in future land use decision-making, site design, and construction standards.
- Policy PS-2.2: Earthquake Protection.** Enforce State seismic design guidelines and all relevant building codes to reduce the risk of damage associated with seismic activity, with a special focus on creating resilient critical infrastructure and facilities.
- Policy PS-2.3: Development Projects.** Monitor and enforce mitigation measures to reduce risks for projects where seismic and geologic hazards can be mitigated and prohibit development in areas where seismic and geologic hazards cannot be mitigated.



- Action PS-2a:** Review and update (at least annually) the City’s geologic and seismic hazards maps in concert with updates from the California Geologic Survey and local surveys.
- Action PS-2b:** Review development proposals to confirm compliance with California Health and Safety Code Section 19100 et seq. (Earthquake Protection Law), which requires that buildings be designed to resist stresses produced by natural forces such as earthquakes and wind.
- Action PS-2c:** Adopt the latest version of the building codes adopted by the State of California and ensure implementation in all new construction and renovations.
- Action PS-2d:** During review of discretionary development and redevelopment proposals, require surveys of soil and geologic conditions by State licensed Engineering Geologists and Civil Engineers where appropriate. When potential geologic impacts are identified, require project applicants to mitigate the impacts per the recommendations contained within the geologic survey.
- Action PS-2e:** Reduce the risk to the community from hazards related to geologic conditions and seismic activity by requiring feasible mitigation of such impacts on development projects. Assess development proposals for potential hazards pursuant to the California Environmental Quality Act. Require measures to mitigate all identified significant public safety hazards.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

GS-5: Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

Impact Analysis: As described in Section 5.19, *Utilities and Service Systems*, wastewater service is provided to the Planning Area by the City and the Los Angeles County Sanitation Districts (LACSD). Local wastewater produced in the City connects to sewer mains maintained by the LACSD. LACSD owns, operates, and maintains sewer lines that form the backbone of the regional wastewater conveyance system. Future development within the Planning Area would be required to connect to the existing sewer system and would not involve the use of septic tanks or alternative wastewater disposal systems. As such, no impact would occur.

Proposed General Plan Update Goals, Policies, and Actions: There are no General Plan Update goals, policies, or actions specific to septic tanks or alternative waste water disposal systems.

Mitigation Measures: No mitigation measures are required.

Level of Significance: No Impact.

GS-6: Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?



Impact Analysis: The City of Lawndale is underlain by two geologic units: Old alluvium and Old eolian deposits. These two geologic units are considered to have a high paleontological sensitivity at surface and at depth. Although fossil localities have not been recorded within the Planning Area, deposits from the Pleistocene Epoch have produced two fossil localities within three miles of the Planning Area. Therefore, it is possible that undiscovered paleontological resources could be encountered during ground-disturbing activities. This is considered a potentially significant impact.

The paleontological resources research indicates that the geologic formations in the City are known to contain paleontological localities with rare, well-preserved fossil materials that offer important information about the plant or animal and/or its evolutionary history. Both formations have been determined to be highly sensitive for paleontological resources. These important resources are most often destroyed as a result of construction, such as excavation, trenching, and tunneling.

Only qualified, trained paleontologists with specific expertise in the type of fossils being evaluated can determine the scientific significance of paleontological resources. Fossils are considered to be significant if one or more of the following criteria apply (Scott 2003):

1. The fossils provide information on the evolutionary relationships and developmental trends among organisms, living or extinct.
2. The fossils provide data useful in determining the age(s) of the rock unit or sedimentary stratum, including data important in determining the depositional history of the region and the timing of geologic events therein.
3. The fossils provide data regarding the development of biological communities or interaction between paleobotanical and paleozoological biotas.
4. The fossils demonstrate unusual or spectacular circumstances in the history of life.
5. The fossils are in short supply and/or in danger of being depleted or destroyed by the elements, vandalism, or commercial exploitation, and are not found in other geographic locations.
6. All identifiable vertebrate fossils are considered significant due to the rarity of their preservation.

As so defined, significant paleontological resources are determined to be fossils or assemblages of fossils that are unique, unusual, rare, uncommon, or diagnostically important. Significant fossils can include remains of large to very small aquatic and terrestrial vertebrates or remains of plants and invertebrate animals previously not represented in certain portions of the stratigraphy. Assemblages of fossils that might aid stratigraphic correlation, particularly those offering data for the interpretation of tectonic events, geomorphologic evolution, and paleoclimatology are also critically important.

Damage to or destruction of a paleontological resource would be considered a potentially significant impact under local, State, or Federal criteria. The proposed General Plan Update Resource Management Element includes policies and actions to protect significant paleontological resources within the Planning Area. Policy RM-3.1 requires the protection areas containing paleontological resources. Action RM-3a requires the City assess development proposals for potential impacts to sensitive historic,



archaeological, and paleontological resources pursuant to CEQA. Action RM-3f requires an assessment of the potential for development proposals to significantly impact paleontological resources pursuant to CEQA. If the project involves earthworks, the City may require a study conducted by a professional paleontologist to determine if paleontological assets are present, and if the project will significantly impact the resources. If significant impacts are identified, the City may require the project to be modified to avoid impacting the paleontological materials, require monitoring of rock units with high potential to contain significant nonrenewable paleontological resources, or require mitigation measures to mitigate the impacts, such as recovering the paleontological resources for preservation.

With implementation of the General Plan Update policies and actions, potential impacts to paleontological resources associated with future development anticipated by the General Plan Update would be reduced to less than significant.

Proposed General Plan Update Goals, Policies, and Actions:

RESOURCE MANAGEMENT ELEMENT

Policy RM-3.1: Preservation. Protect areas containing significant historic, archaeological, and paleontological resources, as defined by the California Public Resources Code.

Action RM-3a: Continue to assess development proposals for potential impacts to sensitive historic, archaeological, tribal cultural, and paleontological resources pursuant to the California Environmental Quality Act (CEQA).

Action RM-3f: The City shall require an assessment of the potential for development proposals to significantly impact paleontological resources pursuant to the California Environmental Quality Act Guidelines. If the project involves earthworks, the City may require a study conducted by a professional paleontologist to determine if paleontological assets are present, and if the project will significantly impact the resources. If significant impacts are identified, the City may require the project to be modified to avoid impacting the paleontological materials, require monitoring of rock units with high potential to contain significant nonrenewable paleontological resources, or require mitigation measures to mitigate the impacts, such as recovering the paleontological resources for preservation.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.7.6 CUMULATIVE IMPACTS

Section 4.0, *Basis of Cumulative Analysis*, identifies projected growth within the Planning Area and County with the potential to interact with the proposed Project to the extent that a significant cumulative effect relative to geology and soils may occur. The cumulative projects' regional geologic setting and regional seismicity would be similar; however, the local geologic setting, surficial geology, and subsurface soil conditions would vary according to the site location and specific conditions.



Would the project, combined with other related cumulative projects, directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

Impact Analysis: There are no designated Alquist-Priolo fault zones within the Planning Area. Future development and cumulative development would be required to comply with CBSC, and each project within the City would be evaluated for conformance with the CBSC, General Plan, Lawndale Municipal Code, and other regulations. Therefore, the proposed Project would not contribute to cumulative impacts related to potential adverse effects involving rupture of a known earthquake fault and impacts in this regard are not cumulatively considerable.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

Would the project, combined with other related cumulative projects, directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking or seismic-related ground failure, including liquefaction?

Impact Analysis: The Project proposes a comprehensive update to the City's General Plan, including a revised Land Use Map. Buildout associated with the General Plan Update Land Use Map would allow for new or increased residential and non-residential development within specific areas of the City when compared to existing conditions, potentially exposing people to strong seismic ground shaking or seismic-related ground failure. The Planning Area is not located within a mapped liquefaction zone, as delineated by the CGS. Future development and cumulative development would generally experience similar ground shaking associated with seismic activity.

Future development within the Planning Area and cumulative projects would be required to conduct a site-specific geotechnical study to determine the geotechnical feasibility of the specific development being proposed at that time. Any recommendations presented in the geotechnical study would be required to be incorporated into the design and construction of the future development. The geotechnical study would include specific recommendations based on seismic design parameters for foundation design, retaining and screening walls, exterior flatwork, concrete mix design, corrosion, pavement design, and general earthwork and grading, among other factors.

Future development and cumulative development would be required to comply with all applicable regulations in the most recent CBSC, which includes design requirements to mitigate the effects of potential hazards associated with seismic ground shaking and liquefaction. The Lawndale Building and Safety Services Division would review construction plans for compliance with the CBSC and Lawndale



Municipal Code, as well as the geotechnical study's recommendations. Further, future projects implemented under the General Plan Update would be required to be consistent with the General Plan Update policies and actions pertaining to geologic hazards. The polices and actions included within the General Plan Update and compliance with the existing regulatory environment would reduce the cumulative effect of the General Plan Update on geologic hazards to a less-than-significant level. Therefore, the Project's incremental effects involving exposure of people and structures to potential substantial adverse effects involving strong seismic ground shaking or seismic-related ground failure, including liquefaction would not be cumulatively considerable.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

Would the project, combined with other related cumulative projects result in substantial soil erosion or the loss of topsoil?

Impact Analysis: Future development sites and cumulative development sites within the City and surrounding areas may contain soils that have erosion potential. Implementation of the construction activities associated with Project implementation and cumulative development projects would involve some land clearing, mass grading, and other ground-disturbing activities that could temporarily increase soil erosion rates during and shortly after project construction. Similarly, precipitation and irrigation of landscaping may result in runoff during project operations, which could result in the loss of nonrenewable topsoil and potentially affect water quality. However, the Planning Area is primarily urbanized with limited pervious areas; new development would primarily occur through infill development and redevelopment of sites that are currently developed and do not contain significant amounts of pervious area. Due to the limited pervious areas that occur within the Planning Area, it is not anticipated that Project implementation would increase impervious areas resulting in increased runoff when compared to existing conditions.

Site specific geology and soil conditions would be evaluated on a project-by-project basis. However, all future residential development associated with the proposed Project and cumulative projects within the region would be required to comply with stormwater runoff and pollution control requirements required by the regional water quality control board and implemented by the specific jurisdiction in which the development occurs. Construction activities within the City would be required to comply with the Lawndale Municipal Code which implements erosion and siltation control measures of the Construction General Permit, reducing potential impacts associated with soil erosion or the loss of topsoil during construction activities. Additionally, future development and cumulative development would be required to comply with postconstruction runoff pollution reduction BMPs implemented through the SUSMP. Further, future projects implemented under the General Plan Update would be required to be consistent with the General Plan Update policies and actions pertaining to stormwater runoff and other causes of soil erosion. The polices and actions included within the General Plan Update and compliance with the existing regulatory environment would reduce the cumulative effect of the



General Plan Update on soil erosion and loss of topsoil to a less-than-significant level. Thus, the Project's incremental effects involving substantial soil erosion or the loss of top soil would not be cumulatively considerable.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

Would the project, combined with other related cumulative projects be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse or be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Impact Analysis: Due to the generally flat topography within the City and surrounding area, the potential for lateral spreading within the Planning Area is considered to be low. Further, the Planning Area is not identified as having the potential for subsidence. Soils exposed to excessive moisture within the Planning Area could be at risk of hydroconsolidation and soils with layers of expansive clay could result in structural damage associated with expansive soils. The geotechnical and soil characteristics of future development associated with the Project and any cumulative development within the City would be evaluated on a project-by-project basis and appropriate mitigation measures would be required to reduce potential impacts associated with unstable geologic units or soils.

Future development associated with implementation of the proposed Project would be required to prepare a geotechnical study for the specific site being proposed for development. The Lawndale Building and Safety Services Division would review construction plans for compliance with the CBSC and City Municipal Code, as well as the geotechnical study's recommendations. Further, future projects implemented under the General Plan Update would be required to be consistent with the General Plan Update policies and actions pertaining to geologic hazards. The policies and actions included within the General Plan Update and compliance with the existing regulatory environment would reduce the cumulative effect of the General Plan Update on geologic hazards to a less-than-significant level. Therefore, the Project's incremental effects involving unstable geologic units or soils would not be cumulatively considerable.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.



Would the project, combined with other related cumulative projects, have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

As discussed above, future development within the Planning Area would be required to connect to the existing sewer system and would not involve the use of septic tanks or alternative wastewater disposal systems. As such, no impact would occur. Therefore, the Project's incremental effects involving soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems would not be cumulatively considerable.

Proposed General Plan Update Goals, Policies, and Actions: There are no General Plan Update goals, policies, or actions specific to septic tanks or alternative waste water disposal systems.

Mitigation Measures: No mitigation measures are required.

Level of Significance: No Impact.

Would the project, combined with other related cumulative projects directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Impact Analysis: The Planning Area has the potential to contain paleontological resources. As discussed above, compliance with the City's Municipal Code and implementation of General Plan Update policies and actions would reduce potential impacts to paleontological resources associated with future construction activities in the Planning Area to a less than significant level. There is also the potential for cumulative project sites within the region to have soils that contain paleontological resources. Construction activities associated with the cumulative projects have the potential to directly or indirectly destroy paleontological resources specific to those development sites. However, these potential impacts are site-specific and generally do not result in cumulative effects. Additionally, individual projects would undergo environmental review on a project-by-project basis pursuant to CEQA to evaluate potential impacts to paleontological resources. Where significant or potentially significant impacts are identified, implementation of all feasible site-specific mitigation would be required to avoid or reduce impacts. Further, future projects implemented under the General Plan Update would be required to be consistent with the General Plan Update policies and actions pertaining to paleontological resources. The policies and actions included within the General Plan Update and compliance with the existing regulatory environment would reduce the cumulative effect of the General Plan Update on paleontological resources to a less than significant level. Therefore, the Project's incremental effects involving paleontological resources would not be cumulatively considerable.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.



5.7.7 SIGNIFICANT UNAVOIDABLE IMPACTS

Geology and soils impacts associated with the implementation of the General Plan Update would be less than significant. No significant unavoidable geology and soils impacts would occur as a result of the General Plan Update.

5.7.8 REFERENCES

California Geological Survey (CGS), *California Geomorphic Provinces, California Geological Survey Note 36*, 2002.

California Geologic Survey (CGS), *Fault Evaluation Report FER 259: The Hollywood, Santa Monica and Newport-Inglewood Fault in the Beverly Hills and Topanga 7.5 Quadrangle*, January 5, 2018.

Camp Dresser & McKee Inc., *Earth/Geology Technical Report LAX Master Plan EIS/EIR*, January 2001.

Department of Conservation (DOC), *CGS Information Warehouse: Regulatory Maps*, <https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatorymaps> accessed March 8, 2023a.

Department of Conservation (DOC), *DOC Maps: Geologic Hazards*, <https://maps.conservation.ca.gov/geologic Hazards/> accessed March 8, 2023b.

De Novo Planning, *City of Lawndale General Plan Existing Conditions Report*, June 2023.

Duke Cultural Resources Management, LLC, *Cultural and Paleontological Resource Study for the General Plan Update: City of Lawndale, Los Angeles County*, October 2020, updated July 2023.

Los Angeles County, *County of Los Angeles 2020 All-Hazards Mitigation Plan*, 2020.

Michael Baker International, *Local Hazard Mitigation Plan, City of Lawndale*, March 2016.

Scott, E. & Springer, K., *CEQA and fossil preservation in southern California, The Environmental Monitor*, 2003.

Southern California Earthquake Data Center (SCEDC), *Earthquake Information, Fault Name Index: Whittier Fault*, <https://scedc.caltech.edu/earthquake/whittier.html>, accessed March 8, 2023.

United States Geologic Survey (USGS), *Quaternary Fault and Fold Database of the United States: Elsinore fault zone, Chino section (Class A) No. 126b*, https://earthquake.usgs.gov/cfusion/gfault/show_report_AB_archive.cfm?fault_id=126§ion_id=b accessed March 8, 2023a.

United States Geologic Survey (USGS), *Quaternary Fault and Fold Database of the United States: Newport-Inglewood-Rose Canyon fault zone, south Los Angeles Basin section (Class A) No. 127b*, https://earthquake.usgs.gov/cfusion/gfault/show_report_AB_archive.cfm?fault_id=127§ion_id=b, accessed March 8, 2023b.

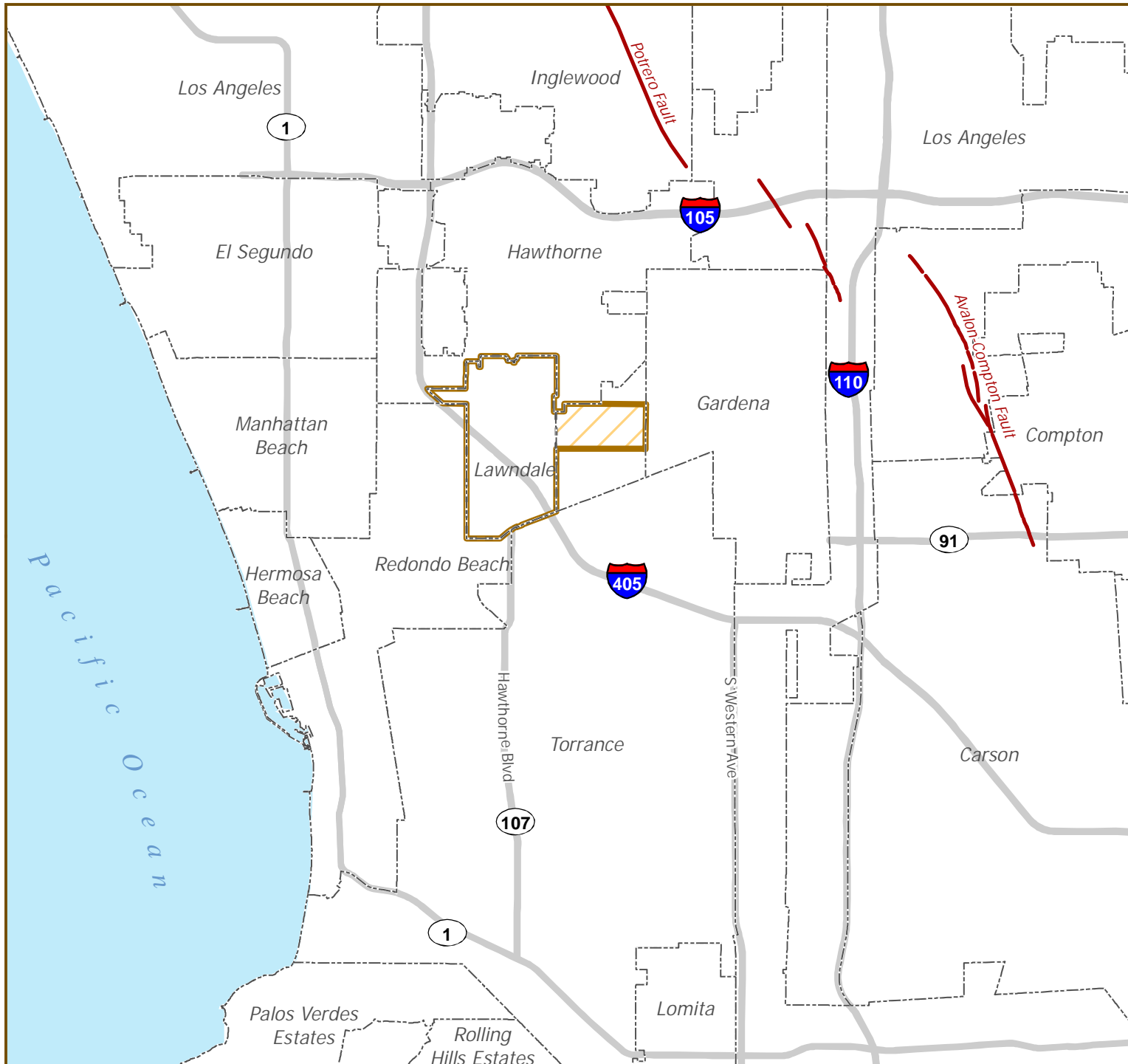


United States Department of Agriculture, Natural Resources Conservation Service (NRCS), *Web Soil Survey*, February 2022.



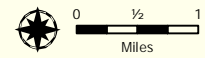
This page intentionally left blank.

Figure 5.7-1.
Regional Fault Zones



LEGEND

- City of Lawndale
- Sphere of Influence
- Planning Area
- Quaternary Faults within the Newport-Inglewood-Rose Canyon Fault Zone



Sources: City of Lawndale; Los Angeles County.
Date: June 20, 2023.

City of Lawndale
The Heart of the Southbay

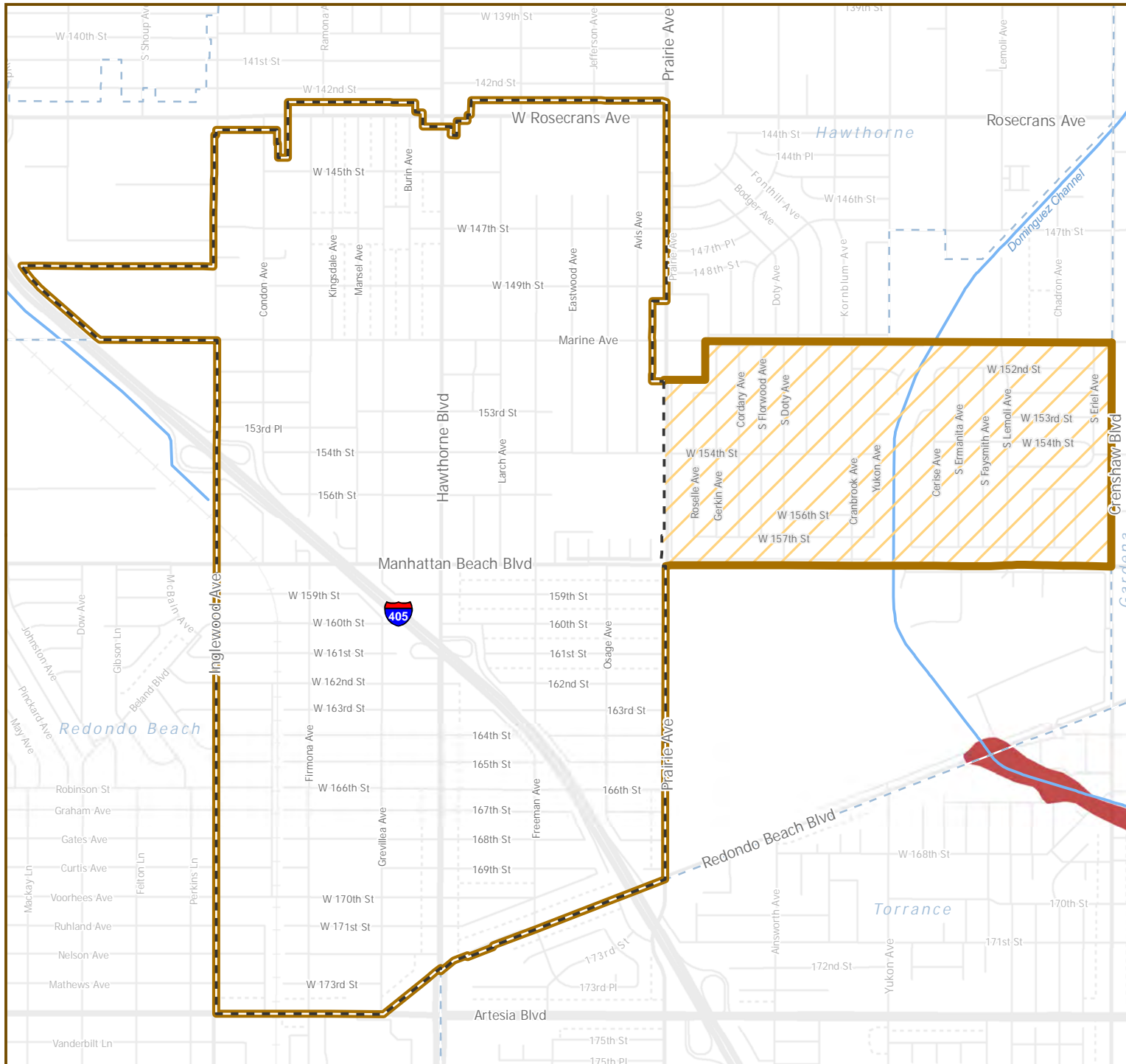


2020 GENERAL PLAN &
HAWTHORNE BOULEVARD SPECIFIC PLAN UPDATE








This page intentionally left blank.

Figure 5.7-2.
Potential Liquefaction
Susceptibility



LEGEND

-  City of Lawndale
-  Sphere of Influence
-  Planning Area
-  Adjacent Incorporated Area
-  Potential Liquefaction Area



Sources: City of Lawndale; Los Angeles County.
Date: June 20, 2023.

City of Lawndale
The Heart of the Southbay

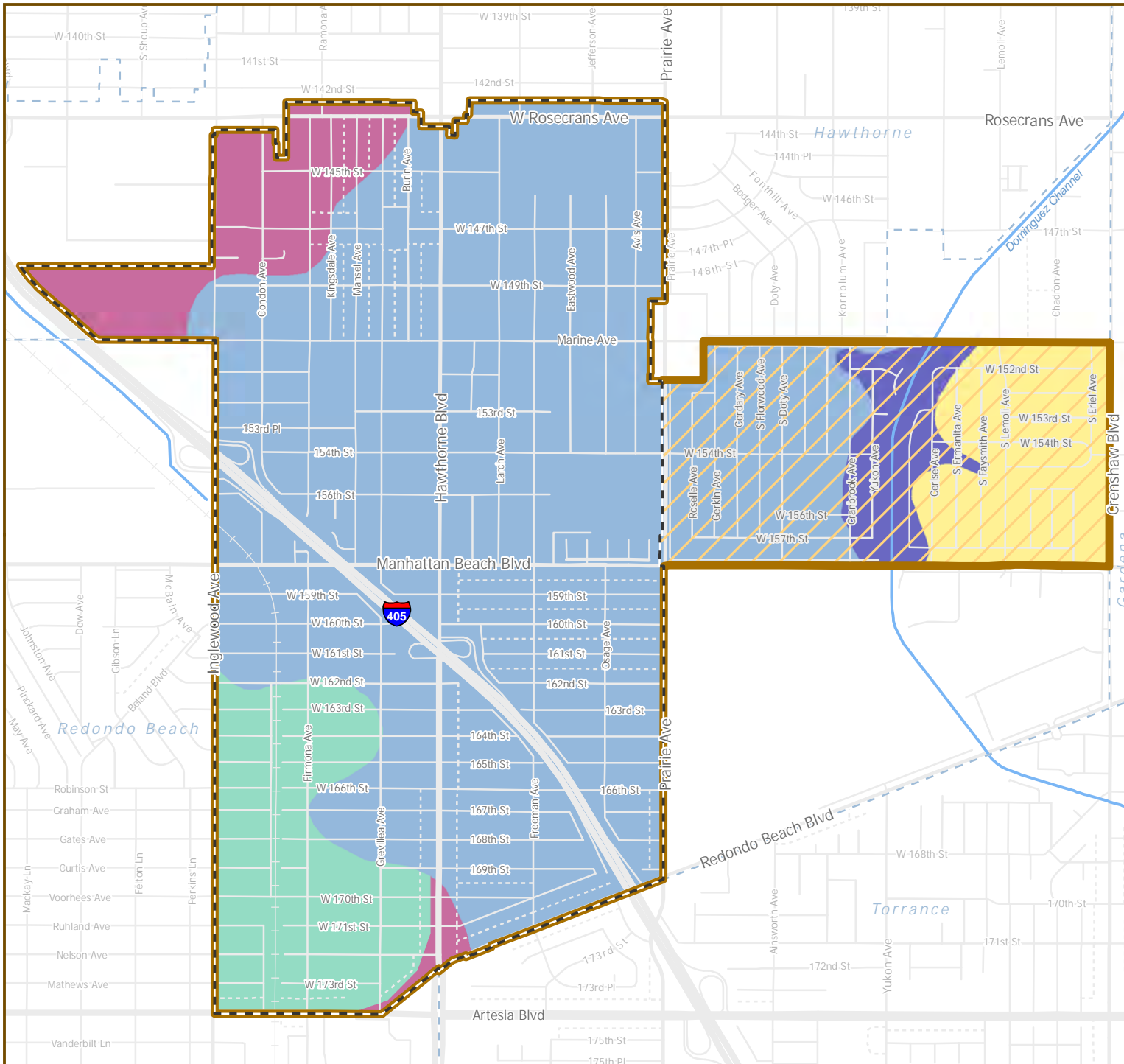


2020 GENERAL PLAN &
HAWTHORNE BOULEVARD SPECIFIC PLAN UPDATE



This page intentionally left blank.

Figure 5.7-3.
Soil Survey



LEGEND

- City of Lawndale
- Sphere of Influence
- Planning Area
- Adjacent Incorporated Area

NRCS Soil Description

- Urban land-Centinela-Typic Xerorthents, fine substratum complex (±1,098 acres)
- Urban land-Aquic Xerorthents, fine substratum-Cropley complex (±60 acres)
- Urban land-Windfetch-Typical Haploxerolls complex (±122 acres)
- Urban land-Abaft-Marina complex (±176 acres)
- Urban land-Marina complex (±118 acres)



Sources: City of Lawndale; Los Angeles County; NRCS Web Soil Survey, Los Angeles County, California, Southeastern Part (CA696), Survey Area/Tabular Version 7, Spatial Version 4, Date: June 20, 2023.

City of Lawndale
The Heart of the Southbay

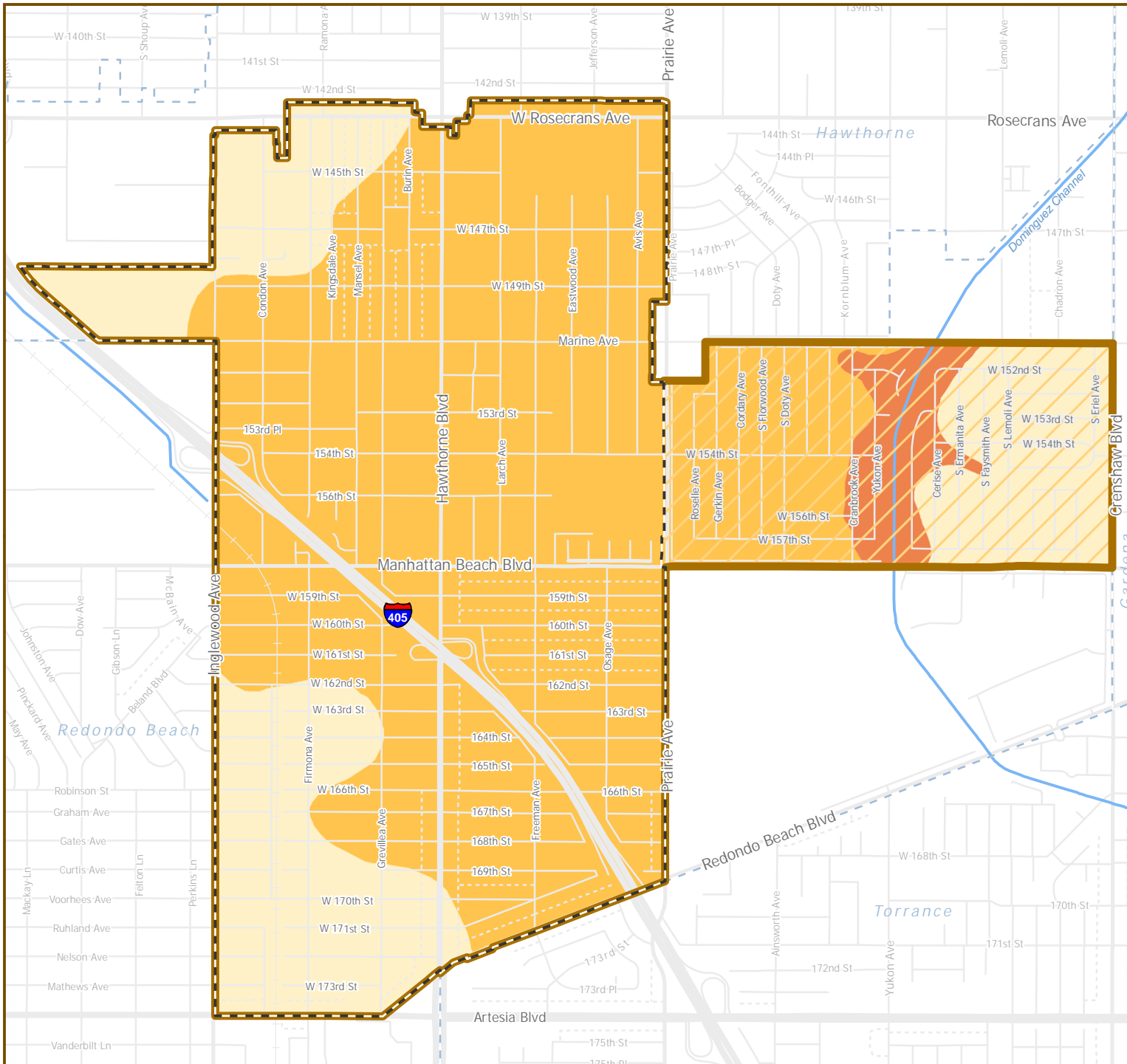


2020 GENERAL PLAN &
HAWTHORNE BOULEVARD SPECIFIC PLAN UPDATE



This page intentionally left blank.

Figure 5.7-4.
Shrink-Swell Potential
of Soils



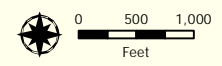
LEGEND

- City of Lawndale
- Sphere of Influence
- Planning Area
- Adjacent Incorporated Area

Shrink-Swell Potential*

- Low
- Low to Medium
- Low to High

*Shrink-Swell potential of soils is determined by Linear Extensibility. Linear Extensibility refers to the change in length of an unconfined clod as moisture content is decreased from a moist to a dry state. Volume change is reported as a percent change for the whole soil. Shrink-swell potential is low if the soil has a linear extensibility of less than 3%, moderate if 3-6%, high if 6-9%, and very high if greater than 9%. In soil complexes such as the ones shown on this map, linear extensibility is measured and recorded for each soil component, thus creating a range of shrink-swell potentials for each soil unit.



Sources: City of Lawndale; Los Angeles County, NRCS Web Soil Survey, Los Angeles County, California, Southeastern Part (CA696), Survey Area/Tabular Version 7, Spatial Version 4, Date: June 20, 2023.

City of Lawndale
The Heart of the Southbay

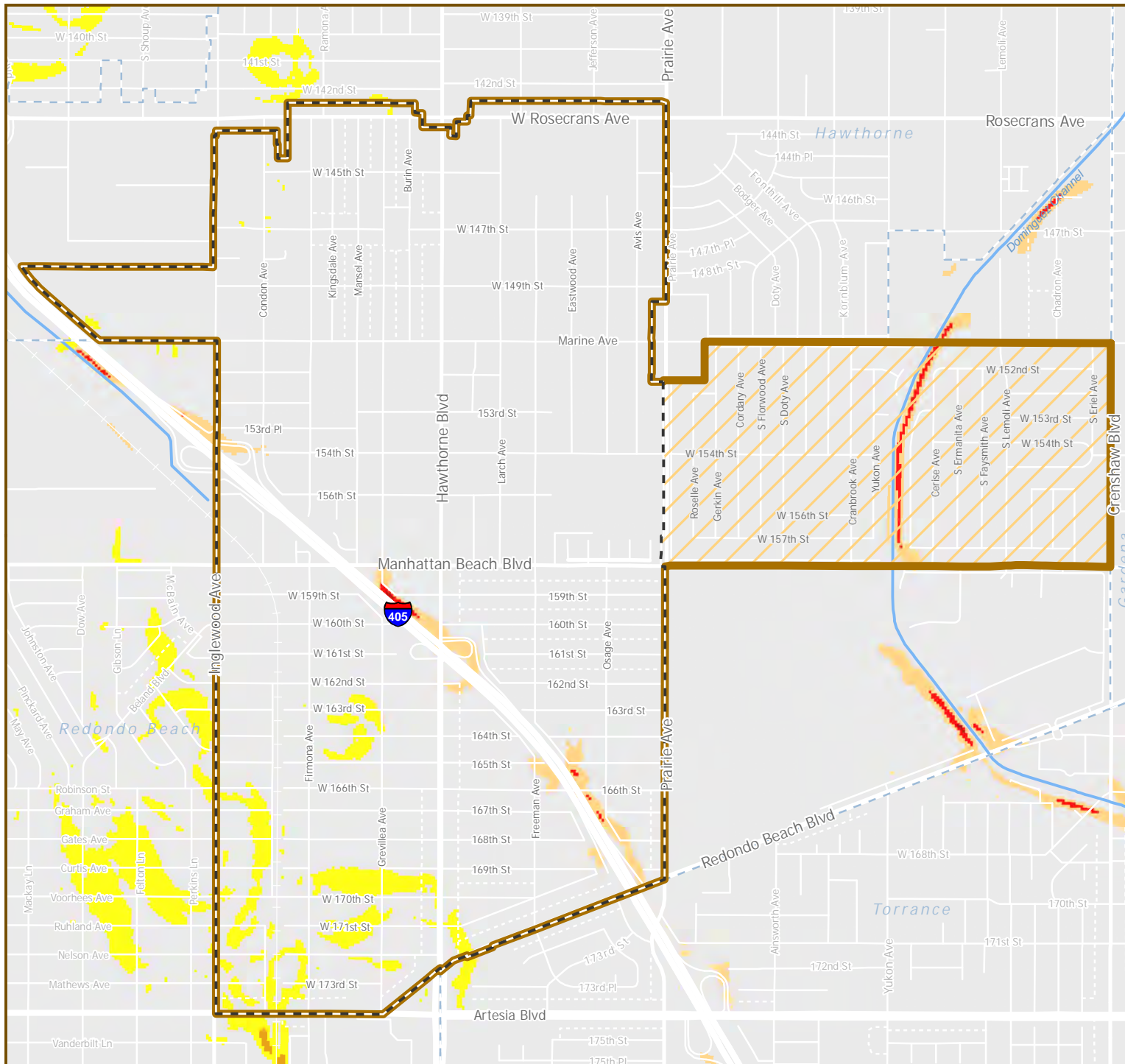


2020 GENERAL PLAN &
HAWTHORNE BOULEVARD SPECIFIC PLAN UPDATE



This page intentionally left blank.

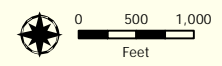
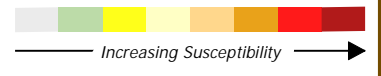
Figure 5.7-5.
Landslide Susceptibility



LEGEND

- City of Lawndale
- Sphere of Influence
- Planning Area
- Adjacent Incorporated Area

Landslide Susceptibility



Sources: City of Lawndale; Los Angeles County; California Geological Survey Map Sheet 58, 2011.
Date: June 20, 2023.

City of Lawndale
The Heart of the Southbay



2020 GENERAL PLAN &
HAWTHORNE BOULEVARD SPECIFIC PLAN UPDATE



This page intentionally left blank.



5.8 GREENHOUSE GAS EMISSIONS

5.8.1 PURPOSE

This section identifies the existing climate conditions, the current state of climate change science, and greenhouse gas (GHG) emissions sources within California and the Planning Area and provides an analysis of potential impacts associated with implementation of the General Plan Update. This section is primarily based upon greenhouse gas emissions analysis and modeling prepared by De Novo Planning Group and included as Appendix C, Air Quality, Energy and Greenhouse Gas Emissions Modeling Data.

5.8.2 ENVIRONMENTAL SETTING

GREENHOUSE GASES AND CLIMATE CHANGES LINKAGES

Various gases in the Earth's atmosphere, classified as atmospheric greenhouse gases (GHGs), play a critical role in determining the Earth's surface temperature. Solar radiation enters Earth's atmosphere from space, and a portion of the radiation is absorbed by the Earth's surface. The Earth emits this radiation back toward space, but the properties of the radiation change from high-frequency solar radiation to lower-frequency infrared radiation. This is called the greenhouse effect, and leads to global warming as well as an overall global climate change, which includes long-term shifts in temperatures and weather patterns.

Greenhouse gases, which are transparent to solar radiation, are effective in absorbing infrared radiation. As a result, this radiation that otherwise would have escaped back into space is now retained, resulting in a warming of the atmosphere. This phenomenon is known as the greenhouse effect. Among the prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO₂), methane (CH₄), ozone (O₃), water vapor (H₂O), N₂O, and chlorofluorocarbons (CFCs).

Gases in the atmosphere can contribute to the greenhouse effect both directly and indirectly. Direct effects occur when the gas itself absorbs radiation. Indirect radiative forcing occurs when chemical transformations of the substance produce other greenhouse gases, when a gas influences the atmospheric lifetimes of other gases, and/or when a gas affects atmospheric processes that alter the radiative balance of the earth (U.S. Environmental Protection Agency 2011).

Naturally occurring greenhouse gases include water vapor (H₂O), carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), and ozone (O₃). Several classes of halogenated substances that contain fluorine, chlorine, or bromine are also greenhouse gases, but they are, for the most part, solely a product of industrial activities. There are also several gases that do not have a direct global warming effect but indirectly affect terrestrial and/or solar radiation absorption by influencing the formation or destruction of greenhouse gases, including tropospheric and stratospheric ozone. These gases include carbon monoxide (CO), oxides of nitrogen (NO_x), and non-CH₄ volatile organic compounds (NMVOCs). Aerosols, which are extremely small particles or liquid droplets, such as those produced by sulfur dioxide (SO₂) or elemental carbon emissions, can also affect the absorptive characteristics of the atmosphere (U.S. Environmental Protection Agency 2011).



Although the direct greenhouse gases CO₂, CH₄, and N₂O occur naturally in the atmosphere, human activities have changed their atmospheric concentrations. From the pre-industrial era (i.e., ending about 1750) to 2011, concentrations of these three greenhouse gases have increased globally by 40, 150, and 20 percent, respectively.

Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. In California, the transportation sector is the largest emitter of GHGs, followed by the industrial sector.

As the name implies, global climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants, which are pollutants of regional and local concern, respectively. California produced approximately 418.2 million gross metric tons of carbon dioxide equivalents (MMTCO₂e) in 2019, meeting the annual Statewide target set by the California Air Resources Board (CARB), which required that California emissions be below 431 MMTCO₂e by 2020 (California Air Resources Board 2021). To meet CARB's Statewide targets, California emissions must further be reduced to below 260 MMTCO₂e by 2030.

Carbon dioxide equivalents are a measurement used to account for the fact that different GHGs have different potential to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. This potential, known as the global warming potential of a GHG, is also dependent on the lifetime, or persistence, of the gas molecule in the atmosphere. Expressing GHG emissions in carbon dioxide equivalents takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO₂ were being emitted.

Consumption of fossil fuels in the transportation sector was the single largest source of California's GHG emissions in 2019, accounting for 41 percent of total GHG emissions in the State (California Air Resources Board 2021). This category was followed by the industrial sector (24 percent), the electricity generation sector (including both in-State and out-of-State sources) (14 percent), the agriculture and forestry sector (7 percent), the residential energy consumption sector (8 percent), and the commercial energy consumption sector (6 percent).

EFFECTS OF GLOBAL CLIMATE CHANGE

The effects of increasing global temperature are far-reaching and extremely difficult to quantify. The scientific community continues to study the effects of global climate change. In general, increases in the ambient global temperature as a result of increased GHGs are anticipated to result in rising sea levels, which could threaten coastal areas through accelerated coastal erosion, threats to levees and inland water systems, and disruption to coastal wetlands and habitat.

If the temperature of the ocean warms, it is anticipated that the winter snow season would be shortened. Snowpack in the Sierra Nevada provides both water supply (runoff) and storage (within the snowpack before melting), which is a major source of water supply for the State. The snowpack portion of the supply could potentially decline by 50 percent to 75 percent by the end of the 21st century. This phenomenon could lead to significant challenges securing an adequate water supply for a growing State population. Further, the increased ocean temperature could result in increased moisture flux into the State; however, since this would likely increasingly come in the form of rain rather than snow in the high elevations,



increased precipitation could lead to increased potential and severity of flood events, placing more pressure on California's levee/flood control system.

Sea level has risen approximately seven inches during the last century and it is predicted to rise an additional 22 to 35 inches by 2100, depending on the future GHG emissions levels. If this occurs, resultant effects could include increased coastal flooding, saltwater intrusion, and disruption of wetlands. As the existing climate throughout California changes over time, mass migration of species, or failure of species to migrate in time to adapt to the perturbations in climate, could also result. According to the most recent California Climate Change Assessment (*California's Fourth Climate Change Assessment*), the impacts of global warming in California are anticipated to include, but are not limited to, the following.

Wildfires

In recent years, the area burned by wildfires has increased in parallel with increasing air temperatures. Wildfires have also been occurring at higher elevations in the Sierra Nevada mountains, a trend which is expected to continue under future climate change. Climate change will likely modify the vegetation in California, affecting the characteristics of fires on the land. Land use and development patterns also play an important role in future fire activity. Because of these complexities, projections of wildfire in future decades in California range from modest changes from historical conditions to relatively large increases in wildfire regimes depending on the time period for the projection and what interacting factors are included in the analysis.

Public Health

Extreme heat conditions are defined as weather that is much hotter than average for a particular time and place—and sometimes more humid, too. Extreme heat is not just a nuisance; it kills hundreds of Americans every year and causes many more to become seriously ill (U.S. Environmental Protection Agency 2016). Nineteen heat-related events occurred from 1999 to 2009 that had significant impacts on human health, resulting in about 11,000 excess hospitalizations. However, the National Weather Service issued Heat Advisories for only six of the events. Heat-Health Events (HHEs), which better predict risk to populations vulnerable to heat, will worsen drastically throughout the State: for example, by midcentury, the Central Valley is projected to experience average HHEs that are two weeks longer, and HHEs could occur four to ten times more often in the Northern Sierra region.

Higher temperatures are expected to increase the frequency, duration, and intensity of conditions conducive to air pollution formation. Climate change poses direct and indirect risks to public health, as people will experience earlier death and worsening illnesses. Air quality could be further compromised by increases in wildfires, which emit fine particulate matter that can travel long distances depending on wind conditions.

Energy Resources

Higher temperatures will increase annual electricity demand for homes, driven mainly by the increased use of air conditioning units. High demand is projected in inland and Southern California, and more moderate increases are projected in cooler coastal areas. However, the increased annual residential energy demand for electricity is expected to be offset by reduced use of natural gas for space heating. Increases in peak hourly demand during the hot months of the year could be more pronounced than



changes in annual demand. This is a critical finding for California’s electric system, because generating capacity must match peak electricity demand.

It should also be noted that with the electrification of vehicles, there will also be a significant increase in residential energy use in the near future. Those increases are offset by the reduction of internal combustion use.

Water Supply

A vast network of man-made reservoirs and aqueducts capture and transport water throughout the State from northern California rivers and the Colorado River. The current distribution system relies on Sierra Nevada snowpack to supply water during the dry spring and summer months. Rising temperatures, potentially compounded by decreases in precipitation, could severely reduce spring snowpack, increasing the risk of summer water shortages.

The State’s water supplies are also at risk from rising sea levels. An influx of saltwater would degrade California’s estuaries, wetlands, and groundwater aquifers. Saltwater intrusion caused by rising sea levels is a major threat to the quality and reliability of water within the southern edge of the Sacramento/San Joaquin River Delta, a major State fresh water supply.

Current management practices for water supply and flood management in California may need to be revised for a changing climate. This is in part because such practices were designed for historical climatic conditions, which are changing and will continue to change during the rest of this century and beyond. As one example, the reduction in the Sierra Nevada snowpack, which provides natural water storage, will have implications throughout California’s water management system. Even under the wetter climate projections, the loss of snowpack would pose challenges to water managers, hamper hydropower generation, and nearly eliminate all skiing and other snow-related recreational activities.

Agriculture

Increased GHG emissions are expected to cause widespread changes to the agriculture industry reducing the quantity and quality of agricultural products Statewide. Although higher carbon dioxide levels can stimulate plant production and increase plant water-use efficiency, California’s farmers will face greater water demand for crops and a less reliable water supply as temperatures rise.

Plant growth tends to be slow at low temperatures, increasing with rising temperatures up to a threshold. However, faster growth can result in less-than-optimal development for many crops, so rising temperatures are likely to worsen the quantity and quality of yield for a number of California’s agricultural products. Products likely to be most affected include wine grapes, fruits, and nuts, as well as milk due to the reduced quality of grazing food such as alfalfa.

Crop growth and development will be affected, as will the intensity and frequency of pest and disease outbreaks. Rising temperatures will likely aggravate ozone pollution, which makes plants more susceptible to disease and pests and interferes with plant growth.

In addition, continued climate change will likely shift the ranges of existing invasive plants and weeds and alter competition patterns with native plants. Range expansion is expected in many species while range



contractions are less likely in rapidly evolving species with significant populations already established. Should range contractions occur, it is likely that new or different invasive species will fill the emerging gaps. Continued global warming is also likely to alter the abundance and types of many pests, lengthen pests' breeding season, and increase pathogen growth rates.

Forests and Landscapes

Climate change will make forests more susceptible to extreme wildfires. *California's Fourth Climate Change Assessment* found that by 2100, if greenhouse gas emissions continue to rise, the frequency of extreme wildfires burning over approximately 25,000 acres would increase by nearly 50 percent, and that average area burned Statewide would increase by 77 percent by the end of the century. In the areas that have the highest fire risk, wildfire insurance is estimated to see costs rise by 18 percent by 2055 and the amount of property insured would decrease.

Moreover, continued global warming will alter natural ecosystems and biological diversity within the State. For example, alpine and sub-alpine ecosystems are expected to decline by as much as 60 to 80 percent by the end of the century as a result of increasing temperatures. The productivity of the State's forests is also expected to decrease as a result of global warming.

Rising Sea Levels

The United States Geological Survey (USGS) estimates that, under mid to high sea-level rise scenarios, 31 to 67 percent of southern California beaches may completely erode by 2100 without large-scale human interventions (United States Geological Survey 2017). Statewide damages could reach nearly \$17.9 billion from inundation of residential and commercial buildings under 50 centimeters (approximately 20 inches) of sea-level rise, which is close to the 95th percentile of potential sea-level rise by the middle of this century. A 100-year coastal flood, on top of this level of sea-level rise, would almost double the costs.

Rising sea levels, more intense coastal storms, and warmer water temperatures will increasingly threaten the State's coastal regions. Rising sea levels would inundate coastal areas with saltwater, accelerate coastal erosion, threaten vital levees and inland water systems, and disrupt wetlands and natural habitats.

5.8.3 REGULATORY SETTING

FEDERAL

Clean Air Act

The Federal Clean Air Act (FCAA) was first signed into law in 1970. In 1977, and again in 1990, the law was substantially amended. The FCAA is the foundation for a national air pollution control effort, and it is composed of the following basic elements: National ambient air quality standards (NAAQS) for criteria air pollutants, hazardous air pollutant standards, state attainment plans, motor vehicle emissions standards, stationary source emissions standards and permits, acid rain control measures, stratospheric ozone protection, and enforcement provisions.

The U.S. Environmental Protection Agency (EPA) is responsible for administering the FCAA. The FCAA requires the EPA to set NAAQS for several problem air pollutants based on human health and welfare criteria. Two types of NAAQS were established: primary standards, which protect public health, and



secondary standards, which protect the public welfare from non-health-related adverse effects such as visibility reduction.

[U.S. Environmental Protection Agency Endangerment Finding.](#)

The U.S. Environmental Protection Agency's (EPA) authority to regulate GHG emissions stems from the U.S. Supreme Court decision in *Massachusetts v. EPA (2007)*. The Supreme Court ruled that GHGs meet the definition of air pollutants under the existing Clean Air Act and must be regulated if these gases could be reasonably anticipated to endanger public health or welfare. Responding to the Court's ruling, the EPA finalized an endangerment finding in December 2009. Based on scientific evidence it found that six GHGs (CO₂, CH₄, N₂O, hydrofluorocarbons [HFCs], perfluorocarbons [PFCs], and sulfur hexafluoride [SF₆]) constitute a threat to public health and welfare. Thus, it is the Supreme Court's interpretation of the existing Act and the EPA's assessment of the scientific evidence that form the basis for the EPA's regulatory actions.

[Energy Policy and Conservation Act](#)

The Energy Policy and Conservation Act of 1975 sought to ensure that all vehicles sold in the U.S. would meet certain fuel economy goals. Through this Act, Congress established the first fuel economy standards for on-road motor vehicles in the United States. Pursuant to the Act, the National Highway Traffic and Safety Administration, which is part of the U.S. Department of Transportation (USDOT), is responsible for establishing additional vehicle standards and for revising existing standards.

Compliance with Federal fuel economy standards is determined on the basis of each manufacturer's average fuel economy for the portion of its vehicles produced for sale in the U.S. The Corporate Average Fuel Economy (CAFE) program, which is administered by the EPA, was created to determine vehicle manufacturers' compliance with the fuel economy standards. The EPA calculates a CAFE value for each manufacturer based on city and highway fuel economy test results and vehicle sales. Based on the information generated under the CAFE program, the USDOT is authorized to assess penalties for noncompliance.

[Energy Policy Act of 1992 \(EPAct\)](#)

The Energy Policy Act of 1992 (EPAct) was passed to reduce the country's dependence on foreign petroleum and improve air quality. EPAct includes several parts intended to build an inventory of alternative fuel vehicles (AFVs) in large, centrally fueled fleets in metropolitan areas. EPAct requires certain Federal, state, and local government and private fleets to purchase a percentage of light duty AFVs capable of running on alternative fuels each year. In addition, financial incentives are included in EPAct. Federal tax deductions will be allowed for businesses and individuals to cover the incremental cost of AFVs. States are also required by the act to consider a variety of incentive programs to help promote AFVs.

[Energy Policy Act of 2005](#)

The Energy Policy Act of 2005 was signed into law on August 8, 2005. Generally, the act provides for renewed and expanded tax credits for electricity generated by qualified energy sources, such as landfill gas; provides bond financing, tax incentives, grants, and loan guarantees for a clean renewable energy



and rural community electrification; and establishes a Federal purchase requirement for renewable energy.

[Clean Power Plan and New Source Performance Standards for Electric Generating Units 2015](#)

On October 23, 2015, the EPA published a final rule (effective December 22, 2015) establishing the carbon pollution emission guidelines for existing stationary sources: electric utility generating units (80 FR 64510–64660), also known as the Clean Power Plan. These guidelines prescribe how states must develop plans to reduce GHG emissions from existing fossil-fuel-fired electric generating units. The guidelines establish CO₂ emission performance rates representing the best system of emission reduction for two subcategories of existing fossil-fuel-fired electric generating units: (1) fossil-fuel-fired electric utility steam-generating units and (2) stationary combustion turbines. Concurrently, the EPA published a final rule (effective October 23, 2015) establishing standards of performance for GHG emissions from new, modified, and reconstructed stationary sources: electric utility generating units (80 FR 64661–65120). The rule prescribes CO₂ emission standards for newly constructed, modified, and reconstructed affected fossil-fuel-fired electric utility generating units. The U.S. Supreme Court stayed implementation of the Clean Power Plan pending resolution of several lawsuits. Additionally, in March 2017, the EPA Administrator was directed to review the Clean Power Plan in order to determine whether it is consistent with current executive policies concerning GHG emissions, climate change, and energy.

[Intermodal Surface Transportation Efficiency Act \(ISTEA\)](#)

ISTEA (49 U.S.C. Section 101 et seq.) promoted the development of intermodal transportation systems to maximize mobility as well as address national and local interests in air quality and energy. ISTEA contained factors that metropolitan planning organizations (MPOs), were to address in developing transportation plans and programs, including some energy-related factors. To meet the ISTEA requirements, MPOs adopted explicit policies defining the social, economic, energy, and environmental values that were to guide transportation decisions in that metropolitan area. The planning process was then to address these policies. Another requirement was to consider the consistency of transportation planning with Federal, state, and local energy goals. Through this requirement, energy consumption was expected to become a criterion, along with cost and other values that determine the best transportation solution.

[The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users \(SAFETEA-LU\)](#)

The Fixing America’s Surface Transportation Act (FAST Act) went into effect on December 4, 2015, to provide long-term funding for surface transportation with a focus on improving mobility on America’s highways, creating jobs and supporting economic growth, and accelerating project delivery and promoting innovation.

[U.S. Federal Climate Change Policy](#)

According to the EPA, “the United States government has established a comprehensive policy to address climate change” that includes slowing the growth of emissions; strengthening science, technology, and institutions; and enhancing international cooperation. To implement this policy, “the Federal government is using voluntary and incentive-based programs to reduce emissions and has established programs to promote climate technology and science.” The Federal government’s goal is to reduce net GHG emissions by 50 to 52 percent from 2005 levels in 2030 and reach net-zero emissions no later than 2050 (U.S.



Department of State 2021). In addition, the EPA administers multiple programs that encourage voluntary GHG reductions, including “ENERGY STAR”, “Climate Leaders”, and Methane Voluntary Programs. However, as of this writing, there are no adopted Federal plans, policies, regulations, or laws directly regulating GHG emissions.

Mandatory Greenhouse Gas Reporting Rule

On September 22, 2009, EPA issued a final rule for mandatory reporting of GHGs from large GHG emissions sources in the United States. In general, this national reporting requirement will provide EPA with accurate and timely GHG emissions data from facilities that emit 25,000 metric tons or more of CO₂ per year. This publicly available data will allow the reporters to track their own emissions, compare them to similar facilities, and aid in identifying cost effective opportunities to reduce emissions in the future. Reporting is at the facility level, except that certain suppliers of fossil fuels and industrial greenhouse gases along with vehicle and engine manufacturers will report at the corporate level. An estimated 85 percent of the total U.S. GHG emissions, from approximately 10,000 facilities, are covered by this final rule.

Presidential Executive Order 13783

Presidential Executive Order 13783, Promoting Energy Independence and Economic Growth (March 28, 2017), orders all Federal agencies to apply cost-benefit analyses to regulations of GHG emissions and evaluations of the social cost of carbon, nitrous oxide, and methane.

STATE

California Air Resources Board

California Air Resources Board (CARB), a part of the California Environmental Protection Agency (CalEPA), is responsible for the coordination and administration of both Federal and State air pollution control programs within California. In this capacity, CARB conducts research, sets state ambient air quality standards (California Ambient Air Quality Standards [CAAQS]), compiles emission inventories, develops suggested control measures, and provides oversight of local programs. CARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hairspray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions.

In 2004, CARB adopted an Airborne Toxic Control Measure (ATCM) to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other toxic air contaminants (Title 13 California Code of Regulations [CCR], §2485). The measure applies to diesel-fueled commercial vehicles with gross vehicle weight ratings greater than 10,000 pounds that are licensed to operate on highways, regardless of where they are registered. This measure generally does not allow diesel-fueled commercial vehicles to idle for more than 5 minutes at any given location with certain exemptions for equipment in which idling is a necessary function such as concrete trucks. While this measure primarily targets diesel particulate matter emissions, it has co-benefits of minimizing GHG emissions from unnecessary truck idling.

On July 26, 2007, CARB adopted emission standards for off-road diesel construction equipment of greater than 25 horsepower such as bulldozers, loaders, backhoes and forklifts, as well as many other self-



propelled off-road diesel vehicles. This regulation aims to reduce emissions by installation of diesel soot filters and encouraging the retirement, replacement, or repower of older, dirtier engines with newer emission-controlled models. Additionally, in 2008, CARB approved the Truck and Bus regulation to reduce particulate matter and nitrogen oxide emissions from existing diesel vehicles operating in California (13 CCR, §2025, subsection (h)). While these regulations primarily target reductions in criteria air pollutant emission, they have co-benefits of minimizing GHG emissions due to improved engine efficiencies.

[California Executive Orders S-3-05 and S-20-06, and Assembly Bill 32](#)

On June 1, 2005, Governor Schwarzenegger signed EO S-3-05. The goal of this EO is to reduce California's GHG emissions to: 1) 2000 levels by 2010, 2) 1990 levels by the 2020 and 3) 80 percent below the 1990 levels by the year 2050. EO-S-20-06 establishes responsibilities and roles of the Secretary of Cal/EPA and State agencies in climate change.

In 2006, this goal was further reinforced with the passage of Assembly Bill 32 (AB 32), the Global Warming Solutions Act of 2006. AB 32 sets the same overall GHG emissions reduction goals while further mandating that CARB create a plan, which includes market mechanisms, and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases." EO S-20-06 further directs State agencies to begin implementing AB 32, including the recommendations made by the State's Climate Action Team.

[Climate Change Scoping Plan](#)

On December 11, 2008, CARB adopted its *Climate Change Scoping Plan* (Scoping Plan), which functions as a roadmap of CARB's plans to achieve GHG reductions in California required by Assembly Bill (AB) 32 through subsequently enacted regulations. The Scoping Plan contains the main strategies California will implement to reduce carbon dioxide-equivalent (CO₂e) emissions by 169 million metric tons (MMT), or approximately 30 percent, from the State's projected 2020 emissions level of 596 MMT of CO₂e under a business-as-usual scenario. (This is a reduction of 42 MMT CO₂e, or almost 10 percent, from 2002–2004 average emissions, but requires the reductions in the face of population and economic growth through 2020.) The Scoping Plan also breaks down the amount of GHG emissions reductions CARB recommends for each emissions sector of the State's GHG inventory. The Scoping Plan calls for the largest reductions in GHG emissions to be achieved by implementing the following measures and standards:

- Improved emissions standards for light-duty vehicles (estimated reductions of 31.7 MMT CO₂e);
- The Low-Carbon Fuel Standard (15.0 MMT CO₂e);
- Energy efficiency measures in buildings and appliances and the widespread development of combined heat and power systems (26.3 MMT CO₂e); and
- A renewable portfolio standard for electricity production (21.3 MMT CO₂e).

CARB updated the Scoping Plan in 2013 (*First Update to the Scoping Plan*) and again in 2017. The 2013 Update built upon the initial Scoping Plan with new strategies and recommendations, and also set the groundwork to reach the long-term goals set forth by the State. Successful implementation of existing programs (as identified in previous iterations of the Scoping Plan) has allowed California to meet the 2020 target. The 2017 Update expands the scope of the plan further by focusing on the strategy for achieving the State's 2030 GHG target of 40 percent emissions reductions below 1990 levels (to achieve the target



codified into law by SB 32), and substantially advances toward the State’s 2050 climate goal to reduce GHG emissions by 80 percent below 1990 levels.

The 2017 Update relies on the preexisting programs paired with an extended, more stringent Cap-and-Trade Program, to deliver climate, air quality, and other benefits. The 2017 Update identifies new technologically feasible and cost-effective strategies to ensure that California meets its GHG reduction goals.

CARB adopted the 2022 Scoping Plan Update (2022 Scoping Plan) on December 15, 2022. The 2022 Scoping Plan Update assesses progress towards the SB 32 GHG reduction target of at least 40 percent below 1990 emissions by 2030, while laying out a path to achieving carbon neutrality no later than 2045 and a reduction in anthropogenic emissions by 85 percent below 1990 levels.

[Executive Order S-13-08](#)

EO S-13-08 was issued on November 14, 2008. The EO is intended to hasten California’s response to the impacts of global climate change, particularly sea level rise, and directs State agencies to take specified actions to assess and plan for such impacts, including requesting the National Academy of Sciences to prepare a Sea Level Rise Assessment Report, directing the Business, Transportation, and Housing Agency to assess the vulnerability of the State’s transportation systems to sea level rise, and requiring the Office of Planning and Research and the Natural Resources Agency to provide land use planning guidance related to sea level rise and other climate change impacts.

The order also required State agencies to develop adaptation strategies to respond to the impacts of global climate change that are predicted to occur over the next 50 to 100 years. The adaptation strategies report summarizes key climate change impacts to the State for the following areas: public health; ocean and coastal resources; water supply and flood protection; agriculture; forestry; biodiversity and habitat; and transportation and energy infrastructure. The report recommends strategies and specific responsibilities related to water supply, planning and land use, public health, fire protection, and energy conservation.

[Assembly Bill 1493](#)

In response to AB 1493, CARB approved amendments to the California Code of Regulations (CCR) adding GHG emission standards to California’s existing motor vehicle emission standards. Amendments to CCR Title 13 Sections 1900 (CCR 13 1900) and 1961 (CCR 13 1961), and adoption of Section 1961.1 (CCR 13 1961.1) require automobile manufacturers to meet fleet average GHG emission limits for all passenger cars, light-duty trucks within various weight criteria, and medium-duty passenger vehicle weight classes beginning with the 2009 model year. Emission limits are further reduced each model year through 2016. For passenger cars and light-duty trucks 3,750 pounds or less loaded vehicle weight (LVW), the 2016 GHG emission limits are approximately 37 percent lower than during the first year of the regulations in 2009. For medium-duty passenger vehicles and light-duty trucks 3,751 LVW to 8,500 pounds gross vehicle weight (GVW), GHG emissions are reduced approximately 24 percent between 2009 and 2016.

CARB requested a waiver of Federal preemption of California’s Greenhouse Gas Emissions Standards. The intent of the waiver is to allow California to enact emissions standards to reduce carbon dioxide and other



greenhouse gas emissions from automobiles in accordance with the regulation amendments to the CCRs that fulfill the requirements of AB 1493. The EPA granted a waiver to California to implement its greenhouse gas emissions standards for cars.

[Assembly Bill 1007](#)

Assembly Bill 1007, (Pavley, Chapter 371, Statutes of 2005) directed the CEC to prepare a plan to increase the use of alternative fuels in California. As a result, the CEC prepared the State Alternative Fuels Plan in consultation with the State, Federal, and local agencies. The plan presents strategies and actions California must take to increase the use of alternative non-petroleum fuels in a manner that minimizes costs to California and maximizes the economic benefits of in-State production. The Plan assessed various alternative fuels and developed fuel portfolios to meet California's goals to reduce petroleum consumption, increase alternative fuels use, reduce greenhouse gas emissions, and increase in-State production of biofuels without causing a significant degradation of public health and environmental quality.

[Bioenergy Action Plan – Executive Order #S-06-06](#)

Executive Order (EO) #S-06-06 establishes targets for the use and production of biofuels and biopower and directs State agencies to work together to advance biomass programs in California while providing environmental protection and mitigation. The EO establishes the following target to increase the production and use of bioenergy, including ethanol and biodiesel fuels made from renewable resources: produce a minimum of 20 percent of its biofuels within California by 2010, 40 percent by 2020, and 75 percent by 2050. The EO also calls for the State to meet a target for use of biomass electricity.

[Senate Bill 32](#)

In 2016, the California State Legislature adopted Senate Bill (SB) 32 and its companion bill AB 197, and both were signed by Governor Brown (Office of Governor Edmund G. Brown Jr., 2016). SB 32 and AB 197 amend HSC Division 25.5, establish a new GHG reduction target of 40 percent below 1990 levels by 2030, and include provisions to ensure the benefits of State climate policies reach into disadvantaged communities.

[Senate Bill 743](#)

On September 27, 2013, Senate Bill (SB) 743 was signed into law. SB 743 was passed to promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. SB 743 changes the way that public agencies evaluate the transportation impacts of projects under CEQA. The revisions to the State CEQA Guidelines establish new criteria for determining the significance of a project's transportation impacts that will more appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of GHGs. The 2017 Update to the Scoping Plan identified that slower VMT growth from more efficient land use development patterns would promote achievement of the State's climate goals.

The Office of Planning and Research (OPR) published the Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018) to provide recommendations for jurisdictions to apply VMT metrics



and thresholds compliant with SB 743. OPR's advisory includes recommendations pertaining to screening criteria, metrics, and significant impact thresholds. OPR's recommendations are not binding and lead agencies ultimately have the discretion to set or apply their own significance thresholds, provided they are based on significant evidence.

For land use and transportation projects, SB 743-compliant CEQA analysis became mandatory on July 1, 2020. More detail about SB 743 is provided in the setting section of [Section 5.17, *Transportation*](#).

[Executive Order B-48-18: Zero-Emission Vehicles](#)

In January 2018, EO B-48-18 was signed into law and requires all State entities to work with the private sector to have at least five million zero-emission vehicles (ZEVs) on the road by 2030, as well as install 200 hydrogen fueling stations and 250,000 electric vehicle charging stations by 2025. It specifies that 10,000 of the electric vehicle charging stations should be direct current fast chargers. This Executive Order also requires all State entities to continue to partner with local and regional governments to streamline the installation of ZEV infrastructure. The Governor's Office of Business and Economic Development is required to publish a Plug-in Charging Station Design Guidebook and update the 2015 Hydrogen Station Permitting Guidebook to aid in these efforts. All State entities are required to participate in updating the 2016 Zero-Emissions Vehicle Action Plan (Governor's Interagency Working Group on Zero-Emission Vehicles 2016) to help expand private investment in ZEV infrastructure with a focus on serving low-income and disadvantaged communities. Additionally, all State entities are to support and recommend policies and actions to expand ZEV infrastructure at residential uses through the Low Carbon Fuel Standard Program, and recommend how to ensure affordability and accessibility for all drivers.

[Assembly Bill 2076: California Strategy to Reduce Petroleum Dependence](#)

In response to the requirements of Assembly Bill (AB) 2076 (Chapter 936, Statutes of 2000), the CEC and CARB developed a strategy to reduce petroleum dependence in California. The strategy, *Reducing California's Petroleum Dependence*, was adopted by the CEC and CARB in 2003. The strategy recommends that California reduce on-road gasoline and diesel fuel demand to 15 percent below 2003 demand levels by 2020 and maintain that level for the foreseeable future; the Governor and Legislature work to establish national fuel economy standards that double the fuel efficiency of new cars, light trucks, and sport utility vehicles (SUVs); and increase the use of non-petroleum fuels to 20 percent of on-road fuel consumption by 2020 and 30 percent by 2030.

[Assembly Bill 2188: Solar Permitting Efficiency Act](#)

Assembly Bill (AB) 2188, enacted in California in 2015, required local governments to adopt a solar ordinance by September 30, 2015 that creates a streamlined permitting process that conforms to the best practices for expeditious and efficient permitting of small residential rooftop solar systems. The act is designed to lower the cost of solar installations in California and further expand the accessibility of solar to more California homeowners. The bulk of the time and cost savings associated with a streamlined permitting process comes from the use of a standardized eligibility checklist and a simplified plan. This bill also shortens the number of days for those seeking Homeowner's Association (HOA) approval for a written denial of a proposed solar installation.



Governor's Low Carbon Fuel Standard (Executive Order #S-01-07)

Executive Order #S-01-07 establishes a statewide goal to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020 through establishment of a Low Carbon Fuel Standard. The Low Carbon Fuel Standard is incorporated into the State Alternative Fuels Plan and is one of the proposed discrete early action GHG reduction measures identified by the CARB pursuant to AB 32.

Senate Bill 97

Senate Bill (SB) 97 (Chapter 185, 2007) required OPR to develop recommended amendments to the State CEQA Guidelines for addressing greenhouse gas emissions. OPR prepared its recommended amendments to the State CEQA Guidelines to provide guidance to public agencies regarding the analysis and mitigation of greenhouse gas emissions and the effects of greenhouse gas emissions in draft CEQA documents. The Amendments became effective on March 18, 2010.

Senate Bill 375

SB 375 (Stats. 2008, ch. 728) (SB 375) was built on AB 32 (California's 2006 climate change law). SB 375's core provision is a requirement for regional transportation agencies to develop a Sustainable Communities Strategy (SCS) in order to reduce GHG emissions from passenger vehicles. The SCS is one component of the existing Regional Transportation Plan (RTP).

The SCS outlines the region's plan for combining transportation resources, such as roads and mass transit, with a realistic land use pattern, in order to meet a State target for reducing GHG emissions. The strategy must take into account the region's housing needs, transportation demands, and protection of resource and farmlands.

Additionally, SB 375 modified the State's Housing Element Law to achieve consistency between the land use pattern outlined in the SCS and the Regional Housing Needs Assessment allocation. The legislation also substantially improved cities' and counties' accountability for carrying out their housing element plans.

Finally, SB 375 amended CEQA (Pub. Resources Code, Section 21000 et seq.) to ease the environmental review of developments that help reduce the growth of GHG emissions.

Executive Order B-30-15

On April 29, 2015, Governor Brown issued EO B-30-15, which establishes a State GHG reduction target of 40 percent below 1990 levels by 2030. The new emission reduction target provides for a mid-term goal that would help the State to continue on course from reducing GHG emissions to 1990 levels by 2020 (per AB 32) to the ultimate goal of reducing emissions 80 percent under 1990 levels by 2050 (per EO S-03-05). This is in line with the scientifically established levels needed in the U.S. to limit global warming below two degrees Celsius – the warming threshold at which scientists say there will likely be major climate disruptions. EO B-30-15 also addresses the need for climate adaptation and directs State government to:

- Incorporate climate change impacts into the State's Five-Year Infrastructure Plan;



- Update the Safeguarding California Plan, the State climate adaptation strategy, to identify how climate change will affect California infrastructure and industry and what actions the State can take to reduce the risks posed by climate change;
- Factor climate change into State agencies' planning and investment decisions; and
- Implement measures under existing agency and departmental authority to reduce GHG emissions.

Advanced Clean Cars Program

In January 2012, CARB approved the Advanced Clean Cars program which combines the control of GHG emissions and criteria air pollutants, as well as requirements for greater numbers of zero-emission vehicles, into a single package of standards for vehicle model years 2017 through 2025. The new rules strengthen the GHG standard for 2017 models and beyond. This will be achieved through existing technologies, the use of stronger and lighter materials, and more efficient drivetrains and engines. The program's zero-emission vehicle regulation requires battery, fuel cell, and/or plug-in hybrid electric vehicles to account for up to 15 percent of California's new vehicle sales by 2025. The program also includes a clean fuels outlet regulation designed to support the commercialization of zero-emission hydrogen fuel cell vehicles planned by vehicle manufacturers by 2015 by requiring increased numbers of hydrogen fueling stations throughout the State. The program will have significant energy demand implications as battery, fuel cell, and/or plug-in hybrid electric vehicle sales increase overtime, creating new demand for electricity services both in residential and commercial buildings (e.g., charging stations) as well as demand for new EV and hydrogen fuel cell charging stations. The number of stations will grow as vehicle manufacturers sell more fuel cell vehicles. According to the CARB, by 2025, when the rules will be fully implemented, the Statewide fleet of new cars and light trucks will emit 34 percent fewer global warming gases and 75 percent fewer smog-forming emissions than the Statewide fleet in 2016.

California Building Energy Efficiency Standards

Title 24, Part 6 of the California Code of Regulations, known as the Building Energy Efficiency Standards (Standards), was established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. On January 1, 2010, the California Building Standards Commission adopted CALGreen and became the first state in the United States to adopt a statewide green building standards code.

The 2022 California Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6), commonly referred to as "Title 24," became effective on January 1, 2023. In general, Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. The Standards are divided into three basic sets. First, there is a basic set of mandatory requirements that apply to all buildings. Second, there is a set of performance standards – the energy budgets – that vary by climate zone (of which there are 16 in California) and building type; thus, the Standards are tailored to local conditions. Finally, the third set constitutes an alternative to the performance standards, which is a set of prescriptive packages that are basically a recipe or a checklist compliance approach.



The CEC estimates that the 2022 Title 24 standards will reduce 10 million metric tons of GHG over 30 years (CEC 2021). When compared to the 2019 Title 24 standards, the 2022 update focuses on: encouraging electric heat pump technology and use; establishing electric-ready requirements when natural gas is installed; expanding solar photovoltaic (PV) system and battery storage standards; and strengthening ventilation standards to improve indoor air quality.

[California Green Building Standards \(CALGreen\)](#)

The 2022 California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as CALGreen, went into effect on January 1, 2023. CALGreen is the first-in-the-nation mandatory green buildings standards code. The California Building Standards Commission developed CALGreen in an effort to meet the State's landmark initiative Assembly Bill (AB) 32 goals, which established a comprehensive program of cost-effective reductions of greenhouse gas (GHG) emissions to 1990 levels by 2020. CALGreen was developed to (1) reduce GHG emissions from buildings; (2) promote environmentally responsible, cost-effective, and healthier places to live and work; (3) reduce energy and water consumption; and (4) respond to the environmental directives of the administration. CALGreen requires that new buildings employ water efficiency and conservation, increase building system efficiencies (e.g. lighting, heating/ventilation and air conditioning [HVAC], and plumbing fixtures), divert construction waste from landfills, and incorporate electric vehicles charging infrastructure. There is growing recognition among developers and retailers that sustainable construction is not prohibitively expensive, and that there is a significant cost-savings potential in green building practices and materials (U.S. Green Building Council 2022).

[Executive Order B-55-18](#)

EO B-55-18, issued by Governor Brown in September 2018, establishes a statewide goal to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net-negative emissions thereafter. The goal is an addition to the existing Statewide targets of reducing the State's GHG emissions.

[Senate Bill 1078 \(2002\), Senate Bill 107 \(2006\), Executive Order S-14-08 \(2008\), Senate Bill 350 \(2015\), and Senate Bill 100 \(2018\)](#)

SB 1078 established the Renewable Portfolio Standard (RPS) program, which required retail sellers of electricity to provide at least 20 percent of their supply from renewable sources by 2017. This goal has subsequently been accelerated several times. SB 107 changed the target date to 2010 and Executive Order S-14-08 expanded the State's RPS to 33 percent renewable power by 2020. SB 350 expanded the RPS by requiring retail seller and publicly owned utilities to procure 50 percent of their electricity from eligible renewable energy resources by 2030, with interim goals of 40 percent by 2024 and 45 percent by 2027. SB 100 accelerated and expanded the standards set forth in SB 350 by updating the RPS program to 50 percent eligible renewable energy resources by 2025 and 60 percent by 2030. In addition, SB 100 sets a 100 percent clean, zero carbon, and renewable energy policy for California's electricity system by 2045.

[Assembly Bill 939, Assembly Bill 341, and Assembly Bill 1826](#)

The Integrated Solid Waste Management Act of 1989 (AB 939) (California Public Resources Code Section 40050 et seq.) established an integrated waste management system that focuses on source reduction, recycling, composting, and land disposal of waste. AB 939 requires every city and county in California to



divert 50 percent of its waste from landfills whether through waste reduction, recycling, or other means. AB 341, which took effect on July 1, 2012, amended the California Integrated Waste Management Act of 1989 to set California’s recycling goal of 75 percent by the year 2020. AB 1826 requires recycling of organic matter by businesses generating such wastes in amounts over certain thresholds. AB 1826 also requires that local jurisdictions implement an organic waste recycling program to divert organic waste generated by businesses and multi-family developments that consist of five or more units.

[Senate Bill 1383](#)

SB 1383, issued by Governor Brown in September 2016, set Statewide methane emissions reduction targets to reduce emissions of short-lived climate pollutants (SLCP). The SLCPs included under this bill – including methane, fluorinated gases, and black carbon – are GHGs that are much more potent than carbon dioxide and can have detrimental effects on human health and climate change. SB 1383 requires the CARB to adopt a strategy to reduce methane by 40 percent, hydrofluorocarbon gases by 40 percent, and anthropogenic black carbon by 50 percent below 2013 levels by 2030. The methane emission reduction goals include a 75 percent reduction in the level of statewide disposal of organic waste from 2014 levels by 2025.

[Senate Bill 379](#)

In 2015, SB 379 revised California Government Code Section 65302 et seq. to require that cities and counties update their safety elements to address climate adaptation and resiliency strategies applicable to their jurisdiction. The updates are required at the next update of their local hazard mitigation plan (LHMP) on or after January 1, 2017. Local jurisdictions without an LHMP must update their safety elements beginning on or before January 1, 2022. The safety element update must include a vulnerability assessment identifying the risks that climate change poses to the local jurisdiction, and feasible implementation strategies to protect the community.

[Assembly Bill 1279](#)

Assembly Bill 1279, passed in 2022, declares the State’s objective to achieve net zero greenhouse gas emissions as soon as possible, but no later than 2045, and to achieve and maintain net negative greenhouse gas emissions thereafter. This is in addition to, and does not replace or supersede, Statewide greenhouse gas emissions reduction targets.

[Cap-and-Trade Program](#)

The Climate Change Scoping Plan identifies a Cap-and-Trade Program as a key strategy CARB would employ to help California meet its GHG reduction targets for 2020 and 2030, and ultimately achieve an 80 percent reduction from 1990 levels by 2050. Pursuant to its authority under HSC Division 25.5, CARB designed and adopted a California Cap-and-Trade Program to reduce GHG emissions from major sources (deemed “covered entities”) by setting a firm cap on statewide GHG emissions and employing market mechanisms to achieve the State’s emission-reduction mandate of returning to 1990 levels of emissions by 2020 and 40 percent below 1990 levels by 2030 (17 CCR §§95800 to 96023). Under the Cap-and-Trade Program, an overall limit is established for GHG emissions from capped sectors (e.g., electricity generation, petroleum refining, cement production, and large industrial facilities that emit more than 25,000 metric tons CO₂e per year), caps decline over time, and facilities subject to the cap can trade



permits to emit GHGs. The Statewide cap for GHG emissions from the capped sectors commenced in 2013 and declines over time, achieving GHG emission reductions throughout the Program's duration (17 CCR §§95800 to 96023). On July 17, 2017 the California legislature passed AB 398, extending the Cap-and-Trade Program through 2030.

An inherent feature of the Cap-and-Trade Program is that it does not guarantee GHG emissions reductions in any discrete location or by any particular source. Rather, GHG emissions reductions are only guaranteed on a statewide basis.

If California's direct regulatory measures reduce GHG emissions more than expected, then the Cap-and-Trade Program would be responsible for relatively fewer emissions reductions. If California's direct regulatory measures reduce GHG emissions less than expected, then the Cap-and-Trade Program would be responsible for relatively more emissions reductions. In other words, the Cap-and-Trade Program functions similarly to an insurance policy for meeting California's GHG emissions reduction mandates.

LOCAL

[South Coast Air Quality Management District](#)

The South Coast Air Quality Management District (SCAQMD) adopted a Policy on Global Warming and Stratospheric Ozone Depletion in April 1990. The policy commits the SCAQMD to consider global impacts in rulemaking and in drafting revisions to the Air Quality Management Plan (AQMP). In March 1992, the SCAQMD Governing Board reaffirmed this policy and adopted amendments to the policy to include the following directives:

- Phase out the use and corresponding emissions of CFCs, methyl chloroform (1,1,1-trichloroethane or TCA), carbon tetrachloride, and halons by December 1995;
- Phase out the large quantity use and corresponding emissions of HCFCs by the year 2000;
- Develop recycling regulations for HCFCs (e.g., SCAQMD Rules 1411 and 1415);
- Develop an emissions inventory and control strategy for methyl bromide; and
- Support the adoption of a California GHG emission reduction goal.

The legislative and regulatory activity detailed above is expected to require significant development and implementation of energy efficient technologies and shifting of energy production to renewable sources.

[SCAG's Connect SoCal: Regional Transportation Plan/Sustainable Communities Strategy \(RTP/SCS\)](#)

Southern California Association of Governments (SCAG) is the metropolitan planning organization (MPO) for the region in which the City of Lawndale is located. In 2020, SCAG adopted Connect SoCal, the 2020-2045 RTP/SCS, which is an update to the previous 2016 RTP/SCS. The 2020 RTP/SCS considers the role of transportation in the broader context of economic, environmental, and quality-of-life goals for the future, identifying regional transportation strategies to address mobility needs. The 2020 RTP/SCS describes how the region can attain the GHG emission-reduction targets set by CARB by achieving a 19 percent reduction by 2035 compared to the 2005 level.



SCAG's 2020 RTP/SCS builds on the land use policies that were incorporated into the 2016 RTP/SCS, and provides specific strategies for successful implementation. These strategies include implementing the Sustainable Communities Program (SCP) – Housing and Sustainable Development (HSD) which will both accelerate housing production as well as enable implementation of the Sustainable Communities Strategy of Connect SoCal; encouraging use of active transportation, or human powered transportation such as bicycles, tricycles, wheelchairs, electric wheelchairs/scooters, skates, and skateboards; and supporting alternative fueled vehicles. The 2020 RTP/SCS overall land use pattern reinforces the trend of focusing new housing and employment in infill areas well served by transit.

In addition, the 2020 RTP/SCS includes goals and strategies to promote active transportation and improve transportation demand management (TDM). The 2020 RTP/SCS strategies support local planning and projects that serve short trips, increase access to transit, expand understanding and consideration of public health in the development of local plans and projects, and support improvements in sidewalk quality, local bike networks, and neighborhood mobility areas. The 2020 RTP/SCS proposes to better align active transportation investments with land use and transportation strategies, increase competitiveness of local agencies for Federal and State funding, and to expand the potential for all people to use active transportation.

[South Coast Air Quality Management District Air Quality Management Plan](#)

The South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP) is the regional blueprint for achieving air quality standards in the South Coast Air Basin, an area that includes Orange County and the non-desert portions of Los Angeles, Riverside and San Bernardino counties. Through a combination of regulatory and incentive approaches via partnerships at all levels of government, healthy air quality is within reach.

SCAQMD approved the Final 2022 AQMP on December 2, 2022. The Final 2022 AQMP builds upon measures already in place from previous AQMPs to reduce air pollution and meet the Federal ozone standard established by the U.S. EPA in 2015. It includes a variety of additional actions and strategies such as regulation, accelerated deployment of available cleaner technologies (e.g., zero emission emissions technologies, when cost-effective and feasible, and low NO_x technologies in other applications), best management practices, co-benefits from existing programs (e.g., climate and energy efficiency), incentives, and other Clean Air Act measures to achieve the 2015 8-hour ozone standard.

[South Bay Bicycle Master Plan: Draft Final Plan](#)

The South Bay Bicycle Master Plan (August 2011) is intended to guide the development and maintenance of a comprehensive bicycle network and set of programs and policies throughout the cities of El Segundo, Gardena, Hermosa Beach, Lawndale, Manhattan Beach, Redondo Beach, and Torrance over a period of 20 years. The Plan recommends programs meant to promote and increase bicycle ridership for all levels of ability across the South Bay.

[City of Lawndale Climate Action Plan](#)

The City of Lawndale, in cooperation with the South Bay Cities Council of Governments, has developed a Climate Action Plan (CAP) to reduce GHG emissions within the City. The City's CAP serves as a guide for action by setting GHG emission reduction goals and establishing strategies and policies to achieve desired



outcomes over a 20-year period (2035). The CAP identifies community-wide strategies to conserve energy and reduce GHG emissions from a range of sources within the jurisdiction, including transportation, land use, energy generation and consumption, water, and waste.

5.8.4 SIGNIFICANCE CRITERIA AND THRESHOLDS

Appendix G of the California Environmental Quality Act (CEQA) Guidelines contains the Initial Study Environmental Checklist, which includes questions related to climate change-related impacts:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment (refer to Impact Statement GHG-1); or
- Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases (refer to Impact Statement GHG-1).

ANALYSIS APPROACH AND METHODOLOGY

Cumulative impacts are the collective impacts of one or more past, present, and future projects that, when combined, result in adverse changes to the environment. In determining the significance of a project's contribution to anticipated adverse future conditions, a lead agency should generally undertake a two-step analysis. The first question is whether the *combined* effects from *both* the proposed Project *and* other projects would be cumulatively significant. If the agency answers this inquiry in the affirmative, the second question is whether "the project's *incremental* effects are cumulatively considerable" and thus significant in and of themselves. The cumulative global project list for this issue (climate change) comprises anthropogenic (i.e., human-made) GHG emissions sources across the globe. No project alone would reasonably be expected to contribute to a noticeable incremental change to the global climate, but rather effects are shown to be caused by the cumulative emissions from across the globe. However, legislation and executive orders on the subject of climate change in California have established a statewide context and process for developing an enforceable statewide cap on GHG emissions. Given the nature of environmental consequences from GHGs and global climate change, CEQA requires that lead agencies consider evaluating the cumulative impacts of GHGs. Small contributions to this cumulative impact (from which significant effects are occurring and are expected to worsen over time) may be potentially considerable and, therefore, significant.

OPR recommends that lead agencies under CEQA create a plan to reduce GHG emissions that meets the goals of both CEQA and general plans. OPR states that the GHG emissions reduction plan can be either a stand-alone CAP or directly part of the general plan. The City of Lawndale, in cooperation with the South Bay Cities Council of Governments, developed a Climate Action Plan (CAP) in 2017 to reduce GHG emissions within the City of Lawndale. The City's CAP serves as a guide for action by setting GHG reduction goals and establishing strategies and policy to achieve desired outcomes.

Quantitative disclosure of the Project's GHG emissions is provided below. Additionally, an analysis of the proposed Project's consistency with the City of Lawndale CAP and the California Statewide 2030 GHG emissions target of 40 percent below 1990 levels by 2030 (as encapsulated by SB 32), as well as a qualitative analysis of the Project's consistency with the California statewide net zero target by 2045 (as encapsulated in AB 1279), is also provided.



5.8.5 IMPACTS AND MITIGATION MEASURES

GHG-1: Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Impact Analysis: Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. Implementation of the General Plan Update would contribute to increases of GHG emissions that are associated with global climate change. Estimated GHG emissions attributable to future development would be primarily associated with increases of CO₂ and other GHG pollutants, such as methane (CH₄) and nitrous oxide (N₂O), from mobile sources and utility usage.

PROJECT GREENHOUSE GAS EMISSIONS

Construction Emissions

Potential future development associated with implementation of the General Plan Update would generate GHGs during the construction and operational phases of the Project. The proposed Project’s primary source of construction-related GHGs would result from emissions of CO₂ associated with individual development projects’ construction and worker vehicle trips; refer to Table 5.8-1, Construction GHG Emissions (Metric Tons/Year). Additionally, site-specific development would likely require limited demolition and grading, and would also include site preparation, paving, building construction, and architectural coating phases. Construction was assumed to occur starting in year 2023 and ending in year 2045.¹ Since specific development projects are not currently proposed, default parameters were used for construction activities, except for the construction schedule, which was adjusted to reflect the buildout year of 2045. See Appendix C, Air Quality, Energy and Greenhouse Gas Emissions Modeling Data, for more detail.

**Table 5.8-1
Construction GHG Emissions (Metric Tons/Year)**

Year	Bio-CO ₂	NBio-CO ₂	Total CO ₂	CH ₄	N ₂ O	R	CO ₂ e
Maximum	0	35,703	35,703	1.53	2.66	50.7	36,584

Source: CalEEMod version 2022.1

As shown in Table 5.8-1, Project construction-related activities would generate a maximum of approximately 36,584 MTCO₂e of GHG emissions in a single year. Total GHG emissions construction-related activities would be approximately 677,483, over the entire course of construction (assumed to start in year 2023 and end in year 2045. See Appendix C, Air Quality, Energy and Greenhouse Gas Emissions

¹ Although construction associated with the Project is not anticipated to start until year 2025, year 2023 was used as a starting year for the purposes of modeling for the sake of a conservative analysis, since earlier construction years use less efficient on- and off-road construction equipment, compared with later years.



Modeling Data, for more detail. Once construction is complete, the generation of construction-related GHG emissions would cease.

Operational Emissions

The operational phase of future development associated with implementation of the proposed Project would generate GHGs primarily from the individual development’s operational vehicle trips and building energy (electricity and natural gas) usage; refer to Table 5.8-2, Operational GHG Emissions 2040 (Metric Tons/Year). Other sources of GHG emissions would be minimal.

**Table 5.8-2
Operational GHG Emissions 2045 (Metric Tons/Year)**

Category	Bio-CO ₂	NBio-CO ₂	Total CO ₂	CH ₄	N ₂ O	R	CO ₂ e
Area	0	511	511	0.02	0	0	513
Energy	0	80,808	80,808	8.31	0.56	0	81,184
Mobile	0	107,424	107,424	4.29	4.45	12.4	108,869
Waste	211	0	2,111	211	0	0	7,385
Water	529	3,213	3,742	54.7	1.34	0	5,509
Refrigerants	0	0	0	0	0	44.5	44.5
Total	2,640	191,956	194,596	278	6.35	56.9	203,504

Source: CalEEMod version 2022.1

As shown in Table 5.8-2, Project operational GHG emissions would total approximately 203,504 MTCO₂e annually. The Lawndale General Plan Update includes goals, policies, and actions to reduce GHG emissions, as provided below. The proposed Project would provide for more residential, commercial, and mixed-use development in proximity to each other, as well as in proximity to transit. Further, Project implementation would provide for a denser urban environment with improved amenities that support active (non-motorized) transportation opportunities within the Planning Area. Accordingly, as discussed further below, the Project is consistent with plans and policies designed to achieve the State’s GHG reduction goals. However, it cannot be guaranteed that construction and operational emissions would result in a less than significant impact with regards to GHG impacts, as discussed in further detail below.

CONSISTENCY WITH APPLICABLE GHG PLANS, POLICIES, OR REGULATIONS

Lawndale Climate Action Plan - Community GHG Emissions Inventory, Forecasts, and Targets

The following summarizes the Lawndale’s CAP’s quantification of baseline GHG emissions, the establishment of GHG emissions targets that demonstrate a level which the contribution of GHG emissions from activities covered by the CAP would not be cumulatively considerable, and forecasts for future year GHG emissions. These analyses and results are provided in the CAP and are briefly summarized below.

GHG Emissions Inventory

The first step towards reducing GHG emissions is estimating the baseline and future expected emissions. These estimates are categorized by sources – commercial and residential energy, on-road transportation,



solid waste, water, wastewater, and off-road sources. The City completed inventories for 2005, 2007, 2010, and 2012. The baseline year is 2005, which means that the future emissions reductions will be measured against emissions that occurred in 2005.

Table 5.8-3, *City of Lawndale Community-wide GHG Emissions by Sector from 2005 to 2012*, provides a summary of the City's 2005 (baseline) and 2012 community inventories. As shown in Table 5.8-3, the transportation sector is the largest contributor to emissions.

Table 5.8-3
City of Lawndale Community-wide GHG Emissions by Sector from 2005 to 2012

Sector	2005	2012	% Change 2005 to 2012
On-Road Transportation	66,334	71,769	8.2%
Residential Energy	31,749	31,330	-1.3%
Commercial Energy	20,664	16,856	-18.4%
Solid Waste	5,456	3,442	-36.9%
Water	5,214	3,223	-38.2%
Off-Road Equipment	1,012	108	-89.3%
Wastewater	120	91	-24.2%
<i>Total</i>	130,549	126,819	-2.9%

Source: South Bay Cities Council of Governments, *City of Lawndale Climate Action Plan*, December 2017.

GHG Emissions Forecasts and Reduction Target

Emission estimates for future years are scenarios based on assumptions about the future. The 2020 Business As Usual 2020 BAU) scenario assumed that no new policies, plans, programs, or regulations designed to reduce GHG emissions will be adopted". The 2020 and 2035 Adjusted Business As Usual (ABAU) scenarios, in comparison, do take into account the expected reduction impacts resulting from Federal and State mandated laws such as higher vehicle fuel efficiency standards and increases in the percentage of renewable energy production.

In 2015, the City set GHG emission reduction goals consistent with the State's AB 32 GHG emission reduction targets. The City's target was calculated as a 15 percent decrease from 2005 levels by 2020 as recommended in the State AB 32 Scoping Plan. A longer-term goal was established for 2035 to reduce emissions by 49 percent below 2005 levels. These goals put the City on a path towards helping the State meet its long-term 2050 goal to reduce emissions by 80 percent below 1990 levels.

GHG Reduction Measures

The City of Lawndale CAP includes a large array of strategies to reduce GHG emissions. These strategies include:



- Land Use and Transportation: Facilitate pedestrian and neighborhood development and identify ways to reduce automobile emissions including supporting zero emission vehicle infrastructure, improving pedestrian and bicycle infrastructure, enhancing public transit service, and supporting reductions in single-occupancy vehicle use.
- Energy Efficiency: Emphasize energy efficiency retrofits for existing buildings, energy performance requirements for new construction, water efficient landscaping, financing programs that will allow home and business owners to obtain low-interest loans for implementing energy efficiency in their buildings.
- Solid Waste: Focus on increasing waste diversion and encouraging participation in recycling and composting throughout the community.
- Urban Greening: Contain measures that create “carbon sinks” as they store GHG emissions that are otherwise emitted into the atmosphere as well as support health of the community.
- Energy Generation and Storage: Demonstrate the City’s commitment to support the implementation of clean, renewable energy while decreasing dependence on traditional, GHG emitting power sources.

Implementation and Monitoring

The City’s CAP is a policy-level document that guides the implementation of the climate action plan’s GHG reduction measures. On-going monitoring and reporting of GHG reduction impacts and their cost effectiveness will enable City staff to make regular adjustments to the CAP. The monitoring and implementation process should anticipate the possible need to adjust to unforeseen circumstances, incorporated innovative new technologies, and evolve with the advancing science of climate change. Measure-Tracking tools are ways for the City to monitor the reductions that result from the implementation of GHG reduction actions. The Climate Action Implementation Coordinator or the City Climate Action Team could be tasked to maintain records of reduction measure implementation; additionally, as funding is available, they could ensure that periodic updates to the emissions inventory are completed as a way to quantify GHG reductions. Conducting future inventories also allows the City to better assess their GHG emissions as better data and new methods for calculating reductions become available. Additionally, the City can continue to receive assistance from the SBCCOG for their implementation and monitoring efforts.

Project Consistency with City of Lawndale CAP

Proposed General Plan Update Resources Management Element Action RM-4a would require the City to implement the local GHG reduction measures identified in the City of Lawndale Climate Action Plan (CAP), participate in future updates of the SBCCOG Climate Action Plan, and perform on-going monitoring and reporting of GHG reduction impacts, as well as to develop a Climate Action Team to support and guide the City’s efforts to conserve energy and reduce emissions, and work with the SBCCOG and/or other local, regional, State, and Federal agencies or utility to obtain funding necessary to implement, monitor, and report the CAP measures.



While the reduction of GHG emissions puts the City on the path to achieve its long-term emissions targets, since the CAP was developed in 2017, prior to AB 1279, the City would need additional actions to keep the City on a path that aligns with the State of California's longer-term goal for 2045.

2022 Scoping Plan Consistency

The goal to reduce GHG emissions to 1990 levels by 2020 (Executive Order S-3-05) was codified by the California Legislature as AB 32. In 2008, CARB approved a Scoping Plan as required by AB 32. The Scoping Plan has a range of GHG reduction actions which include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms such as a cap-and-trade system, and an AB 32 implementation fee to fund the program. The 2022 Scoping Plan identifies additional GHG reduction measures necessary to achieve the 2030 target, as well as to achieve the State's target of carbon neutrality by year 2045, as encapsulated by AB 1279. These measures build upon those identified in the previous Scoping Plan updates. Although a number of these measures are currently established as policies and measures, some measures have not yet been formally proposed or adopted. It is expected that these measures or similar actions to reduce GHG emissions will be adopted subsequently as required to achieve Statewide GHG emissions targets.

Table 5.8-4, *Project Consistency with the 2022 Scoping Plan*, summarizes the Project's consistency with applicable policies and measures of the 2022 Scoping Plan. As indicated in Table 5.8-4, the Project would not conflict with any of the provisions of the 2022 Scoping Plan and would support four of the action categories through energy efficiency, water conservation, recycling, and landscaping.



**Table 5.8-4
Project Consistency with the 2022 Scoping Plan**

Sector/Source	Category/Description	Consistency Analysis
Area		
SCAQMD Rule 445 (Wood Burning Devices)	Restricts the installation of wood-burning devices in new development.	<u>Mandatory Compliance</u> . Approximately 15 percent of California’s major anthropogenic sources of black carbon include fireplaces and woodstoves. ¹ The Project would not include hearths (woodstove and fireplaces) as mandated by this rule.
Energy		
California Renewables Portfolio Standard, Senate Bill 350 (SB 350) and Senate Bill 100 (SB 100)	Increases the proportion of electricity from renewable sources to 33 percent renewable power by 2020. SB 350 requires 50 percent by 2030. SB 100 requires 44 percent by 2024, 52 percent by 2027, and 60 percent by 2030. It also requires the State Energy Resources Conservation and Development Commission to double the energy efficiency savings in electricity and natural gas final end uses of retail customers through energy efficiency and conservation.	<u>No Conflict</u> . The Project would utilize electricity provided by Southern California Edison (SCE), which is required to meet the 2020, 2030, 2045, and 2050 performance standards. In 2018, 31 percent of SCE’s electricity came from renewable resources. ² By 2030 SCE plans to achieve 80 percent carbon-free energy. ³
All Electric Appliances for New Residential and Commercial Buildings (AB 197)	All electric appliances beginning 2026 (residential) and 2029 (commercial), contributing to 6 million heat pumps installed statewide by 2030.	<u>Mandatory Compliance</u> . Project-specific plans would be required to demonstrate that only all electric appliances would be installed for residential land uses starting in 2026, and for commercial uses starting in 2029, consistent with this requirement.
California Code of Regulations, Title 24, Building Standards Code	Requires compliance with energy efficiency standards for residential and nonresidential buildings.	<u>Mandatory Compliance</u> . Future development associated with Project implementation would be required to meet the applicable requirements of the adopted Title 24 Building Energy Efficiency Standards, including installation of rooftop solar panels and additional CALGreen requirements (see discussion under CALGreen Code requirements below).



Table 5.8-4 (continued)
Project Consistency with the 2022 Scoping Plan

Sector/Source	Category/Description	Consistency Analysis
<p>California Green Building Standards (CALGreen) Code Requirements</p>	<p>All bathroom exhaust fans are required to be ENERGY STAR compliant.</p>	<p><u>Mandatory Compliance.</u> Project-specific construction plans would be required to demonstrate that energy efficiency appliances, including bathroom exhaust fans, and equipment are ENERGY STAR compliant.</p>
	<p>HVAC system designs are required to meet American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) standards.</p>	<p><u>Mandatory Compliance.</u> Project-specific construction plans would be required to demonstrate that the HVAC system meets the ASHRAE standards.</p>
	<p>Air filtration systems are required to meet a minimum efficiency reporting value (MERV) 8 or higher.</p>	<p><u>Mandatory Compliance.</u> Specific development projects would be required to install air filtration systems (MERV 8 or higher) as part of its compliance with the adopted Title 24 Building Energy Efficiency Standards.</p>
	<p>Refrigerants used in newly installed HVAC systems shall not contain any chlorofluorocarbons.</p>	<p><u>Mandatory Compliance.</u> Specific development projects would be required to meet this requirement as part of its compliance with the CALGreen Code.</p>
	<p>Parking spaces shall be designed for carpool or alternative fueled vehicles. Up to eight percent of total parking spaces is required for such vehicles.</p>	<p><u>Mandatory Compliance.</u> Specific development projects would be required to meet this requirement as part of its compliance the CALGreen Code.</p>
<p>Mobile Sources</p>		
<p>Mobile Source Strategy (Cleaner Technology and Fuels)</p>	<p>Reduce GHGs and other pollutants from the transportation sector through transition to zero-emission and low-emission vehicles, cleaner transit systems, and reduction of vehicle miles traveled.</p>	<p><u>Consistent.</u> The Project would be consistent with this strategy by supporting the use of zero-emission and low-emission vehicles; refer to CALGreen Code discussion above.</p>
<p>Senate Bill (SB) 375</p>	<p>SB 375 establishes mechanisms for the development of regional targets for reducing passenger vehicle GHG emissions. Under SB 375, CARB is required, in consultation with the State’s Metropolitan Planning Organizations, to set regional GHG reduction targets for the passenger vehicle and light-duty truck sector for 2020 and 2035.</p>	<p><u>Consistent.</u> As demonstrated in <u>Table 5.8-5</u>, the Project would comply with the Southern California Association of Governments (SCAG) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS), and therefore, the Project would be consistent with SB 375.</p>



Table 5.8-4 (continued)
Project Consistency with the 2022 Scoping Plan

Sector/Source	Category/Description	Consistency Analysis
Water		
CCR, Title 24, Building Standards Code	Title 24 includes water efficiency requirements for new residential and non-residential uses.	<u>Mandatory Compliance</u> . Refer to the discussion under the adopted Title 24 Building Standards Code and CALGreen Code, above.
Water Conservation Act of 2009 (Senate Bill X7-7)	The Water Conservation Act of 2009 sets an overall goal of reducing per capita urban water use by 20 percent by December 31, 2020. Each urban retail water supplier shall develop water use targets to meet this goal. This is an implementing measure of the Water Sector of the AB 32 Scoping Plan. Reduction in water consumption directly reduces the energy necessary and the associated emissions to convey, treat, and distribute the water; it also reduces emissions from wastewater treatment.	<u>Consistent</u> . Refer to the discussion under the adopted Title 24 Building Standards Code and CALGreen Code, above. Also, refer to <u>Section 5.10, Hydrology and Water Quality</u> .
Solid Waste		
California Integrated Waste Management Act (IWMA) of 1989 and Assembly Bill (AB) 341	The IWMA mandates that State agencies develop and implement an integrated waste management plan which outlines the steps to divert at least 50 percent of solid waste from disposal facilities. AB 341 directs the California Department of Resources Recycling and Recovery (CalRecycle) to develop and adopt regulations for mandatory commercial recycling and sets a Statewide goal for 75 percent disposal reduction by the year 2020.	<u>Mandatory Compliance</u> . The Project would be required to comply with AB 341 which requires multifamily residential dwelling of five units or more to arrange for recycling services. This would reduce the overall amount of solid waste disposed of at landfills. The decrease in solid waste would in return decrease the amount of methane released from decomposing solid waste.
<p>Notes:</p> <ol style="list-style-type: none"> California Air Resources Board, <i>California's 2017 Climate Change Scoping Plan</i>, Figure 4: California 2013 Anthropogenic Black Carbon Emission Sources, November 2017. California Energy Commission, <i>2018 Power Content Label Southern California Edison</i>, https://www.energy.ca.gov/sites/default/files/2020-01/2018_PCL_Southern_California_Edison.pdf, accessed June 24, 2020. Southern California Edison, <i>The Clean Power and Electrification Pathway</i>, https://newsroom.edison.com/internal_redirect/cms.ipressroom.com.s3.amazonaws.com/166/files/20187/g17-pathway-to-2030-white-paper.pdf, accessed June 24, 2020. California Energy Commission, <i>2013 California Energy Efficiency Potential and Goals Study</i>, Appendix Volume I, August 15, 2013. 		



AB 1279 Consistency

Assembly Bill 1279, passed in 2022, declares the State’s objective to achieve net zero greenhouse gas emissions as soon as possible, but no later than 2045, and to achieve and maintain net negative greenhouse gas emissions thereafter. This is in addition to, and does not replace or supersede, Statewide greenhouse gas emissions reduction targets. CARB’s 2022 Scoping Plan is designed to ensure the State would meet the State’s GHG emissions goals as encapsulated in AB 1279. As described above, the proposed Project would not conflict with any of the provisions of the 2022 Scoping Plan and would support four of the action categories through energy efficiency, water conservation, recycling, and landscaping. However, although the Project would not conflict with the 2022 Scoping Plan, this is not sufficient to ensure that individual development projects associated with the proposed Project would be consistent with the net zero greenhouse gas emissions target encapsulated by AB 1279. Therefore, since full consistency between the proposed Project and AB 1279 cannot be ensured at this programmatic level of analysis, implementation of the proposed Project could result in a significant impact on the environment due to the release of GHGs.

SCAG RTP/SCS Consistency

On September 3, 2020, SCAG’s Regional Council adopted Connect SoCal (2020-2045 Regional Transportation Plan/Sustainable Communities Strategy [2020 RTP/SCS]). The 2020 RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The 2020 RTP/SCS embodies a collective vision for the region’s future and is developed with input from local governments, county transportation commissions, tribal governments, nonprofit organizations, businesses, and local stakeholders in the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. SCAG’s 2020 RTP/SCS establishes GHG emissions goals for automobiles and light-duty trucks for 2020 and 2035 as well as an overall GHG target for the Project region consistent with both the target date of AB 32 and the post-2020 GHG reduction goals of Executive Orders 5-03-05 and B-30-15.

The 2020 RTP/SCS contains over 4,000 transportation projects, ranging from highway improvements, railroad grade separations, bicycle lanes, new transit hubs and replacement bridges. These future investments were included in county plans developed by the six county transportation commissions and seek to reduce traffic bottlenecks, improve the efficiency of the region’s network, and expand mobility choices for everyone. The RTP/SCS is an important planning document for the region, allowing project sponsors to qualify for Federal funding.

The plan accounts for operations and maintenance costs to ensure reliability, longevity, and cost effectiveness. The 2020 RTP/SCS is also supported by a combination of transportation and land use strategies that help the region achieve State GHG emissions reduction goals and Federal Clean Air Act (FCAA) requirements, preserve open space areas, improve public health and roadway safety, support our vital goods movement industry, and utilize resources more efficiently. GHG emissions resulting from development-related mobile sources are the most potent source of emissions, and therefore Project comparison to the 2020 RTP/SCS is an appropriate indicator of whether the Project would inhibit the post-2020 GHG reduction goals promulgated by the State. The Project’s consistency with the 2020 RTP/SCS goals is analyzed in detail in Table 5.8-5, Project Consistency with the 2020-2045 RTP/SCS.



As depicted in [Table 5.8-5](#), the Project would be consistent with the 2020 RTP/SCS through various polices. The General Plan Update’s goals, policies, and actions would support development that is encouraged by the 2020 RTP/SCS to reduce VMT and expand multi-modal transportation options in order for the region to achieve GHG reductions from the land use and transportation sectors required by SB 375, which, in turn, advances the State’s long-term climate policies. By furthering implementation of SB 375, the General Plan Update supports regional land use and transportation GHG reductions consistent with State regulatory requirements. Therefore, the Project would be consistent with the GHG reduction-related actions and strategies contained in the 2020 RTP/SCS.

**Table 5.8-5
Project Consistency with the 2020-2045 RTP/SCS**

SCAG Goals	Consistency Analysis
Goal 1: Encourage regional economic prosperity and global competitiveness.	<u>Consistent.</u> The proposed Project would provide for increased residential development at higher densities in proximity to areas served by transit, jobs and services, which would promote economic prosperity and development of the Planning Area in an orderly and market-driven manner, consistent with local priorities.
Goal 2: Improve mobility, accessibility, reliability, and travel safety for people and goods.	<u>Consistent.</u> Although this Project is not a transportation improvement project, the Project would allow for infill development in locations near existing transit routes, goods and services. The availability of public transportation and the focus on increasing density relative to the existing public transportation, enables Project implementation to reduce VMT per service population, and associated transportation-related emissions, compared to existing conditions and the existing land use plan for the Planning Area.
Goal 3: Enhance the preservation, security, and resilience of the regional transportation system.	<u>Not applicable.</u> This is not a transportation improvement project and is therefore not applicable.
Goal 4: Increase person and goods movement and travel choices within the transportation system.	<u>Not applicable.</u> This is not a transportation improvement project and is therefore not applicable. However, the Project would not reduce person and goods movement and travel choices within the transportation system.
Goal 5: Reduce greenhouse gas emissions and improve air quality.	<u>Consistent.</u> The Planning Area is located within an urban area. The location of the Planning Area within an urbanized area served by existing transit, and implementation of the proposed General Plan Update land uses and associated development potential, would reduce VMT per employee and VMT per capita compared to existing conditions, which would reduce GHG and air quality emissions.
Goal 6: Support healthy and equitable communities	<u>Consistent.</u> The Project would provide for more residential and commercial development in proximity to each other, as well as in proximity to existing transit. Further, Project implementation would provide for a denser urban environment with improved amenities that support active (non-motorized) transportation opportunities, including walking and bicycling within the Planning Area. Additionally, the Project would reduce VMT per employee and VMT per capita compared to existing conditions, which would reduce GHG and air quality emissions. Therefore, overall, the Project would support the goal of supporting healthy and equitable communities.



Table 5.8-5 (continued)
Project Consistency with the 2020-2045 RTP/SCS

SCAG Goals	Consistency Analysis
Goal 7: Adapt to a changing climate and support an integrated regional development pattern and transportation network.	<u>Not applicable.</u> This is not a project-specific policy and is therefore not applicable.
Goal 8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	<u>Not applicable.</u> This is not a project-specific policy and is therefore not applicable.
Goal 9: Encourage development of diverse housing types in areas that are supported by multiple transportation options.	<u>Consistent.</u> Implementation of the General Plan Update would allow for a variety of housing types at varying densities, especially within the Hawthorne Boulevard Specific Plan area, which would be supported by a variety of transportation options, including local bus routes.
Goal 10: Promote conservation of natural and agricultural lands and restoration of habitats.	<u>Not applicable.</u> The Planning Area is urbanized and fully developed. The Planning Area does not include any natural or agricultural lands.
Source: Southern California Association of Governments, Connect SoCal – The Regional Transportation Plan/Sustainable Communities Strategy, 2020.	

Compliance with applicable State standards would ensure consistency with State and regional GHG reduction planning efforts. The goals stated in the 2020 RTP/SCS were used to determine consistency with the planning efforts previously stated. As shown in [Table 5.8-5](#), the proposed Project would be consistent with the stated goals of the 2020 RTP/SCS. Therefore, the proposed Project would not result in any significant impacts or interfere with SCAG’s ability to achieve the region’s post-2020 mobile source GHG reduction targets.

Conclusion

In order to further reduce GHG emissions associated with buildout of the General Plan Update, the City has included numerous goals, policies and actions in the General Plan Update aimed at reducing GHG emissions and promoting sustainability in the Planning Area. The General Plan Update proposes goals, policies and actions that are specifically relevant to climate change and GHG emissions and energy consumption within the Planning Area. Specifically, the General Plan Update Resources Management Element includes Policy RM-4.1, which supports regional efforts, including those organized through the SCAQMD, SCAG, the SBCCOG, and CARB to implement the regional AQMP. Policy RM-4.3 aligns the City’s local GHG reduction targets with the statewide GHG reduction targets of AB 32, and aligns the City’s GHG reduction goal with the Statewide GHG reduction goal of Executive Order S-03-05. Policy RM-4.9 requires the City to consider and adopt new local policies and programs that would help to provide energy efficient alternatives to fossil fuel use and reduce consumption in order to reduce greenhouse gas emissions consistent with the local measures identified in the City of Lawndale Climate Action Plan. Additionally, Action RM-4a requires the City to Implement the local GHG reduction measures identified in the City of



Lawndale CAP, participate in future updates of the SBCCOG Climate Action Plan, and perform on-going monitoring and reporting of GHG reduction impacts, develop a Climate Action Team to support and guide the City's efforts to conserve energy and reduce emissions, and work with the SBCCOG and/or other local, Regional, State, and Federal agencies or utility to obtain funding necessary to implement, monitor, and report the CAP measures.

Furthermore, numerous policies and programs in the General Plan Update address sustainable development, which influence operational mobile, energy, and area-source emissions in the Planning Area. For example, the proposed Resource Management Element Policy RM-4.6 encourages and incentivizes higher density and mixed-use development opportunities within designated areas of the City to lessen the impacts of traffic congestion on local air quality. Additional policies and actions throughout the Land Use and Mobility Elements promote reductions in VMT through the mix and density of land uses, walkable neighborhood design, bicycle facilities and infrastructure, the expansion of trail networks, and public transportation facilities and infrastructure. Specifically, the proposed Land Use Element includes Policy LU-1.1 which promotes an appropriate land use plan that promotes efficient development and multiple transportation options. The proposed Mobility Element contains Policy M-3.1, which requires the City to apply Complete Streets principles to all transportation improvements projects (e.g. safety, intelligent transportation systems, roads and intersections widening, transit facilities); Policy M-3.2, which requires the City to pursue multi-modal connectivity; Policy M-5.3, which requires new developments to construct, when appropriate, transit facilities, including bus turn-outs, lighted bus shelters, and route information signage; Policy M-6.1, which requires the City to implement the South Bay Bicycle Master Plan within City limits to provide active transportation facilities that can serve as an alternative to automobiles; Policy M-6.2, which requires the City to coordinate with the South Bay Cities Council of Governments to promote local micromobility modes by implementing the Local Travel Network plan and supporting efforts to integrate the network with adjacent cities; Policy M-6.3, which requires the City to allow for modified sidewalk standards and encourage enhanced pedestrian amenities along Hawthorne Boulevard to reflect the corridors unique character and land use vision. While these policies and actions would further assist the City in reducing GHG emissions, the associated reduction of GHG emissions are not quantifiable. Because of this, the City cannot state with certainty whether implementation of the General Plan Update would meet the 2030 and 2045 community emissions targets.

Overall, the proposed Project would be required to comply with regulations imposed by the State of California and the SCAQMD aimed at the reduction of air pollutant emissions, as described above. While compliance with relevant regulations and implementation of the proposed General Plan Updates' goals, policies and actions would reduce GHG emissions, the associated reductions of GHG emissions are not quantifiable. Therefore, it cannot be guaranteed that the implementation of the General Plan Update, as well as the individual development projects associated with implementation of the proposed Project, would generate emissions consistent with the State's long-term goals for reducing GHG emissions in the State of California, particularly the net-zero target as promulgated under AB 1279. As such, the City cannot state with certainty whether implementation of the General Plan Update would meet the State's community emissions target. The proposed Project would have a cumulatively significant and unavoidable adverse impact in regards to greenhouse gas emissions.



Proposed General Plan Update Goals, Policies, and Actions:

LAND USE ELEMENT

- Policy LU-1.1: Sustainable Land Use Pattern.** Provide an appropriate land use plan that promotes efficient development; fosters and enhances community livability and public health; sustains economic vitality; promotes efficient development and multiple transportation options; reduces pollution, greenhouse gas emissions, and the expenditure of energy and other resources; and ensures compatibility between uses consistent with the land use designations identified in this Element and Land Use Map (LU-1).
- Policy LU-1.2 Balance Jobs and Housing.** Balance levels of employment and housing within the community to provide more opportunities for Lawndale residents to work locally, reduce commute times, and improve air quality.
- Policy LU-1.4: Commercial Corridors.** Encourage development of well-maintained, functional, and appropriate commercial, retail, and employment opportunities in stand-alone and mixed-use formats, particularly along Hawthorne Boulevard, major arterials, and at major intersections where there is maximum visibility and access.

MOBILITY ELEMENT

- Policy M-3.1: Complete Streets for Roadway Projects.** Apply Complete Streets principles to all transportation improvements projects (e.g. safety, intelligent transportation systems, roads and intersections widening, transit facilities).
- Policy M-3.2: Multimodal Connectivity.** Link activity centers, employment centers, public facilities, and schools to transit and active transportation facilities, wherever feasible.
- Policy M-5.1 Transit Use.** Support programs encouraging public transit use by people living in, working in, or visiting Lawndale.
- Policy M-5.2 Improve Local Public Transit Services.** Work with Metro, Lawndale Beat Bus, and other local public transit providers to plan and improve local transit service and transit facilities, including bus stops, in the City.
- Policy M-5.3: Transit Facilities.** Require new developments to construct, when appropriate, transit facilities, including bus turn-outs, lighted bus shelters, and route information signage.
- Action M-5a** Continue on-going coordination with transit authorities toward the expansion of transit facilities.
- Policy M-6.1: Bicycle Master Plan.** Implement the South Bay Bicycle Master Plan within City limits to provide active transportation facilities that can serve as an alternative to automobiles, including the Plan's facility recommendations as shown in Figure M-2.



- Policy M-6.2: Local Travel Network.** Coordinate with the South Bay Cities Council of Governments to promote local micromobility modes by implementing the Local Travel Network plan and supporting efforts to integrate the network with adjacent cities, as shown in Figure M-3.
- Policy M-6.3: Hawthorne Boulevard Sidewalks.** Allow for modified sidewalk standards and encourage enhanced pedestrian amenities along Hawthorne Boulevard to reflect the corridors unique character and land use vision.
- Policy M-6.4: Sidewalk and Bikeway Gaps.** Create a connected and complete active transportation network by identifying and eliminating gaps in sidewalks and bikeways.
- Policy M-6.5: Bicycle/Pedestrian Facilities at New Developments.** Require new residential and non-residential developments in the City to provide safe and attractive bicycle and pedestrian facilities, such as secure bicycle parking, pedestrian-scale lighting, street furniture, landscaping, and other improvements.
- Policy M-6.6: Effects of New Technologies on Active Transportation.** Monitor the development of mobility new technologies and the potential effects on designing a transportation network that accommodates all modes and users.
- Action M-6a** As part of development review and specific plans, review any existing gaps in active transportation infrastructure that inhibit mobility.
- Action M-6b** Implement the South Bay Bicycle Master Plan when roadways are being rehabilitated or resurfaced, as funding allows.
- Action M-6c** Review and update the City’s Municipal Code, as necessary to consider bicycle and pedestrian access as part of the site plan review for new development projects.
- Policy M-9.2: Transportation Demand Management.** Require transportation demand management (TDM) strategies as mitigation measures for new projects that exceed the City's thresholds Vehicle Miles Traveled impact thresholds.
- Policy M-9.3 Regional Coordination.** Encourage regional agencies such as Metro, South Coast Air Quality Management District (SCQAMD), and the South Bay Cities Council of Governments to promote TDM programs that reduce single occupancy vehicle travel.
- Policy M-9.4 New Development.** Work with developers to reduce greenhouse gas emissions and minimize congestion related to new development through improvements to the circulation system and on-site improvements that encourage public and active modes of travel.
- Action M-9a** Review and update the City’s Municipal Code and related implementation documents, as necessary, to reflect TDM best practices.
- Action M-9b** Require developments that are approved based on TDM plans to incorporate monitoring and enforcement of TDM targets as part of those plans.
-



RESOURCE MANAGEMENT ELEMENT

Goal RM-4: **Air Quality and Greenhouse Gas Emissions.** Improved air quality in Lawndale and the region through reductions in air pollutants and greenhouse gas (GHG) emissions.

Policy RM-4.1: Regional Cooperation. Support regional efforts, including those organized through the South Coast Air Quality Management District (SCAQMD), the Southern California Association of Governments (SCAG), the South Bay Cities Council of Governments (SBCCOG), and the California Air Resource Board (CARB) to implement the regional Air Quality Management Plan.

Policy RM-4.2: Measurement and Enforcement. Coordinate with the California Air Resources Board (CARB) and South Coast Air Quality Management District (SCAQMD) to support their ability to properly measure air quality at emission sources and enforce the standards of the Clean Air Act.

Policy RM-4.3: GHG Emissions. Align the City's local GHG reduction targets with the statewide GHG reduction targets of Assembly Bill 32, and align the City's GHG reduction goal with the statewide GHG reduction goal of Executive Order S-03-05.

Policy RM-4.4: Transportation Options. Promote alternative modes of transportation to reduce vehicular emissions and improve air quality. *(See Mobility Element)*

Policy RM-4.5: Walkability. Encourage pedestrian-scale development and pedestrian-friendly design features to reduce vehicle emissions. *(See Mobility Element)*

Policy RM-4.6: Land Use Planning. Encourage and incentivize higher density and mixed-use development opportunities within designated areas of the City to lessen the impacts of traffic congestion on local air quality. *(See Land Use Element)*

Policy RM-4.7: Sensitive Receptors. Insulate sensitive receptors from areas of heightened air quality pollution by utilizing land use planning to buffer and protect residential areas.

Policy RM-4.8: Mitigation. Require the implementation of relevant mitigation measures for all future development upon identification of potential air quality impacts.

Policy RM-4.9: GHG Reduction. Consider and adopt new local policies and programs that will help to provide energy efficient alternatives to fossil fuel use and reduce consumption in order to reduce greenhouse gas emissions consistent with the local measures identified in the City of Lawndale Climate Action Plan.

Policy RM-4.10: Public Engagement. Promote regional air quality programs in order to inform the public on regional air quality concerns and encourage the engagement of all residents in future planning decisions related to air quality.

Action RM-4a: Implement the local GHG reduction measures identified in the City of Lawndale Climate Action Plan (CAP), participate in future updates of the SBCCOG Climate Action Plan, and perform on-going monitoring and reporting of GHG reduction impacts. Develop a Climate



Action Team to support and guide the City's efforts to conserve energy and reduce emissions. Work with the SBCCOG and/or other local, Regional, State, and Federal agencies or utility to obtain funding necessary to implement, monitor, and report the CAP measures.

Action RM-4b: As applicable, review new industrial and commercial development projects during the CEQA process for potential air quality impacts to residences and other sensitive receptors. Ensure that mitigation measures and best management practices are implemented to reduce significant emissions of criteria pollutants.

Action RM-4c: Review development, infrastructure, and planning projects for consistency with SCAQMD requirements during the CEQA review process. Require project applicants to prepare air quality analyses to address SCAQMD and General Plan requirements, as appropriate, which include analysis and identification of:

1. Air pollutant emissions associated with the project during construction, project operation, and cumulative conditions.
2. Potential exposure of sensitive receptors to toxic air contaminants.
3. Significant air quality impacts associated with the project for construction, project operation, and cumulative conditions.
4. Mitigation measures to reduce significant impacts to less than significant or the maximum extent feasible where impacts cannot be mitigated to less than significant.

Action RM-4d: Work with the South Coast Air Quality Management District, Southern California Association of Governments, the South Bay Cities Council of Governments, and the California Air Resource Board to implement programs aimed at improving regional air quality.

Action RM-4e: Continue to review development projects to ensure that all new public and private development complies with the California Code of Regulations (CCR), Title 24 standards as well as the energy efficiency standards established by the Lawndale Municipal Code.

Action RM-4f: Provide the necessary facilities and infrastructure to facilitate the use of low or zero-emission vehicles such as electric vehicle charging facilities at key City facilities as operations necessitate and/or as funding becomes available.

Action RM-4g: Evaluate and consider multi-modal transportation benefits to all City employees, such as free or low-cost monthly public transportation (bus) passes. Encourage employer participation in similar programs. Encourage new transit/shuttle services and use.

Action RM-4h: Establish programs that encourage community car-sharing and carpooling.

Action RM-4i: Support the establishment and expansion of a regional network of electric vehicle charging stations and encourage the expanded use of electric vehicles.



Action RM-4j: Encourage multi-family residential and non-residential development to increase the use of higher-albedo materials for surfaces including roofs, parking areas, driveways, roads, and sidewalks. Encourage developments with parking lot areas to shade these areas with vegetation or solar panels when appropriate. Support various programs to plant and maintain trees, which can also contribute to a reduction of urban heat islands.

Action RM-4k: Future development projects will be required to demonstrate consistency with SCAQMD construction emission thresholds. Where emissions from individual projects exceed SCAQMD thresholds, the following actions should be incorporated as necessary to minimize impacts. These measures do not exclude the use of other, equally effective mitigation measures as determined by a project specific Air Quality Assessment.

- Require all off-road diesel equipment greater than 50 horsepower (hp) used for this Project to meet USEPA Tier 4 final off-road emission standards or equivalent. Such equipment shall be outfitted with Best Available Control Technology (BACT) devices including a California Air Resources Board Certified Level 3 Diesel Particulate Filter (DPF) or equivalent. The DPF reduces diesel particulate matter and NO_x emissions during construction activities.
- Require a minimum of 50 percent of construction debris be diverted for recycling.
- Require building materials to contain a minimum 10 percent recycled content.
- Require materials such as paints, primers, sealants, coatings, and glues to have a low volatile organic compound concentration compared to conventional products. If low VOC materials are not available, architectural coating phasing should be extended sufficiently to reduce the daily emissions of VOCs.

Action RM-4l: Future development projects will be required to demonstrate consistency with SCAQMD's operational emission thresholds. For projects where operational emissions exceed regulatory thresholds, the following measures may be used to reduce impacts. Note the following measures are not all inclusive and developers have the option to add or substitute measures that are equally or more appropriate for the scope of the project.

- Develop a project specific TDM program for residents and/or employees that provides opportunities for carpool/vanpools.
- Provide onsite solar/renewable energy in excess of regulatory requirements.
- Require that owners/tenants of non-residential or multi-family residential developments use architectural coatings that are 10 grams per liter or less when repainting/repairing properties.
- Require drip irrigation and irrigation sensor units that prevent watering during rain storms.



- Ensure all parking areas are wired for capability of future EV charging and include EV charging stations that exceed regulatory requirements.

Goal RM-5: **Energy Resources.** A community that safely manages its energy resources.

Policy RM-5.1: Compliance with State Legislation. Comply with all State requirements regarding the generation of power and encourage energy providers to investigate the use or expansion of renewable sources of energy.

Policy RM-5.2: Green Building Standards Code. Ensure that new construction and major redevelopment complies with the most current version of the California Green Building Standards Code.

Policy RM-5.3: Renewable Energy. Promote the development and use of renewable energy resources to reduce dependency on fossil fuels.

Policy RM-5.4: Energy-Efficient Materials. Promote the use of energy-efficient materials, equipment, and design in public and private facilities and infrastructure.

Policy RM-5.5: Energy Conservation. Promote energy conservation and recycling by the public and private sectors.

Policy RM-5.6: Energy Needs. Collaborate with local service providers in determining and meeting the needs of the community for energy in clean, modern, and cost-effective ways.

Policy RM-5.7: Business Community. Support the decisions of the Lawndale business community as they select and implement the most appropriate, financially feasible, and responsible energy source for their individual operations.

Policy RM-5.8: Public Education. Promote public education programs that advocate for reducing energy consumption, and promote renewable sources of energy.

Policy RM-5.9: Promote Energy Conservation in Existing Building Stock. Promote energy conservation by residents and businesses in existing structures, in close coordination with other agencies and local energy providers.

Action RM-5a: Implement energy conservation measures in public buildings through the following actions:

- a. Promote energy efficient buildings and site design for all new public buildings during the site development permit process; and
- b. Install energy saving devices in new public buildings and retrofit existing public buildings.

Action RM-5b: During the development review process, encourage innovative building design, layout, and orientation techniques to minimize energy use by taking advantage of sun/shade patterns, prevailing winds, landscaping and building materials that control energy usage, and solar design.



- Action RM-5c:** Continue to review development projects to ensure that all new public and private development complies with the California Code of Regulations, Title 24 standards as well as the energy efficiency standards established by the General Plan and the Municipal Code.
- Action RM-5d:** Promote the CEC Building Energy Benchmarking Program (AB 802) on the City’s website to help benchmark and monitor energy use for participating businesses seeking to increase energy efficiency and realize cost savings.
- Action RM-5e:** Identify and reduce government constraints to installation of renewable energy infrastructure and electric vehicle charging stations, as feasible, through incentives such as, streamlined permitting, and expedited inspection times.
- Action RM-5f:** Consider participation in a Community Choice Aggregation program, such as Clean Power Alliance, to help meet the City’s energy objectives.
- Action RM-5g:** Use the City’s website to promote existing incentivized programs such as Energy Upgrade California, financing programs such as Properly Assessed Clean Energy (PACE), and energy audits through State programs.
- Action RM-5h:** Partner with SBCCOG and relevant utilities on outreach events and to obtain educational content and promote on the City’s website.

Mitigation Measures: There is no feasible mitigation available for this impact.

Level of Significance: Significant Unavoidable Impact.

5.8.6 CUMULATIVE IMPACTS

Section 4.0, *Basis of Cumulative Analysis*, establishes growth and development within Los Angeles County as anticipated by SCAG as having the potential to interact with the proposed Project to the extent that a significant cumulative effect may occur. The cumulative projects’ setting for greenhouse gas emissions would be similar for the region and for projects within the City.

Would the Project, combined with other related cumulative projects, generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, or conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Impact Analysis: The topic of GHG emissions is inherently a cumulative impact. Though significance thresholds can be developed by air districts, as well as State and Federal regulatory agencies, these thresholds and their related goals are ultimately designed to effect change at a global level. As demonstrated in the analysis provided above, it cannot be guaranteed that the proposed Project would be consistent with the 2045 GHG target for the State of California and would therefore have a significant and unavoidable impact, even with the implementation of General Plan Update goals, policies and actions.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.



Mitigation Measures: There is no feasible mitigation available for this impact.

Level of Significance: Significant Unavoidable Impact.

5.8.7 SIGNIFICANT UNAVOIDABLE IMPACTS

Implementation of the General Plan Update would result in significant unavoidable GHG impacts.

If the City approves the proposed General Plan Update, the City will be required to make findings in accordance with Section 15091 of CEQA and prepare a Statement of Overriding Considerations for consideration by the City's decisionmakers in accordance with Section 15093 of the CEQA Guidelines.

5.8.8 REFERENCES

Alta Planning + Design, *South Bay Bicycle Master Plan: Draft Final Plan*, August 2011.

Atkins, *City of Lawndale Energy Efficiency Climate Action Plan*, December 2015.

California Air Resources Board (CARB), *California Greenhouse Gas Emissions for 2000 to 2019: Trends of Emissions and Other Indicators*,
https://ww3.arb.ca.gov/cc/inventory/pubs/reports/2000_2019/ghg_inventory_trends_00-19.pdf, July 2021, accessed May 1, 2023.

California Climate Change Assessment, *California's Fourth Climate Change Assessment*, 2019.

California Energy Commission (CEC), *2022 Building Energy Efficiency Standards Summary*, August 2021.

South Bay Cities Council of Governments, *City of Lawndale Climate Action Plan*, December 2017.

U.S. Department of State, *The Long-Term Strategy of the United States: Pathways to Net-Zero Greenhouse Gas Emissions by 2050*, November 2021.

U.S. Environmental Protection Agency, *Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2009*, April 2011.

U.S. Environmental Protection Agency, *Climate Change and Extreme Heat, What You Can Do to Prepare*, October 2016.

U.S. Green Building Council, *Press Room: Benefits of Green Building*,
<https://www.usgbc.org/press/benefits-of-green-building>, accessed May 1, 2023.

United States Geological Survey (USGS), *Disappearing Beaches: Modeling Shoreline Change in Southern California*, <https://www.usgs.gov/programs/cmhrp/news/disappearing-beaches-modeling-shoreline-change-southern-california>, May 2017, accessed May 1, 2023.



This page intentionally left blank.



5.9 HAZARDS AND HAZARDOUS MATERIALS

5.9.1 PURPOSE

This section identifies existing hazards and hazardous materials sites within the Planning Area and provides an analysis of potential impacts associated with implementation of the General Plan Update.

For the purpose of this analysis, the term “hazardous material” refers to both hazardous substances and hazardous waste. A material is defined as “hazardous” if it appears on a list of hazardous materials prepared by a Federal, tribal, State, or local regulatory agency, or if it possesses characteristics defined as “hazardous” by such an agency. A “hazardous waste” is a solid waste that exhibits toxic or hazardous characteristics (i.e., ignitability, corrosivity, reactivity, and/or toxicity). Other hazards, such as potential airport-related safety hazards for people residing/working in the Planning Area, interference with an adopted emergency response plan, and exposure of people/structures to risk involving wildland fires, are also addressed in this section.

5.9.2 ENVIRONMENTAL SETTING

HAZARDOUS MATERIALS AND WASTE

Hazardous Materials

A hazardous material is a substance or combination of substances which, because of its quantity, concentration, or physical, chemical, or infectious characteristics, may either (1) cause or significantly contribute to an increase in mortality or an increase in serious, irreversible, or incapacitating irreversible illness; or (2) pose a substantial present or potential hazard to human health and safety, or the environment when improperly treated, stored, transported, or disposed of. Hazardous materials are mainly present because of industries involving chemical byproducts from manufacturing, petrochemicals, and hazardous building materials.

Hazardous Waste

Hazardous waste is the subset of hazardous materials that have been abandoned, discarded, or recycled and is not properly contained, including contaminated soil or groundwater with concentrations of chemicals, infectious agents, or toxic elements sufficiently high to increase human mortality or to destroy the ecological environment. If a hazardous material is spilled and cannot be effectively picked up and used as a product, it is considered to be hazardous waste. If a hazardous material site is unused, and it is obvious there is no realistic intent to use the material, it is also considered to be a hazardous waste. Examples of hazardous materials include flammable and combustible materials, corrosives, explosives, oxidizers, poisons, materials that react violently with water, radioactive materials, and chemicals.

Transportation of Hazardous Materials

The transportation of hazardous materials within California is subject to various Federal, State, and local regulations. The City has no direct authority to regulate the transport of hazardous materials on State highways or rail lines. Transportation of hazardous materials by truck and rail is regulated by the U.S.



Department of Transportation (DOT). DOT regulations establish criteria for safe handling procedures. It is illegal to transport explosives or inhalation hazards on any public highway not designated for that purpose, unless the use of the highway is required to permit delivery, or the loading of such materials (California Vehicle Code Section 31602(b), 32104(a)). The California Highway Patrol (CHP) designates through routes to be used for the transportation of hazardous materials. Transportation of hazardous materials is restricted to these routes except in cases where additional travel is required from that route to deliver or receive hazardous materials to and from users.

HAZARDOUS SITES

The Hazardous Waste and Substances Sites (Cortese) List is a planning document used by the State, local agencies, and developers to comply with the California Environmental Quality Act (CEQA) requirements in providing information about the location of hazardous materials release sites. Government Code Section 65962.5 requires the California Environmental Protection Agency (Cal EPA) to develop at least annually an updated Cortese List. The DTSC is responsible for a portion of the information contained in the Cortese List. Other State and local government agencies are required to provide additional hazardous material release information for the Cortese List.

The Cortese List is comprised of information from the following:

[EnviroStor Data Management System](#)

The California Department of Toxic Substances Control (DTSC) maintains the EnviroStor Data Management System, which provides information on hazardous waste facilities (both permitted and corrective action) as well as any available site cleanup information. This site cleanup information includes: Federal Superfund Sites (NPL), State Response Sites, Voluntary Cleanup Sites, School Cleanup Sites, Corrective Action Sites, Tiered Permit Sites, and Evaluation/Investigation Sites. The hazardous waste facilities include: Permitted–Operating, Post-Closure Permitted, and Historical Non-Operating.

There are four site locations with an address in the Planning Area listed in the EnviroStor database (DTSC 2023a). Of these, one site has a listed cleanup status of No Action (AM Transportation, 15309 Fonthill Avenue); one site has a listed cleanup status of No Further Action (Smith Elementary School, 14609 Grevillea Avenue); and two sites have a listed cleanup status of “Refer: 1248 Local Agency” (Cashman Property, 15201-15211 Hawthorne Boulevard; Classic Cleaners/South Bay Place, 4427 Redondo Beach Boulevard). A “No Action” determination is made for sites where a screening (e.g., Phase I Environmental Site Assessment) resulted in no “recognized environmental conditions” existing that would warrant further investigation. A “No Further Action” determination is made for sites where field sampling analysis demonstrated that the site poses no significant risk to human health or the environment. The two sites with a Referral status are described further below.

The first referral site is the location of the Cashman Property located at 15201-15211 Hawthorne Boulevard. The Cashman Property site was identified as of August 15, 2002 and is listed as “Evaluation” with cause of contamination not specified. The site has since been developed with a Smart & Final Extra and other retail/restaurant uses. The second referral site is the location of Classic Cleaners/South Bay Place located at 4427 Redondo Beach Boulevard. The Classic Cleaners/South Bay Place site was identified as of February 2, 2000 and is listed as “Evaluation” with cause of contamination not specified. Tenant



space was formerly occupied by a dry cleaner, which had received notification of the action. According to an SB 1248 Notification for the site dated January 27, 2000, a remedial action agreement with the responsible party was proposed and the Los Angeles County Fire Department (LACoFD) provided local oversight.

GeoTracker

GeoTracker is the California State Water Resource Control Board’s (SWRCB’s) data management system for managing sites that impact groundwater, especially those that require groundwater cleanup (Underground Storage Tanks, Department of Defense, Site Cleanup Program).

There are 27 locations within the Planning Area that are listed in the GeoTracker database for Leaking Underground Storage Tanks (LUST). Table 5.9-1, *Geotracker Database Sites*, lists the site name for LUSTs in the Planning Area, and the status of each site. As shown in Table 5.9-1, the vast majority of LUST sites in the Planning Area have a status of Completed – Case Closed. However, three locations have open cases undergoing remediation.

**Table 5.9-1
GeoTracker Database Sites**

Site Name	Address	Status
76 #7252 Former/Thrifty #256	4015 Redondo Beach Boulevard	Completed - Case Closed
Arco #5107	16518 Hawthorne Boulevard	Open - Site Remediation
Arco #5107	16518 Hawthorne Boulevard	Completed - Case Closed
Arco #6164	5350 Rosecrans Avenue	Completed - Case Closed
Chevron #9-5760 (Former)	15733 Hawthorne Boulevard	Completed - Case Closed
City Of Lawndale Public Works Dept.	4722 Manhattan Beach Boulevard	Completed - Case Closed
E & F Arco	15922 Inglewood Avenue	Open - Site Remediation
Econo Lube N' Tune #20	15312 Hawthorne Boulevard	Completed - Case Closed
Exxon #7-3051 (Former)	15736 Hawthorne Boulevard	Completed - Case Closed
Exxon #7-3363	15606 Inglewood Avenue	Completed - Case Closed
Exxon #7-3363 Former	15606 Inglewood Avenue	Completed - Case Closed
Former Arco # 09651/Former Thrifty #257	16515 Hawthorne Boulevard	Open - Site Remediation
Former Exxon #7-3696	14305 Hawthorne Boulevard	Completed - Case Closed
Galleria Carwash (Former)	17111 Hawthorne Boulevard	Completed - Case Closed
Lawndale Carwash	17111 Hawthorne Boulevard	Completed - Case Closed
Los Angeles County Road Division 232	4055 West Marine Avenue	Completed - Case Closed
P & M #911 (Auto Max)	15407 Hawthorne Boulevard	Completed - Case Closed
Rich-Lawndale LLC	15211 Hawthorne Boulevard	Completed - Case Closed
Shell #204-4236-0101 (Former)	15808 Inglewood Boulevard	Completed - Case Closed
Shell #204-4236-0200	15106 Hawthorne Boulevard	Completed - Case Closed
Stadler & Jenson Moving	15611 Condon Avenue	Completed - Case Closed
Standard Oil Station (Former)	4749 Artesia Boulevard	Completed - Case Closed
Thrifty #257	16515 Hawthorne Boulevard	Completed - Case Closed



**Table 5.9-1 (continued)
GeoTracker Database Sites**

Site Name	Address	Status
Tosco - 76 Station #3859	4008 Rosecrans Avenue	Completed - Case Closed
United Oil #4	16926 Hawthorne Boulevard	Completed - Case Closed
Westwood Bldg Materials Co	15708 Inglewood Avenue	Completed - Case Closed
Westwood Bldg Materials Co	15708 Inglewood Avenue	Completed - Case Closed

Source: California Water Resources Control Board, *Geotracker*, 2023.

Solid Waste Information System (SWIS)

The Solid Waste Information System (SWIS) is a database of solid waste facilities that is maintained by California’s Department of Resources Recycling and Recovery (CalRecycle). The SWIS database identifies active, planned and closed sites. There is one facility listed in the SWIS database located within the Planning Area (CalRecycle 2023). The facility is a Limited Volume Transfer Operation (Solid Waste Operation class) located at 4055 Marine Avenue, which is a facility for Los Angeles County’s Road Maintenance Division. The site is active and handles mixed municipal, construction/demolition, and green materials waste generated by Los Angeles County operations.

HAZARDS FROM AIR TRAFFIC

In Los Angeles County, the Regional Planning Commission has the responsibility for acting as the Airport Land Use Commission (ALUC) and for coordinating the airport planning of public agencies within the County (Los Angeles County ALUC 2004). ALUC is required to adopt airport land use compatibility plans to protect and promote the safety and welfare of airport users and residents in the airport vicinity. Specifically, these plans seek to protect the public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public’s exposure to excessive noise and safety hazards within areas around public use airports. ALUC is also concerned with airport activities which may adversely affect adjacent areas and nearby land use which may interfere with airport operations.

There are several public, private, and military airports that operate within Los Angeles County. The nearest airports to Lawndale are the Hawthorne Municipal Airport and the Los Angeles International Airport (LAX). According to the Los Angeles County ALUC, Lawndale is not located within the Hawthorne Municipal Airport Influence Area or the LAX Airport Influence Area. Furthermore, the National Transportation Safety Board (NTSB) Aviation Accident Database does not identify any historical aircraft accidents in Lawndale (NTSB 2023).

Regional Airport Facilities

Los Angeles International Airport (LAX): LAX is located in the City of Los Angeles, approximately 2.5 miles northwest of the City of Lawndale. It is the primary international airport serving Los Angeles and its surrounding metropolitan area. LAX is owned by the City of Los Angeles and operated by the airport authority Los Angeles World Airports (LAWA). In 2004, the LAX Master Plan was adopted in order to



address the pressing need for modernization and improved levels of service, as well as the demand for increased security. The LAX Master Plan sets forth land use compatibility policies that are intended to ensure that future land uses in the surrounding area will be compatible with potential long-range aircraft activities at the airport, and that the public's exposure to safety hazards and noise impacts are minimized.

Hawthorne Municipal Airport: Hawthorne Municipal Airport, also known as Jack Northrop Field, is an FAA-designated general aviation reliever airport owned by the City of Hawthorne. The airport is located approximately 1.5 miles northeast of the City of Lawndale, adjacent to the 105 Freeway.

Compton/Woodly Airport: The Compton/Woodly Airport is a public use general aviation airport owned and operated by the County of Los Angeles. The airport is located approximately 5 miles east of Lawndale in the City of Compton.

Torrance Municipal Airport/Zamperini Field: Torrance Municipal Airport, also known as Zamperini Field, is a general aviation airport owned and operated by the City of Torrance. The airport is located approximately 4.5 miles south of Lawndale in the City of Torrance.

Santa Monica Airport: Santa Monica Municipal Airport is a general aviation airport in the City of Santa Monica, approximately 10 miles northwest of Lawndale.

Long Beach Airport (LGB): Long Beach Airport is located in the City of Long Beach. This airport is categorized as a primary commercial service airport by the National Plan of Integrated Airport Systems. The Long Beach Airport is approximately 11 miles southeast of Lawndale.

Hollywood Burbank Airport (BUR): Hollywood Burbank Airport is located in Burbank, California, northwest of downtown Los Angeles and approximately 21 miles north of Lawndale. It is limited to a small number of passenger airlines and serves the greater Los Angeles area, including the San Fernando and San Gabriel Valleys.

John Wayne Airport (SNA): John Wayne Airport is located to the southwest of the Planning Area, in the city of Santa Ana, in the northern part of Orange County. It offers limited international service. The National Plan of Integrated Airport Systems categorizes this airport as a primary commercial service airport, since it has over 10,000 passenger boardings per year. The John Wayne Airport is approximately 31 miles southeast of Lawndale.

OTHER POTENTIAL HAZARDS

Wildland Fire Hazards

The State has charged the California Department of Forestry and Fire Protection (CAL FIRE) with the identification of Fire Hazard Severity Zones (FHSZ) within State Responsibility Areas (SRA). In addition, CAL FIRE must recommend Very High Fire Hazard Severity Zones (VHFHSZ) identified within any Local Responsibility Areas (LRA). The FHSZ maps are used by the State Fire Marshall as a basis for the adoption of applicable building code standards. According to Los Angeles County's and CAL FIRE's FHSZ maps, there are no FHSZs in LRA or SRA within the Planning Area (Los Angeles County 2023; CAL FIRE 2023). This topic is discussed in detail in Section 5.20, *Wildfire* of this EIR.



Asbestos-Containing Materials (ACM)

Asbestos, a natural fiber used in the manufacturing of different building materials, has been identified as a human carcinogen. Most friable (i.e., easily broken or crushed) asbestos-containing materials (ACM) were banned in building materials by 1978. By 1989, most major manufacturers had voluntarily removed non-friable ACM (i.e., flooring, roofing, and mastics/sealants) from the market. These materials, however, were not banned completely. The Planning Area includes existing development from and prior to the 1960s; therefore, the presence of ACM is likely in some structures.

Lead-Based Paint

Lead-based paint has been identified by the Occupational Safety and Health Administration (OSHA), the Environmental Protection Agency (EPA), and the Department of Housing and Urban Development (HUD) as a potential health risk to humans, particularly children, based on its effects to the central nervous system, kidneys, and bloodstream. The risk of lead-based paint has been classified by HUD based upon the age and condition of the painted surface. The Planning Area includes existing development from and prior to the 1960s; therefore, the presence of lead-based paint is likely in some structures.

EMERGENCY RESPONSE

The General Plan Public Safety Element establishes goals and policies specific to emergency preparedness. The overall goal for emergency preparedness is to improve the ability of the City to respond effectively to natural and human-caused emergencies. This includes through implementation of plans and programs that directly relate to the goals of the Public Safety Element, such as the City of Lawndale all-hazards Emergency Operations Plan.

The City of Lawndale Emergency Operations Plan (EOP) was adopted in 2011 and updated in 2015. The EOP addresses the City's planned response to natural or human-caused disasters, provides an overview of operational concepts, and identifies components of the City's emergency/disaster management organization within the Standardized Emergency Management System (SEMS), the National Incident Management System (NIMS) and the Incident Command System (ICS). The EOP also describes the organizational structures, roles, responsibilities, policies and protocols for providing emergency support.

5.9.3 REGULATORY SETTING

FEDERAL

Aviation Act of 1958

The Federal Aviation Act resulted in the creation of the Federal Aviation Administration (FAA). The FAA is charged with the creation and maintenance of a National Airspace System.

Federal Aviation Regulations (CFR, Title 14)

The Federal Aviation Regulation establish regulations related to aircraft, aeronautics, and inspection and permitting.



Clean Air Act

The Federal Clean Air Act (FCAA) was first signed into law in 1970. In 1977, and again in 1990, the law was substantially amended. The FCAA is the foundation for a national air pollution control effort, and it is composed of the following basic elements: National Ambient Air Quality Standards (NAAQS) for criteria air pollutants, hazardous air pollutant standards, state attainment plans, motor vehicle emissions standards, stationary source emissions standards and permits, acid rain control measures, stratospheric ozone protection, and enforcement provisions.

Clean Water Act

The Clean Water Act (CWA), which amended the Water Pollution Control Act (WPCA) of 1972, sets forth the Section 404 program to regulate the discharge of dredged and fill material into Waters of the United States and the Section 402 National Pollutant Discharge Elimination System (NPDES) to regulate the discharge of pollutants into Waters of the United States. The Section 401 Water Quality Certification program establishes a framework of water quality protection for activities requiring a variety of Federal permits and approvals (including CWA Section 404, CWA Section 402, Federal Energy Regulatory Commission Hydropower and Section 10 of the Rivers and Harbors Act).

Comprehensive Environmental Response, Compensation, and Liability Act

The Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA) introduced active Federal involvement to emergency response, site remediation, and spill prevention, most notably the Superfund program. The Act was intended to be comprehensive in encompassing both the prevention of, and response to, uncontrolled hazardous material releases. CERCLA deals with environmental response, providing mechanisms for reacting to emergencies and to chronic hazardous material releases. In addition to establishing procedures to prevent and remedy problems, it establishes a system for compensating appropriate individuals and assigning appropriate liability. It is designed to plan for and respond to failure in other regulatory programs and to remedy problems resulting from action taken before the era of comprehensive regulatory protection.

Environmental Protection Agency

The primary regulator of hazards and hazardous materials is the EPA, whose mission is to protect human health and the environment. The City of Lawndale is located within EPA Region 9, which includes Arizona, California, Hawaii, and New Mexico.

Hazardous Materials Transportation Act

The Hazardous Materials Transportation Act, as amended, is the statute regulating hazardous materials transportation in the United States. The purpose of the law is to provide adequate protection against the risks to life and property inherent in transporting hazardous materials in interstate commerce. This law gives the U.S. Department of Transportation (DOT) and other agencies the authority to issue and enforce rules and regulations governing the safe transportation of hazardous materials.

Natural Gas Pipeline Safety Act

The Natural Gas Pipeline Safety Act authorizes the U.S. Department of Transportation Office of Pipeline Safety to regulate pipeline transportation of natural (flammable, toxic, or corrosive) gas and other gases



as well as the transportation and storage of liquefied natural gas. The Office of Pipeline Safety regulates the design, construction, inspection, testing, operation, and maintenance of pipeline facilities. While the Federal government is primarily responsible for developing, issuing, and enforcing pipeline safety regulations, the pipeline safety statutes provide for State assumption of the intrastate regulatory, inspection, and enforcement responsibilities under an annual certification. To qualify for certification, a state must adopt the minimum Federal regulations and may adopt additional or more stringent regulations as long as they are not incompatible.

[Resource Conservation and Recovery Act](#)

This act established EPA’s “cradle to grave” control (generation, transportation, treatment, storage and disposal) over hazardous materials and wastes. In California, the DTSC has RCRA authorization.

STATE

[Airport Land Use Commission Law \(Public Utilities Code Section 21670 et seq.\)](#)

The law, passed in 1967, authorized the creation of ALUCs in California. Per the Public Utilities Code, the purpose of an ALUC is to protect public health, safety, and welfare by encouraging orderly expansion of airports and the adoption of land use measures that minimizes exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses (Public Utilities Code Section 21670). Furthermore, each ALUC must prepare an Airport Land Use Compatibility Plan (ALUCP). Each ALUCP, which must be based on a twenty-year planning horizon, should focus on broadly defined noise and safety impacts.

[Assembly Bill 337](#)

Per AB 337, local fire prevention authorities and CAL FIRE are required to identify VHFHSZ in LRA. Standards related to brush clearance and the use of fire-resistant materials in FHSZ are also established.

[California Code of Regulations](#)

Title 3 of the California Code of Regulations (CCR) pertains to the application of pesticides and related chemicals. Parties applying regulated substances must continuously evaluate application equipment, the weather, the treated lands and all surrounding properties. Title 3 prohibits any application that would:

- Contaminate persons not involved in the application;
- Damage non-target crops or animals or any other public or private property; and
- Contaminate public or private property or create health hazards on said property.

Title 8 of the CCR establishes California Occupational Safety and Health Administration (Cal OSHA) requirements related to public and worker protection. Topics addressed in Title 8 include materials exposure limits, equipment requirements, protective clothing, hazardous materials, and accident prevention. Construction safety and exposure standards for lead and asbestos are set forth in Title 8.

Title 14 of the CCR establishes minimum standards for solid waste handling and disposal.

Title 17 of the CCR establishes regulations relating to the use and disturbance of materials containing naturally occurring asbestos.



Title 19 of the CCR establishes a variety of emergency fire response, fire prevention, and construction and construction materials standards.

Title 22 of the CCR sets forth definitions of hazardous waste and special waste. The section also identifies hazardous waste criteria and establishes regulations pertaining to the storage, transport, and disposal of hazardous waste.

Title 26 of the CCR is a combination of State regulations pertaining to hazardous materials and waste that are presented in other regulatory sections. Title 26 mandates specific management criteria related to hazardous materials identification, packaging, and disposal. In addition, Title 26 establishes requirements for hazardous materials transport, containment, treatment, and disposal. Finally, staff training standards are set forth in Title 26.

Title 27 of the CCR sets forth a variety of regulations relating to the construction, operation, and maintenance of the state's landfills. The title establishes a landfill classification system and categories of waste. Each class of landfill is constructed to contain specific types of waste (household, inert, special, and hazardous).

[California Department of Transportation](#)

Caltrans has adopted policy and guidelines relating to traffic noise as outlined in the Traffic Noise Analysis Protocol (Caltrans 2020). The noise abatement criteria specified in the protocol are the same as those specified by the Federal Highway Administration (FHWA).

[California Government Code Section 65302](#)

This section, which establishes standards for developing and updating General Plans, includes fire hazard assessment and Safety Element content requirements.

[California Health and Safety Code](#)

Division 11 of the Health and Safety Code establishes regulations related to a variety of explosive substances and devices, including high explosives and fireworks. Section 12000 et seq. establishes regulations related to explosives and explosive devices, including permitting, handling, storage, and transport (in quantities greater than 1,000 pounds).

Division 12 establishes requirements for buildings used by the public, including essential services buildings, earthquake hazard mitigation technologies, school buildings, and postsecondary buildings. Section 13000 et seq. establishes State fire regulations and broadly applicable regulations, such as standards for buildings and fire protection devices, in addition to regulations for specific land uses, such as childcare facilities and high-rise structures.

Division 20 establishes DTSC authority and sets forth hazardous waste and underground storage tank regulations. In addition, the division creates a state superfund framework that mirrors the Federal program.

Division 26 establishes California Air Resources Board (CARB) authority. The division designates CARB as the air pollution control agency per Federal regulations and charges the Board with meeting Clean Air Act requirements.



[California Vehicle Code Section 31600 \(Transportation of Explosives\)](#)

This code establishes requirements related to the transportation of explosives in quantities greater than 1,000 pounds, including licensing and route identification.

[California Public Resources Code](#)

The State's Fire Safety Regulations are set forth in Public Resources Code Section 4290, which include the establishment of SRA.

Public Resources Code Section 4291 sets forth defensible space requirements, which are applicable to anyone who "...owns, leases, controls, operates, or maintains a building or structure in, upon, or adjoining a mountainous area, forest-covered lands, brush-covered lands, grass-covered lands, or land that is covered with flammable material" (Section 4291(a)).

[Food and Agriculture Code](#)

Division 6 of the California Food and Agriculture Code establishes pesticide application regulations. The division establishes training standards for pilots conducting aerial applications as well as permitting and certification requirements.

[State Oversight of Hazards and Hazardous Materials](#)

The DTSC is primarily responsible for regulating the handling, use, and disposal of toxic materials. The SWRCB regulates discharge of potentially hazardous materials to waterways and aquifers and administers the basin plans for groundwater resources in the various regions of the state. The Regional Water Quality Control Board (RWQCB) oversees surface and groundwater. Programs intended to protect workers from exposure to hazardous materials and from accidental upset are covered under OSHA at the Federal and state level (Cal OSHA) and the California Department of Health Services (DHS) at the state level. Air quality is regulated through CARB and the South Coast Air Quality Management District (SCAQMD). The State Fire Marshal is responsible for the protection of life and property through the development and application of fire prevention engineering, education, and enforcement; CAL FIRE provides fire protection services for State and privately-owned wildlands.

[Water Code](#)

Division 7 of the California Water Code, commonly referred to as the Porter-Cologne Water Quality Control Act, created the SWRCB and the RWQCB. In addition, water quality responsibilities are established for the SWRCB and RWQCBs.

LOCAL

[South Coast Air Quality Management District \(SCAQMD\) Rule 1403](#)

The purpose of SCAQMD's Rule 1403 is to specify work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of asbestos-containing materials (ACM). The requirements for demolition and renovation activities include asbestos surveying, notification, ACM removal procedures and time schedules, ACM handling and clean-up procedures, and storage, disposal, and landfilling requirements for asbestos-containing waste



materials (ACWM). All operators are required to maintain records, including waste shipment records, and are required to use appropriate warning labels, signs, and markings.

Certified Unified Program Agency

The Certified Unified Program Agencies (CUPA) consolidates, coordinates, and makes consistent hazardous materials and hazardous waste programs (program elements). The Los Angeles County Fire Department (LACoFD) Health Hazardous Materials Division is the CUPA within Los Angeles County, including the City of Lawndale (LACoFD 2023). The Health Hazardous Materials Division administers the following programs:

- Hazardous Waste Generator Program;
- Hazardous Materials Release Response Plans and Inventory Program;
- California Accidental Release Prevention Program;
- Aboveground Storage Tank Program; and
- Underground Storage Tank Program.

The mission of the LACoFD Health Hazardous Materials Division is to protect the public health and the environment throughout Los Angeles County from accidental releases and improper handling, storage, transportation, and disposal of hazardous materials and wastes through coordinated efforts of inspections, enforcement, site mitigation oversight, and emergency response. The Health Hazardous Materials Division provides 24-hour emergency services in response to hazardous materials spills or releases and abandonment.

Los Angeles County Department of Public Health, Environmental Health Division

The Los Angeles County Department of Public Health, Environmental Health Division is responsible for the enforcement and education of Federal, State, and local laws and regulations relating to environmental factors which affect public health and safety. The Environmental Health Division is made up of five branches, including District Surveillance and Enforcement, Specialized Surveillance and Enforcement, Environmental Protection, Toxicology and Environmental Assessment, and Division Support.

Los Angeles County Operational Area Emergency Response Plan

The purpose of the Los Angeles County Operational Area Emergency Response Plan (OAERP) is to increase cooperation and coordination between relevant governmental agencies and jurisdictions in order to increase efficiency and minimize losses in the event of an emergency or disaster. The OAERP established the Operational Area (OA) emergency organization, identifies departmental responsibilities, and specifies policies and general procedures for addressing emergencies impacting the OA. This Plan provides for the coordination of emergency operations plans of agencies and jurisdictions. The OAERP conforms to the requirements of the National Incident Management System (NIMS) and the California Standardized Emergency Management System (SEMS).



[County of Los Angeles All-Hazard Mitigation Plan \(AHMP\)](#)

The 2020 County of Los Angeles All-Hazard Mitigation Plan (AHMP) conforms to the requirements of Federal Emergency Management Agency (FEMA) Disaster Mitigation Act of 2000. The 2020 AHMP replaces the AHMP that was approved in 2014. The County developed the 2020 AHMP to cover mitigation responsibilities of County departments (including LACoFD). It helps ensure the most effective allocation of resources for the maximum benefit and protection of the public in time of emergency.

[Los Angeles County Airport Comprehensive Land Use Plan](#)

The Los Angeles County Airport Comprehensive Land Use Plan (ACLUP) was originally adopted in 1991 and revised in 2004. The purpose of the ACLUP is to protect the public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public use airports. The basic function of the County ACLUP is to promote compatibility between airports and the land uses that surround them. It establishes policies applicable to land use compatibility planning for the areas surrounding airports in the County.

[City of Lawndale Local Hazard Mitigation Plan \(LHMP\)](#)

The City adopted the LHMP in 2016 to assess natural hazard risk and incorporate mitigation strategies to reduce the potential impact from hazards. It complies with the Federal Disaster Mitigation Act (2000), and Federal Register 44 CFR Parts 201 and 206. The City's Emergency Preparedness Coordinator managed preparation of the LHMP in cooperation with the City's other departments, community stakeholders, partner jurisdictions, agencies and organizations, and members of the public.

[City of Lawndale Emergency Operations Plan \(EOP\)](#)

The City adopted the EOP in 2011, which was updated in 2015. The EOP addresses the City's planned response to natural or human-caused disasters, provides an overview of operational concepts, and identifies components of the City's emergency/disaster management organization within the Standardized Emergency Management System (SEMS), the National Incident Management System (NIMS) and the Incident Command System (ICS). The EOP also describes the organizational structures, roles, responsibilities, policies and protocols for providing emergency support.

[City of Lawndale Municipal Code](#)

Lawndale Municipal Code Chapter 2.44, *Disaster Council*, provides for the preparation and carrying out of plans for the protection of persons and property within the City in the event of an emergency; the direction of the emergency organization; and the coordination of the emergency functions of the City with all other public agencies, corporations, organizations and affected private persons.

Municipal Code Chapter 8.16, *Hazards Generally*, adopts and incorporates the General Hazards Ordinance of the County of Los Angeles (Los Angeles County Ordinance No. 96-0017) as the general hazards code of the City.

Municipal Code Chapter 8.28, *Solid Waste – Collection and Management*, establishes protocols for the proper collection and disposal of solid waste, including hazardous materials.



Municipal Code Chapter 10.50, *Truck Routes*, establishes designated truck routes for the primary use of commercial truck traffic through the City of Lawndale, specifically designated for use by licensed vehicles exceeding ten-thousand-pound gross weight.

Municipal Code Title 13, *Public Services*, addresses wastewater and storm drains within the City. Chapter 13.04, *Sanitary Sewers and Industrial Waste Code*, adopts Title 20, Division 2 of the Los Angeles County Code as the Sanitary Sewer and Industrial Waste Ordinance for the City of Lawndale. The ordinance regulates discharges of wastewater, including industrial waste discharges, into sanitary sewers within the City. Chapter 13.12, *Storm Water and Urban Runoff Pollution Control*, establishes stormwater runoff controls and best management practices (BMPs) to prevent and/or reduce the quantity of pollutants from being discharged into the Municipal Separate Storm Sewer System (MS4).

Municipal Code Title 15, *Buildings and Construction*, adopts various uniform building and construction codes and safety precautions, including the California Building Code, the California Residential Code, the California Plumbing Code, the California Electrical Code, the California Mechanical Code, and the California Green Building Standards Code. Chapter 15.20, *Fire Code*, adopts and incorporates the California Fire Code, as amended by Title 32 the Los Angeles County Fire Code, for the purpose of prescribing regulations governing the creation and maintenance of conditions dangerous to life and property due to hazards of fire and explosions. The Fire Code sets fire safety related building standards and practices to safeguard life and property.

Section 17.36.220, *Temporary Storage of Construction Materials*, and Section 17.36.230, *Temporary Storage- City Construction Materials and Other Public Agency Construction Materials*, regulate construction materials and equipment. Particularly, Section 17.36.220 requires construction activities to keep adjacent sidewalks, public streets, and, alleys, to be kept free of trash, dirt, debris, or other material for the duration of the construction, as well as sixty days following substantial completion of such construction. Section 17.36.230 allows property in any zone to be used for the storage of materials, equipment and/or for a contractor's temporary office for any city construction project and/or other public agency construction projects.

5.9.4 SIGNIFICANCE CRITERIA AND THRESHOLDS

Appendix G of the California Environmental Quality Act (CEQA) Guidelines contains the Initial Study Environmental Checklist, which includes questions related to hazards and hazardous materials. The issues presented in the Initial Study Environmental Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant environmental impact if it would:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials (refer to Impact Statement HAZ-1);
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment (refer to Impact Statement HAZ-2);
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school (refer to Impact Statement HAZ-3);



- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment (refer to refer to Impact Statement HAZ-4);
- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area (refer to Impact Statement HAZ-5);
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan (refer to Impact Statement HAZ-6); and/or
- Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires (refer to Impact Statement (HAZ-7).

5.9.5 IMPACTS AND MITIGATION MEASURES

HAZ-1: Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Impact Analysis: Many types of businesses utilize various chemicals and hazardous materials, and their routine business operations involve chemicals that are manufactured, warehoused, or transported. Implementation of the General Plan Update would accommodate the future development of both residential and non-residential uses within the Planning Area. Increased development could result in an increase in the routine transport, use, and storage of hazardous materials in the City, potentially resulting in accidental releases. Risk of upset can involve scenarios that could adversely affect the public or the environment through accidental release of hazardous materials. Exposure of persons to hazardous materials could also occur through the operations of future developments associated with the improper handling of hazardous materials/wastes, particularly by untrained personnel; transportation accident; environmentally unsound disposal methods; or fire, explosion, or other emergencies. Typical incidents that could create a hazard involve accidental releases of hazardous materials including accidents during transport causing a “spill” of a hazardous materials and/or natural disasters causing the unauthorized release of a substance. Situated at the hub of a major arterial traffic network, the City of Lawndale is susceptible to hazardous materials spills. If not cleaned up immediately and completely, these and other types of incidents could cause contamination of soil, surface water, and groundwater, in addition to any toxic vapors that might be generated. Human exposure to contaminated soil or water could have potential health effects depending on a variety of factors, including the nature of the contaminant and the degree of exposure.

The use, transportation, and disposal of hazardous materials is regulated and monitored by local fire departments, CUPAs, Cal OSHA, and the DTSC consistent with the requirements of Federal, State, and local regulations and policies. Facilities that store hazardous materials on-site are required to maintain a Hazardous Materials Business Plan in accordance with State regulations. In the event of an accidental release of hazardous materials, the local CUPA (i.e., LACoFD Health Hazardous Materials Division) and emergency management agencies (e.g., Los Angeles County Sheriff’s Department and LACoFD) would respond. All future projects allowed under the General Plan Update would be required to comply with the provisions of Federal, State, and local requirements related to hazardous materials. As future



development and infrastructure projects are considered by the City, each project would be evaluated for potential impacts, specific to the project, associated with hazardous materials as required under CEQA.

In addition to the requirements associated with Federal, State, and local regulations, the General Plan Update includes policies and actions to address potential impacts associated with hazardous materials among other issues. Proposed Mobility Element Policy M-7.1 directs the City to maintain a network of local truck routes to facilitate goods movement to regional roads and to discourage the use of residential roads. Public Safety Element Policy PS-3.1 requires land uses involved in the production, storage, transportation, handling, or disposal of hazardous materials be located and operated in a way to reduce risk to neighboring land uses. Policy PS-3.2 discourages the development of residential uses adjacent to or near potentially hazardous land uses. Policy PS-3.3 directs the City to coordinate with Los Angeles County to review and update, as appropriate, the County's EOP Hazardous Materials Annex so that the Plan adequately addresses and responds to potential hazardous materials incidents within the City. Policy PS-3.4 requires that developers coordinate with the Los Angeles Department of Public Health, Environmental Health Division and the LACoFD to confirm that hazardous waste cleanup sites located within the City are remediated by the property owner in a manner that keeps the public safe. Policy PS-3.5 directs the City to monitor through the planning and business permit processes the operations of businesses and individuals that handle hazardous materials. Policy PS-3.6 promotes the routing of vehicles transporting hazardous materials to transportation corridors posing the minimum risk to the public and prohibits the parking of vehicles transporting hazardous materials on City streets. Policy PS-3.7 requires new pipelines or other similar facilities that would transport hazardous materials to avoid residential areas to the greatest extent possible. Policy PS-3.8 directs the City to coordinate with Metro and Burlington Northern and Santa Fe Rail (BNSF) on opportunities to maintain and improve the safety of the transport of hazardous materials by rail. Policy PS-3.9 encourages the City to educate residents and businesses on how to reduce or eliminate the use of hazardous materials and products as well as appropriate disposal methods. Action PS-3a requires, as part of the development review process, projects that result in significant risks associated with hazardous materials to include measures to address the risks and reduce the risks to an acceptable level. Action PS-3b requires the submittal of information regarding hazardous materials manufacturing, storage, use, transport, and/or disposal by existing and proposed businesses and developments to LACoFD. Action PS-3c protects the community from hazards related to air pollution, hazardous materials, and ground and air transportation by requiring feasible mitigation to be incorporated into new development and redevelopment proposals to address safety impacts associated with those proposals. Action PS-3d directs the City to work with the Los Angeles County Public Works Department to implement and advertise the Household Hazardous Waste Collection Program to protect residents from dangers resulting from the use, transport, and disposal of hazardous materials used in the home, and to provide informational materials about the County's Household Hazardous Waste Collection program, collection facilities, drop-off centers, and the 24-hour Household Hazardous Waste hotline.

The proposed Resource Management Element Policy RM-2.3 promotes the proper disposal of hazardous waste through education, monitoring, and enforcement of proper use, storage, handling, and disposal. These General Plan Update policies and actions would ensure that potential hazards are identified on a project site, that development is located in areas where potential exposure to hazards and hazardous materials can be mitigated to an acceptable level, and that business operations comply with Federal and



State regulations regarding the use, transport, storage, and disposal of hazardous materials. The General Plan Update also includes policies and actions to ensure that the City has adequate emergency response plans and measures to respond in the event of an accidental release of a hazardous substance. Policy PS-1.3 requires the implementation emergency preparedness and response measures in coordination with Los Angeles County including periodic trainings with staff and/or participation in County trainings on emergency operations procedures and responses. Policy PS-1.5 directs the City to support policies and programs that facilitate the availability of adequate resources to respond to health, fire, and police emergencies. Action PS-1b directs the City to implement and update (as necessary) the City's EOP.

As described previously, hazardous materials regulations related to the use, handling, and transport of hazardous materials are codified in Titles 8, 22, and 26 of the CCR, and their enabling legislation set forth in the California Health and Safety Code. These laws were established at the State level to ensure compliance with Federal regulations to reduce the risk to human health and the environment from the routine use of hazardous substances. These regulations must be implemented by employers/businesses, as appropriate, and are monitored by the State (e.g., Cal OSHA in the workplace or DTSC for hazardous waste) and/or the County. The haulers and users of hazardous materials are listed with and regulated and monitored by the DTSC, LACoFD Health Hazardous Materials Division, and County of Los Angeles Department of Public Health, Environmental Health Division. Compliance with the requirements of Federal, State, and local laws and regulations regarding the use and storage of hazardous materials would ensure that risks resulting from the routine transportation, use, storage, or disposal of hazardous materials or hazardous wastes associated with implementation of the General Plan Update would be less than significant.

Proposed General Plan Update Goals, Policies, and Actions:

MOBILITY ELEMENT

Policy M-7.1: Local Truck Routes. Maintain a network of local truck routes to facilitate goods movement to regional roads and to discourage the use of residential roads.

Action M-7a: Review and update the City's designated truck routes as needed while considering the potential mobility conflicts and the location of sensitive land uses in the City.

RESOURCE MANAGEMENT ELEMENT

Policy RM-2.3: Hazardous Waste. Promote the proper disposal of hazardous waste, including paint, tires, medications, medical sharps, infectious waste, asbestos waste, construction waste, and electronic waste through education, monitoring, and enforcement of proper use, storage, handling, and disposal.

PUBLIC SAFETY ELEMENT

Goal PS-1: Emergency Operations. A community prepared to provide effective response and recovery efforts in the event of an emergency.

Policy PS-1.1: Citywide Safety. Support projects, programs, policies, and regulations that help to mitigate potential impacts associated with natural and man-made hazards.



- Policy PS-1.2: Critical Facilities.** Coordinate with service providers to promote the resilience of critical facilities, lifeline services, and infrastructure, and plan for the use of critical facilities during post-disaster response and recovery.
- Policy PS-1.3: Emergency Preparedness and Response.** Continue to implement emergency preparedness and response measures in coordination with Los Angeles County including periodic trainings with staff and/or participation in County trainings on emergency operations procedures and responses.
- Policy PS-1.4: Local Hazard Mitigation.** Regularly maintain and update natural and man-made hazard information relevant to the Lawndale Local Hazard Mitigation Plan.
- Policy PS-1.5: Resources.** Support policies and programs that facilitate the availability of adequate resources to respond to health, fire, and police emergencies.
- Policy PS-1.6: Emergency Access.** Investigate and seek out opportunities to improve emergency access and circulation throughout the community.
- Policy PS-1.7: Public Safety Education.** Promote public safety education programs to educate on emergency preparedness, reduce accidents, injuries, and fires, and to train members of the public to respond to emergencies.
- Policy PS-1.8: Cooperation.** Collaborate with the school district, businesses, nonprofit organizations, and community members/groups to maintain safety throughout the City.
- Action PS-1a:** Regularly review and coordinate emergency response procedures with Los Angeles County and State emergency response procedures.
- Action PS-1b:** Continue to implement and update (when relevant) the City's Emergency Operations Plan.
- Action PS-1c:** Continue to implement and update (at least every five years) the City's Local Hazard Mitigation Plan.
- Action PS-1d:** Coordinate with local agencies and organizations to develop and distribute informational brochures and give presentations to civic groups and local schools to educate residents and businesses about appropriate actions to take during an emergency situation.
- Action PS-1e:** Investigate and pursue available funding sources to fund safety programs, provide services, upgrade/construct facilities, and purchase equipment.
- Action PS-1f:** Promote after school programs, volunteer programs, and Business and Neighborhood Watch programs to help maintain a safe environment.
- Goal PS-3: Hazardous Materials.** A community protected from the harmful effects of hazardous materials, hazardous waste, and environmental contamination.
-



- Policy PS-3.1: Compatible Land Uses.** Require land uses involved in the production, storage, transportation, handling, or disposal of hazardous materials be located and operated in a way to reduce risk to neighboring land uses.
- Policy PS-3.2: Safe Residential Uses.** Discourage the development of residential uses adjacent to or near potentially hazardous land uses.
- Policy PS-3.3: Emergency Operations.** Coordinate with Los Angeles County to review and update, as appropriate, the County’s Emergency Operations Plan Hazardous Materials Annex so that the Plan adequately addresses and responds to potential hazardous materials incidents within the City.
- Policy PS-3.4: Cleanup Sites.** Require that developers coordinate with the Los Angeles Department of Public Health, Environmental Health Division and the LACoFD to confirm that hazardous waste cleanup sites located within the City are remediated by the property owner in a manner that keeps the public safe.
- Policy PS-3.5: Monitoring.** Monitor through the planning and business permit processes the operations of businesses and individuals that handle hazardous materials.
- Policy PS-3.6: Transportation.** Promote the routing of vehicles transporting hazardous materials to transportation corridors posing the minimum risk to the public and prohibit the parking of vehicles transporting hazardous materials on City streets.
- Policy PS-3.7: Pipelines.** Require new pipelines or other similar facilities that would transport hazardous materials to avoid residential areas to the greatest extent possible.
- Policy PS-3.8: Rail Lines.** Coordinate with Metro and Burlington Northern and Santa Fe Rail (BNSF) on opportunities to maintain and improve the safety of the transport of hazardous materials by rail.
- Policy PS-3.9: Public Education.** Educate residents and businesses on how to reduce or eliminate the use of hazardous materials and products as well as appropriate disposal methods.
- Action PS-3a:** As part of the development review process, require projects that result in significant risks associated with hazardous materials to include measures to address the risks and reduce the risks to an acceptable level.
- Action PS-3b:** Require the submittal of information regarding hazardous materials manufacturing, storage, use, transport, and/or disposal by existing and proposed businesses and developments to LACoFD.
- Action PS-3c:** Protect the community from hazards related to air pollution, hazardous materials, and ground and air transportation by requiring feasible mitigation to be incorporated into new development and redevelopment proposals to address safety impacts associated with those proposals.



Action PS-3d: Continue to work with the Los Angeles County Public Works Department to implement and advertise the Household Hazardous Waste Collection Program to protect residents from dangers resulting from the use, transport, and disposal of hazardous materials used in the home. Provide informational materials at public locations and links on the City's website about the County's Household Hazardous Waste Collection program, collection facilities, drop-off centers, and the 24-hour Household Hazardous Waste hotline.

Action PS-3e: Continue to coordinate with the California Department of Conservation Division of Oil, Gas, and Geothermal Resources for any development proposed to occur near oil wells.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

HAZ-2: Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Impact Analysis:

[Short-Term Construction-Related Accidental Release of Hazardous Materials](#)

The General Plan Update would enable development of new residential and non-residential uses within the Planning Area. Construction activities associated with new development could result in upset and/or accident conditions involving the release of hazardous materials into the environment.

Demolition

Specific development projects have not been identified as part of the General Plan Update. However, future development accommodated through implementation of the General Plan Update could involve the demolition of existing structures and buildings as areas within the City are redeveloped. As discussed above, the Planning Area includes existing development from and prior to the 1960s; therefore, the presence of lead-based paint, ACM, and/or other contaminants, which are typically present in buildings and structures constructed prior to 1978, are likely present in some structures. All demolition that could result in the release of ACMs or lead-based paint would be conducted according to Federal and State regulations which govern the renovation and demolition of structures where ACMs and lead-based paint are present. The National Emission Standards for Hazardous Air Pollutants mandates that building owners conduct an asbestos survey to determine the presence of ACMs prior to the commencement of any remedial work, including demolition. In accordance with SCAQMD Rule 1403, if ACM material is found, abatement of asbestos would be required prior to any demolition activities. If paint is separated from building materials (chemically or physically) during demolition of the structures, the paint waste would be required to be evaluated independently from the building material by a qualified Environmental Professional in accordance with California Code of Regulations Title 8, Section 1532.1. If lead-based paint is found, abatement would be required to be completed by a qualified Lead Specialist prior to any demolition activities. Compliance with existing regulations related to ACM and lead-based paint would reduce potential impacts to a less than significant level.



Soil and Groundwater Contamination in Unknown Contaminated Sites

Future development accommodated through implementation of the General Plan Update could involve grading and excavation activities which could expose construction workers and the public to previously unknown hazardous substances present in the soil or groundwater. Exposure to contaminants could occur if the contaminants migrated to surrounding areas or if contaminated zones were disturbed at the contaminated location. Grading and excavation activities could also reveal previously unidentified underground storage tanks. Although underground storage tank removal activities could pose risks to workers and the public, potential risks would be minimized by managing the tank removal according to existing LACoFD Health Hazardous Materials Division standards. Potential impacts to groundwater would be dependent upon the type of contaminant, the amount released, and depth to groundwater at the time of the release.

The public could also be exposed to hazardous materials if new development or redevelopment were to be located on a current or historical hazardous material site. There are no active hazardous waste facilities cleanup sites within the Planning Area listed in the EnviroStor database. There are three open LUST sites undergoing remediation within the Planning Area. Future development associated with implementation of the General Plan Update would be reviewed at the project-level to determine whether any development sites are listed on a hazardous materials site. Any development activities that may occur on documented hazardous materials sites would be required to undergo remediation and cleanup under the supervision of the regulatory agencies, such as DTSC and the Los Angeles RWQCB.

In addition to the requirements associated with Federal, State, and local regulations, the General Plan Update includes policies and actions to address potential impacts associated with potentially contaminated sites. Proposed Public Safety Element Policy PS-3.1 requires land uses involved in the production, storage, transportation, handling, or disposal of hazardous materials be located and operated in a way to reduce risk to neighboring land uses. Policy PS-3.2 discourages the development of residential uses adjacent to or near potentially hazardous land uses. Policy PS-3.4 requires that developers coordinate with the Los Angeles Department of Public Health, Environmental Health Division and the LACoFD to confirm that hazardous waste cleanup sites located within the City are remediated by the property owner in a manner that keeps the public safe. Policy PS-3.5 directs the City to monitor through the planning and business permit processes the operations of businesses and individuals that handle hazardous materials. PS-3a requires, as part of the development review process, projects that result in significant risks associated with hazardous materials to include measures to address the risks and reduce the risks to an acceptable level. Action PS-3b requires the submittal of information regarding hazardous materials manufacturing, storage, use, transport, and/or disposal by existing and proposed businesses and developments to LACoFD. Action PS-3c requires the protection of the community from hazards related to air pollution, hazardous materials, and ground and air transportation by requiring feasible mitigation to be incorporated into new development and redevelopment proposals to address safety impacts associated with those proposals. Compliance with General Plan Update goals, policies, and actions, and existing regulations would reduce potential impacts involving the release of hazardous materials into the environment as a result of on-site contamination to a less than significant level.



Long-Term Operations-Related Accidental Release of Hazardous Materials

Long-term operational activities associated with new development could result in upset and/or accident conditions involving the release of hazardous materials into the environment. The General Plan Update does not propose site-specific development; thus, specific hazardous materials that could be accidentally released cannot be predicted at this time. Typical incidents that could occur due to the accidental release of hazardous materials include leaking underground storage tanks, spills during transport, pipeline rupture, inappropriate storage or use, and/or natural disasters.

If not cleaned up immediately and completely, these and other types of incidents could cause contamination of soil, surface water, and groundwater, in addition to any toxic fumes that might be generated. Depending on the nature and extent of the contamination, groundwater supplies could become unsuitable for use as a domestic water source. Human exposure to contaminated soil or water could have potential health effects depending on a variety of factors, including the nature of the contaminant and the degree of exposure.

The transport, storage, and handling of hazardous materials by developers, contractors, business owners, and others are required to comply with Federal, State, and local regulations during project construction and operation. Facilities that use hazardous materials are required to obtain permits from the EPA under the RCRA, which gives the EPA the authority to control the generation, transportation, treatment, storage, and disposal of hazardous waste. Additionally, the hazardous materials regulations included in Federal law govern the transportation of hazardous materials. Locally, the LACoFD Health Hazardous Materials Division is the CUPA for Los Angeles County and is responsible for consolidating, coordinating, and making consistent the administrative requirements, permits, inspections, and enforcement activities of State standards regarding the transportation, use, and disposal of hazardous materials in Los Angeles County, including the Planning Area.

The General Plan Update includes policies and actions to address potential accidental exposure of individuals as a consequence of unknown existing environmental contaminants. Proposed Public Safety Element Policy PS-3.1 requires land uses involved in the production, storage, transportation, handling, or disposal of hazardous materials be located and operated in a way to reduce risk to neighboring land uses. Policy PS-3.2 discourages the development of residential uses adjacent to or near potentially hazardous land uses. Policy PS-3.3 coordinates with Los Angeles County to review and update, as appropriate, the County's EOP Hazardous Materials Annex so that the Plan adequately addresses and responds to potential hazardous materials incidents within the City. Policy PS-3.4 requires that developers coordinate with the Los Angeles Department of Public Health, Environmental Health Division and the LACoFD to confirm that hazardous waste cleanup sites located within the City are remediated by the property owner in a manner that keeps the public safe. Policy PS-3.5 directs the City to monitor through the planning and business permit processes the operations of businesses and individuals that handle hazardous materials. Policy PS-3.6 promotes the routing of vehicles transporting hazardous materials to transportation corridors posing the minimum risk to the public and prohibits the parking of vehicles transporting hazardous materials on City streets. Policy PS-3.7 requires new pipelines or other similar facilities that would transport hazardous materials to avoid residential areas to the greatest extent possible. Policy PS-3.8 directs the City to coordinate with Metro and Burlington Northern and Santa Fe Rail (BNSF) on opportunities to maintain and improve the safety of the transport of hazardous materials by rail. Policy PS-3.9 encourages the City



to educate residents and businesses on how to reduce or eliminate the use of hazardous materials and products as well as appropriate disposal methods. Action PS-3a requires, as part of the development review process, projects that result in significant risks associated with hazardous materials to include measures to address the risks and reduce the risks to an acceptable level. Action PS-3b requires the submittal of information regarding hazardous materials manufacturing, storage, use, transport, and/or disposal by existing and proposed businesses and developments to LACoFD. Action PS-3c requires the protection of the community from hazards related to air pollution, hazardous materials, and ground and air transportation by requiring feasible mitigation to be incorporated into new development and redevelopment proposals to address safety impacts associated with those proposals. Action PS-3d directs the City to work with the Los Angeles County Public Works Department to implement and advertise the Household Hazardous Waste Collection Program to protect residents from dangers resulting from the use, transport, and disposal of hazardous materials used in the home, and to provide informational materials about the County's Household Hazardous Waste Collection program, collection facilities, drop-off centers, and the 24-hour Household Hazardous Waste hotline. Proposed Resource Management Element Policy RM-2.3 promotes the proper disposal of hazardous waste through education, monitoring, and enforcement of proper use, storage, handling, and disposal. Mobility Element Policy M-7.1 directs the City to maintain a network of local truck routes to facilitate goods movement to regional roads and to discourage the use of residential roads. Compliance with all applicable Federal, State, and local laws related to the transport, storage, and handling of hazardous materials would reduce the likelihood and severity of accidents, and impacts involving the release of hazardous materials into the environment would be less than significant.

Proposed General Plan Update Goals, Policies, and Actions:

MOBILITY ELEMENT

Policy M-7.1: Local Truck Routes. Maintain a network of local truck routes to facilitate goods movement to regional roads and to discourage the use of residential roads.

Action M-7a: Review and update the City's designated truck routes as needed while considering the potential mobility conflicts and the location of sensitive land uses in the City.

RESOURCE MANAGEMENT ELEMENT

Policy RM-2.3: Hazardous Waste. Promote the proper disposal of hazardous waste, including paint, tires, medications, medical sharps, infectious waste, asbestos waste, construction waste, and electronic waste through education, monitoring, and enforcement of proper use, storage, handling, and disposal.

PUBLIC SAFETY ELEMENT

Goal PS-3: Hazardous Materials. A community protected from the harmful effects of hazardous materials, hazardous waste, and environmental contamination.

Policy PS-3.1: Compatible Land Uses. Require land uses involved in the production, storage, transportation, handling, or disposal of hazardous materials be located and operated in a way to reduce risk to neighboring land uses.



- Policy PS-3.2: Safe Residential Uses.** Discourage the development of residential uses adjacent to or near potentially hazardous land uses.
- Policy PS-3.3: Emergency Operations.** Coordinate with Los Angeles County to review and update, as appropriate, the County’s Emergency Operations Plan Hazardous Materials Annex so that the Plan adequately addresses and responds to potential hazardous materials incidents within the City.
- Policy PS-3.4: Cleanup Sites.** Require that developers coordinate with the Los Angeles Department of Public Health, Environmental Health Division and the LACoFD to confirm that hazardous waste cleanup sites located within the City are remediated by the property owner in a manner that keeps the public safe.
- Policy PS-3.5: Monitoring.** Monitor through the planning and business permit processes the operations of businesses and individuals that handle hazardous materials.
- Policy PS-3.6: Transportation.** Promote the routing of vehicles transporting hazardous materials to transportation corridors posing the minimum risk to the public and prohibit the parking of vehicles transporting hazardous materials on City streets.
- Policy PS-3.7: Pipelines.** Require new pipelines or other similar facilities that would transport hazardous materials to avoid residential areas to the greatest extent possible.
- Policy PS-3.8: Rail Lines.** Coordinate with Metro and Burlington Northern and Santa Fe Rail (BNSF) on opportunities to maintain and improve the safety of the transport of hazardous materials by rail.
- Policy PS-3.9: Public Education.** Educate residents and businesses on how to reduce or eliminate the use of hazardous materials and products as well as appropriate disposal methods.
- Action PS-3a:** As part of the development review process, require projects that result in significant risks associated with hazardous materials to include measures to address the risks and reduce the risks to an acceptable level.
- Action PS-3b:** Require the submittal of information regarding hazardous materials manufacturing, storage, use, transport, and/or disposal by existing and proposed businesses and developments to LACoFD.
- Action PS-3c:** Protect the community from hazards related to air pollution, hazardous materials, and ground and air transportation by requiring feasible mitigation to be incorporated into new development and redevelopment proposals to address safety impacts associated with those proposals.
- Action PS-3d:** Continue to work with the Los Angeles County Public Works Department to implement and advertise the Household Hazardous Waste Collection Program to protect residents from dangers resulting from the use, transport, and disposal of hazardous materials used in the home. Provide informational materials at public locations and links on the City’s



website about the County's Household Hazardous Waste Collection program, collection facilities, drop-off centers, and the 24-hour Household Hazardous Waste hotline.

Action PS-3e: Continue to coordinate with the California Department of Conservation Division of Oil, Gas, and Geothermal Resources for any development proposed to occur near oil wells.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

HAZ-3: Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Impact Analysis: The Planning Area is served by a variety of preschools, elementary, middle, and high schools; refer to [Section 5.15, *Public Services*](#), of this EIR. As noted above, future development under the General Plan Update could utilize, transport, store, or dispose of hazardous materials during construction or operation. Excavation and grading activities associated with future development could expose the public to unknown hazardous materials present in soil or groundwater, which would require remediation activities. Remediation, if any, would include potential transport of hazardous materials to an approved landfill facility. As a result, future development within the Planning Area could potentially emit or handle hazardous materials within one-quarter mile of an existing or proposed school.

CEQA Guidelines Section 15186, *School Facilities*, requires that school projects, as well as projects proposed to be located near schools, examine potential health impacts resulting from exposure to hazardous materials, wastes, and substances. Furthermore, permitting requirements for individual hazardous material handlers or emitters would require evaluation and notification where potential hazardous materials handling and emissions could occur in proximity to existing schools.

In addition to the requirements associated with Federal, State, and local regulations, the General Plan Update includes policies and actions to address potential impacts associated with hazardous materials. Public Safety Element Policy PS-3.1 requires land uses involved in the production, storage, transportation, handling, or disposal of hazardous materials be located and operated in a way to reduce risk to neighboring land uses. Policy PS-3.2 discourages the development of residential uses adjacent to or near potentially hazardous land uses. Policy PS-3.3 directs the City to coordinate with Los Angeles County to review and update, as appropriate, the County's EOP Hazardous Materials Annex so that the Plan adequately addresses and responds to potential hazardous materials incidents within the City. Policy PS-3.4 requires that developers coordinate with the Los Angeles Department of Public Health, Environmental Health Division and the LACoFD to confirm that hazardous waste cleanup sites located within the City are remediated by the property owner in a manner that keeps the public safe. Policy PS-3.5 directs the City to monitor through the planning and business permit processes the operations of businesses and individuals that handle hazardous materials. Policy PS-3.6 promotes the routing of vehicles transporting hazardous materials to transportation corridors posing the minimum risk to the public and prohibits the parking of vehicles transporting hazardous materials on City streets. Policy PS-3.7 requires new pipelines or other similar facilities that would transport hazardous materials to avoid residential areas to the



greatest extent possible. Policy PS-3.8 directs the City to coordinate with Metro and Burlington Northern and Santa Fe Rail (BNSF) on opportunities to maintain and improve the safety of the transport of hazardous materials by rail. Policy PS-3.9 educates residents and businesses on how to reduce or eliminate the use of hazardous materials and products as well as appropriate disposal methods. Action PS-3a requires, as part of the development review process, projects that result in significant risks associated with hazardous materials to include measures to address the risks and reduce the risks to an acceptable level. Action PS-3b requires the submittal of information regarding hazardous materials manufacturing, storage, use, transport, and/or disposal by existing and proposed businesses and developments to LACoFD. Action PS-3c requires the protection of the community from hazards related to air pollution, hazardous materials, and ground and air transportation by requiring feasible mitigation to be incorporated into new development and redevelopment proposals to address safety impacts associated with those proposals. Action PS-3d directs the City to work with the Los Angeles County Public Works Department to implement and advertise the Household Hazardous Waste Collection Program to protect residents from dangers resulting from the use, transport, and disposal of hazardous materials used in the home, and to provide informational materials about the County's Household Hazardous Waste Collection program, collection facilities, drop-off centers, and the 24-hour Household Hazardous Waste hotline. Mobility Element Action M-7a directs the City to review and update the City's designated truck routes as needed while considering the potential mobility conflicts and the location of sensitive land uses in the City. Implementation of the safety procedures and regulations mandated by applicable Federal, State, and local laws and the General Plan Update policies and actions would ensure that potential risks resulting from the routine transportation, use, storage, or disposal of hazardous materials or hazardous wastes in proximity to a school associated with implementation of the General Plan Update would be less than significant.

Proposed General Plan Update Goals, Policies, and Actions:

MOBILITY ELEMENT

Policy M-7.1: Local Truck Routes. Maintain a network of local truck routes to facilitate goods movement to regional roads and to discourage the use of residential roads.

Action M-7a: Review and update the City's designated truck routes as needed while considering the potential mobility conflicts and the location of sensitive land uses in the City.

RESOURCE MANAGEMENT ELEMENT

Policy RM-2.3: Hazardous Waste. Promote the proper disposal of hazardous waste, including paint, tires, medications, medical sharps, infectious waste, asbestos waste, construction waste, and electronic waste through education, monitoring, and enforcement of proper use, storage, handling, and disposal.

PUBLIC SAFETY ELEMENT

Goal PS-3: Hazardous Materials. A community protected from the harmful effects of hazardous materials, hazardous waste, and environmental contamination.



- Policy PS-3.1: Compatible Land Uses.** Require land uses involved in the production, storage, transportation, handling, or disposal of hazardous materials be located and operated in a way to reduce risk to neighboring land uses.
- Policy PS-3.2: Safe Residential Uses.** Discourage the development of residential uses adjacent to or near potentially hazardous land uses.
- Policy PS-3.3: Emergency Operations.** Coordinate with Los Angeles County to review and update, as appropriate, the County’s Emergency Operations Plan Hazardous Materials Annex so that the Plan adequately addresses and responds to potential hazardous materials incidents within the City.
- Policy PS-3.4: Cleanup Sites.** Require that developers coordinate with the Los Angeles Department of Public Health, Environmental Health Division and the LACoFD to confirm that hazardous waste cleanup sites located within the City are remediated by the property owner in a manner that keeps the public safe.
- Policy PS-3.5: Monitoring.** Monitor through the planning and business permit processes the operations of businesses and individuals that handle hazardous materials.
- Policy PS-3.6: Transportation.** Promote the routing of vehicles transporting hazardous materials to transportation corridors posing the minimum risk to the public and prohibit the parking of vehicles transporting hazardous materials on City streets.
- Policy PS-3.7: Pipelines.** Require new pipelines or other similar facilities that would transport hazardous materials to avoid residential areas to the greatest extent possible.
- Policy PS-3.8: Rail Lines.** Coordinate with Metro and Burlington Northern and Santa Fe Rail (BNSF) on opportunities to maintain and improve the safety of the transport of hazardous materials by rail.
- Policy PS-3.9: Public Education.** Educate residents and businesses on how to reduce or eliminate the use of hazardous materials and products as well as appropriate disposal methods.
- Action PS-3a:** As part of the development review process, require projects that result in significant risks associated with hazardous materials to include measures to address the risks and reduce the risks to an acceptable level.
- Action PS-3b:** Require the submittal of information regarding hazardous materials manufacturing, storage, use, transport, and/or disposal by existing and proposed businesses and developments to LACoFD.
- Action PS-3c:** Protect the community from hazards related to air pollution, hazardous materials, and ground and air transportation by requiring feasible mitigation to be incorporated into new development and redevelopment proposals to address safety impacts associated with those proposals.



Action PS-3d: Continue to work with the Los Angeles County Public Works Department to implement and advertise the Household Hazardous Waste Collection Program to protect residents from dangers resulting from the use, transport, and disposal of hazardous materials used in the home. Provide informational materials at public locations and links on the City's website about the County's Household Hazardous Waste Collection program, collection facilities, drop-off centers, and the 24-hour Household Hazardous Waste hotline.

Action PS-3e: Continue to coordinate with the California Department of Conservation Division of Oil, Gas, and Geothermal Resources for any development proposed to occur near oil wells.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

HAZ-4: Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Impact Analysis: There are no active hazardous waste facilities cleanup sites within the Planning Area listed in the EnviroStor database. There are three open LUST sites undergoing remediation within the Planning Area. Additionally, the Planning Area contains one active facility listed in the SWIS database, a Limited Volume Transfer Operation that handles mixed municipal, construction/demolition, and green materials waste. Future development associated with implementation of the General Plan Update would be evaluated at the project-level to determine whether any development sites are listed on a hazardous materials site. Any development activities occurring on documented hazardous materials sites would be required to undergo remediation and cleanup under the supervision of the DTSC and the Los Angeles RWQCB prior to construction. These sites comprise the Cortese list, compiled pursuant to Government Code Section 65962.5.

Although site-specific development is not currently proposed, there is the potential that future development associated with implementation of the proposed Project could occur on a site included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 at that time. It is noted that for two of the three LUST sites currently undergoing remediation (16515 Hawthorne Boulevard and 16518 Hawthorne Boulevard), the proposed Project would change the parcels' underlying land use designation from Commercial to Hawthorne Boulevard Specific Plan (HBSP). The HBSP designation is anticipated to accommodate mixed-use development and has the potential to introduce residential uses to these sites. Future site-specific development would be reviewed at the project-level to determine whether any development sites are listed on a hazardous materials site. Any development activities that may occur on documented hazardous materials sites would be required to undergo remediation and cleanup under the supervision of the regulatory agencies, such as DTSC and the Los Angeles RWQCB. Development would be required to comply with the proposed General Plan Update, which includes policies and actions to address potential impacts associated with hazardous materials sites. Proposed Public Safety Element Policy PS-3.1 requires land uses involved in the production, storage, transportation, handling, or disposal of hazardous materials be located and operated in a way to reduce risk to neighboring land uses. Policy PS-3.2 discourages the development of residential uses adjacent to



or near potentially hazardous land uses. Policy PS-3.3 directs the City to coordinate with Los Angeles County to review and update, as appropriate, the County’s EOP Hazardous Materials Annex so that the Plan adequately addresses and responds to potential hazardous materials incidents within the City. Policy PS-3.4 requires that developers coordinate with the Los Angeles Department of Public Health, Environmental Health Division and the LACoFD to confirm that hazardous waste cleanup sites located within the City are remediated by the property owner in a manner that keeps the public safe. Policy PS-3.5 directs the City to monitor through the planning and business permit processes the operations of businesses and individuals that handle hazardous materials. Action PS-3a requires, as part of the development review process, projects that result in significant risks associated with hazardous materials to include measures to address the risks and reduce the risks to an acceptable level. Action PS-3b requires the submittal of information regarding hazardous materials manufacturing, storage, use, transport, and/or disposal by existing and proposed businesses and developments to LACoFD. Action PS-3c requires the protection of the community from hazards related to air pollution, hazardous materials, and ground and air transportation by requiring feasible mitigation to be incorporated into new development and redevelopment proposals to address safety impacts associated with those proposals. Compliance with General Plan Update goals, policies, and actions, and existing regulations would reduce potential impacts involving the hazardous materials sites.

Proposed General Plan Update Goals, Policies, and Actions:

PUBLIC SAFETY ELEMENT

- Goal PS-3: Hazardous Materials.** A community protected from the harmful effects of hazardous materials, hazardous waste, and environmental contamination.
- Policy PS-3.1: Compatible Land Uses.** Require land uses involved in the production, storage, transportation, handling, or disposal of hazardous materials be located and operated in a way to reduce risk to neighboring land uses.
- Policy PS-3.2: Safe Residential Uses.** Discourage the development of residential uses adjacent to or near potentially hazardous land uses.
- Policy PS-3.3: Emergency Operations.** Coordinate with Los Angeles County to review and update, as appropriate, the County’s Emergency Operations Plan Hazardous Materials Annex so that the Plan adequately addresses and responds to potential hazardous materials incidents within the City.
- Policy PS-3.4: Cleanup Sites.** Require that developers coordinate with the Los Angeles Department of Public Health, Environmental Health Division and the LACoFD to confirm that hazardous waste cleanup sites located within the City are remediated by the property owner in a manner that keeps the public safe.
- Policy PS-3.5: Monitoring.** Monitor through the planning and business permit processes the operations of businesses and individuals that handle hazardous materials.



Action PS-3a: As part of the development review process, require projects that result in significant risks associated with hazardous materials to include measures to address the risks and reduce the risks to an acceptable level.

Action PS-3b: Require the submittal of information regarding hazardous materials manufacturing, storage, use, transport, and/or disposal by existing and proposed businesses and developments to LACoFD.

Action PS-3c: Protect the community from hazards related to air pollution, hazardous materials, and ground and air transportation by requiring feasible mitigation to be incorporated into new development and redevelopment proposals to address safety impacts associated with those proposals.

Mitigation Measures: No mitigation measures are required

Level of Significance: Less Than Significant Impact.

HAZ-5: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

Impact Analysis: There are no airports within the Planning Area. The closest airports to the Planning Area are the Hawthorne Municipal Airport, located approximately 1.5 miles to the northeast, and LAX, located approximately 2.5 miles to the northwest. According to the Los Angeles County ALUC, Lawndale is not located within the Hawthorne Municipal Airport Influence Area or the LAX Airport Influence Area. While the Planning Area is within two miles of a public use airport, it is not within the area identified in an airport land use plan as being adversely affected (i.e., within the Airport Influence Area). As such, impacts with regard to safety hazards to people residing or working in the Planning Area would be less than significant.

Proposed General Plan Update Goals, Policies, and Actions: There are no General Plan Update goals, policies, or actions specific to airports.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

HAZ-6: Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Impact Analysis: The General Plan Update would allow a variety of new residential and non-residential development, which would result in increased jobs and population in the Planning Area. The County OAERP addresses the planned response to extraordinary situations associated with natural disasters and/or human caused incidents, including wildfires, and outlines mutual aid provisions within the Los Angeles County OA. The City's EOP addresses the City's planned response to natural or human-caused disasters and describes the organizational structures, roles, responsibilities, policies and protocols for providing emergency support. The EOP does not provide a specific evacuation route map, as evacuation



measures would be implemented based on the specific emergency and area affected. The General Plan Update incorporates the City's EOP by reference into the City of Lawndale's Public Safety Element.

The General Plan Update identifies major arterials as the primary routes for evacuation; however, evacuation routes would depend upon the emergency event and area affected. The General Plan Update includes policies and actions to address emergency response and evacuation. Proposed Public Safety Element Policy PS-1.3 requires the implementation emergency preparedness and response measures in coordination with Los Angeles County including periodic trainings with staff and/or participation in County trainings on emergency operations procedures and responses. Policy PS-1.5 encourages the support policies and programs that facilitate the availability of adequate resources to respond to health, fire, and police emergencies. Action PS-1b directs the City to implement and update (as necessary) the City's EOP.

The General Plan Update does not include any site-specific development. However, Project implementation would allow for increased development in the City, resulting in an increase in population. Although the Planning Area is highly urbanized and existing infrastructure, including roads, are generally in place, road and infrastructure improvements could occur to accommodate the new growth as further discussed in [Section 5.17, *Transportation*](#). Future development within the Planning Area is not anticipated to result in the substantial modification of roadways surrounding specific development sites or the placement of any permanent physical barriers on adjacent roadways. There is the potential that traffic lanes located immediately adjacent to a development site may be temporarily closed or controlled by construction personnel during construction activities. However, any temporary construction activity would adhere to Municipal Code Section 17.36.220, *Temporary Storage of Construction Materials*, which requires sidewalks, public streets, and, alleys adjacent to construction sites to be kept free of debris or other materials that could interfere with circulation for the duration of construction activities, as well as sixty days following substantial completion of such construction. Additionally, the applicant of any proposed development would be required to submit appropriate plans for plan review to ensure compliance with zoning, building, and fire codes prior to the issuance of a building permit. LACoFD would review the proposed development for access requirements, minimum driveway widths, fire apparatus access roads, fire lanes, signage, access devices and gates, access walkways, among other requirements to ensure adequate emergency access would be provided to and within the site. The proposed development would be required to comply with all applicable Building and Fire Code requirements and would submit construction plans to the Fire Department's Engineering Building Plan Check Unit for review and approval prior to issuance of any building permit. Approval by the Fire Department would ensure that construction and operation of future projects associated with implementation of the General Plan Update would not impair or physically interfere with an adopted emergency response plan or emergency evacuation plan.

Primary access to all major roads would be maintained during construction of future developments within the Planning Area. As part of the site plan and design review process, future development projects would be reviewed for adequate infrastructure and access as well as consistency with adopted emergency and evacuation plans among many other environmental issues in order to ensure the safety of City residents and the physical environment. Therefore, impacts associated with adopted emergency response or evacuation plans would be less than significant.



Proposed General Plan Update Goals, Policies, and Actions:

PUBLIC SAFETY ELEMENT

- Goal PS-1: Emergency Operations.** A community prepared to provide effective response and recovery efforts in the event of an emergency.
- Policy PS-1.1: Citywide Safety.** Support projects, programs, policies, and regulations that help to mitigate potential impacts associated with natural and man-made hazards.
- Policy PS-1.2: Critical Facilities.** Coordinate with service providers to promote the resilience of critical facilities, lifeline services, and infrastructure, and plan for the use of critical facilities during post-disaster response and recovery.
- Policy PS-1.3: Emergency Preparedness and Response.** Continue to implement emergency preparedness and response measures in coordination with Los Angeles County including periodic trainings with staff and/or participation in County trainings on emergency operations procedures and responses.
- Policy PS-1.4: Local Hazard Mitigation.** Regularly maintain and update natural and man-made hazard information relevant to the Lawndale Local Hazard Mitigation Plan.
- Policy PS-1.5: Resources.** Support policies and programs that facilitate the availability of adequate resources to respond to health, fire, and police emergencies.
- Policy PS-1.6: Emergency Access.** Investigate and seek out opportunities to improve emergency access and circulation throughout the community.
- Policy PS-1.7: Public Safety Education.** Promote public safety education programs to educate on emergency preparedness, reduce accidents, injuries, and fires, and to train members of the public to respond to emergencies.
- Policy PS-1.8: Cooperation.** Collaborate with the school district, businesses, nonprofit organizations, and community members/groups to maintain safety throughout the City.
- Action PS-1a:** Regularly review and coordinate emergency response procedures with Los Angeles County and State emergency response procedures.
- Action PS-1b:** Continue to implement and update (when relevant) the City's Emergency Operations Plan.
- Action PS-1c:** Continue to implement and update (at least every five years) the City's Local Hazard Mitigation Plan.
- Action PS-1d:** Coordinate with local agencies and organizations to develop and distribute informational brochures and give presentations to civic groups and local schools to educate residents and businesses about appropriate actions to take during an emergency situation.



Action PS-1e: Investigate and pursue available funding sources to fund safety programs, provide services, upgrade/construct facilities, and purchase equipment.

Action PS-1f: Promote after school programs, volunteer programs, and Business and Neighborhood Watch programs to help maintain a safe environment.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

HAZ-7: Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Impact Analysis: The potential for wildland fires represents a hazard to people and structures, particularly within areas adjacent to open space or within close proximity to wildland fuels. As described in Section 5.20, *Wildfire*, the Planning Area is not located within a FHSZ in SRA or LRA. The Planning Area is predominantly flat, built-out, and surrounded by highly urbanized development. Urbanized land does not typically facilitate the spread of wildfire in the same manner as vegetated, open space areas.

The General Plan Update Public Safety Element includes goals and policies to address public safety and emergency services, including fire protection services. Proposed Public Safety Element Policy PS-4.1 directs the City to coordinate fire protection services with LACoFD so that sufficient capacity, stations, personnel, and equipment are available to meet needs in Lawndale for fire protection and related emergency services. Policy PS-4.2 involves LACoFD in the development review process so that fire safety is addressed in new and modified developments. Policy PS-4.4 requires that all buildings and facilities within the City comply with local, State, and Federal regulatory standards such as the California Building and Fire Codes, as well as other applicable fire safety standards. Action PS-4a requires all new habitable structures be designed in accordance with the most recent California Building and Fire Code with local amendments adopted by the City.

Future development allowed under the General Plan Update would be required to comply with the provisions of Federal, State, and local requirements related to wildland fire hazards, including State fire safety regulations associated with wildland-urban interfaces, fire-safe building standards, and defensible space requirements. As future development and infrastructure projects are considered by the City, each project would be evaluated for potential impacts, specific to the project, associated with wildland fire hazards as required under CEQA. Therefore, through compliance with existing Federal, State, and local laws and regulations related to wildland fire hazards and implementation of the General Plan Update goals, policies, and actions, impact regarding the exposure of people or structures to significant loss, injury, or death involving wildland fires would be less than significant.

Proposed General Plan Update Goals, Policies, and Actions:

PUBLIC SAFETY ELEMENT

Goal PS-4: Fire Hazards. A community protected from loss of life or injury and damage to property due to fire hazards.



- Policy PS-4.1: Fire Protection Services.** Coordinate fire protection services with LACoFD so that sufficient capacity, stations, personnel, and equipment are available to meet needs in Lawndale for fire protection and related emergency services.
- Policy PS-4.2: Development Review.** Involve LACoFD in the development review process so that fire safety is addressed in new and modified developments.
- Policy PS-4.3: Emergency Access.** Require all new developments provide adequate access for emergency vehicles and evacuation as part of the development review process.
- Policy PS-4.4: Building Fire Codes.** Require that all buildings and facilities within the City comply with local, State, and Federal regulatory standards such as the California Building and Fire Codes, as well as other applicable fire safety standards.
- Policy PS-4.5: Hazard Mitigation Plans.** Coordinate with local, State, and Federal agencies to update emergency, evacuation, and hazard mitigation plans, as necessary.
- Action PS-4a:** Require all new habitable structures be designed in accordance with the most recent California Building and Fire Code with local amendments adopted by the City.
- Action PS-4b:** Work with LACoFD to disseminate educational programs for residents on fire hazard risks and fire safety measures.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.9.6 CUMULATIVE IMPACTS

Section 4.0, Basis of Cumulative Analysis, identifies projected growth within the Planning Area and County with the potential to interact with the proposed Project to the extent that a significant cumulative effect relative to hazards and hazardous materials may occur. The geographic setting for hazards and hazardous materials are typically localized and considers development within the City.

Would the project, combined with other related cumulative projects, create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Impact Analysis: Construction activities associated with future development and development associated with the cumulative projects may involve the routine transport, use, or disposal of hazardous materials. However, the construction contractor would be required to use standard construction controls and safety procedures that would avoid and minimize the potential for hazards associated with the transport and use of hazardous materials. Standard construction practices would be observed such that any materials released are appropriately contained and remediated as required by local, State, and Federal law.

Implementation of the Project would result in new development and intensification of existing urban uses along major corridors, including Hawthorne Boulevard. The majority of growth is expected to occur within the Hawthorne Boulevard Specific Plan area, which would accommodate primarily mixed-use



development including residential and commercial uses. The General Plan Update does not introduce new industrial uses or allow for the intensification of existing industrial uses. The land uses anticipated by the Project and cumulative development projects do not typically involve the use or storage of hazardous substances other than limited quantities of hazardous materials such as solvents, fertilizers, pesticides, and other materials used for regular maintenance of buildings and landscaping. The quantities of these materials would not typically be at an amount that would pose a significant hazard to the public or the environment. Adherence to existing regulations would ensure compliance with safety standards related to the use and storage of hazardous materials, and the safety procedures mandated by applicable Federal, State, and local laws and regulations, which would ensure that risks involving the routine transportation, use, storage, or disposal of hazardous materials or hazardous wastes would be less than significant. Further, future projects implemented under the General Plan Update would be required to be consistent with the General Plan Update policies and actions and adopted regulations pertaining to hazards and hazardous materials. Implementation of the General Plan Update policies and actions described above would reduce potential impacts to ensure the General Plan Update would not considerably contribute to significant hazards to the public. Thus, the Project's incremental effects involving hazards associated with the routine transport, use, or disposal of hazardous materials would not be cumulatively considerable.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

Would the project, combined with other related cumulative projects, create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Impact Analysis: Future development sites associated with implementation of the Project and cumulative development sites within the City could create a significant hazard to the public or the environment through upset and accident conditions involving the release of hazardous materials into the environment. Implementation of construction activities associated with Project implementation and cumulative development projects would involve some demolition, mass grading, excavation, and other ground-disturbing activities that could temporarily create a significant hazard to the public or the environment through release of hazardous materials. Future site-specific development would be reviewed at the project-level to determine whether any development sites are listed on a hazardous materials site. Any development activities that may occur on documented hazardous materials sites would be required to undergo remediation and cleanup under the supervision of the regulatory agencies, such as DTSC and the Los Angeles RWQCB. Further, future projects implemented under the General Plan Update would be required to be consistent with the General Plan Update policies and actions and adopted regulations pertaining to hazards and hazardous materials. Implementation of the General Plan Update policies and actions described above would reduce potential impacts to ensure the General Plan Update would not considerably contribute to significant hazards to the public. Thus, the Project's incremental effects



involving hazards associated with the reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment would not be cumulatively considerable.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

Would the project, combined with other related cumulative projects, emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Impact Analysis Future development sites associated with implementation of the Project and cumulative development sites within the City may emit hazardous emissions or handle hazardous materials within one-quarter mile of an existing or proposed school during construction phases. All future use, storage, transport, and disposal of hazardous materials associated with the proposed Project and cumulative projects within the City and region would be governed by existing regulations of several agencies, including DTSC, EPA, U.S. DOT, Cal/OSHA, and the LACoFD Health Hazardous Materials Division. Site-specific development would adhere to standard construction practices to ensure that any hazardous materials released are appropriately contained and remediated as required by local, State, and Federal law. Compliance with applicable laws and regulations governing the use, storage, transportation, and disposal of hazardous materials would ensure all potentially hazardous materials are used and handled in an appropriate manner and would minimize the potential for safety impacts. All development within the City is required to adhere to existing regulations which ensure compliance with safety standards related to the use and storage of hazardous materials, and the safety procedures mandated by applicable Federal, State, and local laws and regulations would reduce potential impacts to schools within the area. Further, future projects implemented under the General Plan Update would be required to be consistent with the General Plan Update policies and actions and adopted regulations pertaining to hazards and hazardous materials. Implementation of the General Plan Update policies and actions described above would reduce potential impacts to ensure the General Plan Update would not considerably contribute to significant hazards to the public. Thus, the Project's incremental effects involving emission of hazardous materials within a one-quarter mile of a school would not be cumulatively considerable.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

Would the project, combined with other related cumulative projects, be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?



Impact Analysis: Future development associated with implementation of the Project and cumulative projects would be evaluated at the project-level to determine whether any development sites are listed on a hazardous materials site. Any development activities occurring on documented hazardous materials sites would be required to undergo remediation and cleanup under the supervision of Federal, State, and local regulations, including the DTSC and the Los Angeles RWQCB, prior to construction. Further, future projects implemented under the General Plan Update would be required to be consistent with the General Plan Update policies and actions and adopted regulations pertaining to hazards and hazardous materials. Implementation of the General Plan Update policies and actions described above would reduce potential impacts to ensure the General Plan Update would not considerably contribute to significant hazards to the public. Therefore, the Project's incremental effects involving exposure of people and structures to potential substantial adverse effects involving hazardous materials sites would not be cumulatively considerable.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

Would the project, combined with other related cumulative projects, impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Impact Analysis: Future development associated with Project implementation and cumulative development could impair implementation of or physically interfere with an adopted emergency response plan. Implementation of construction activities associated with Project implementation and cumulative development projects would involve some land clearing, mass grading, and other construction activities that could temporarily interfere with emergency response plans or emergency evacuation plans. Major arterials within the City generally serve as the primary routes for evacuation. However, evacuation routes would depend upon the emergency event and location. While all residential developments currently meet City evacuation standards, the City would continue to coordinate with LACoFD and the County Sheriff to provide ongoing education to residents about how to safely evacuate in the event of an emergency.

As site-specific development is not currently proposed, it is unknown if implementation of the Project would involve the removal of existing driveways or the construction of new driveways or any associated improvements, such as curb, gutter, and sidewalks. Proposed development would be required to submit appropriate plans for plan review to ensure compliance with zoning, building, and fire codes prior to the issuance of a building permit. The proposed development would be required to comply with all applicable Building and Fire Code requirements and would submit construction plans to the Fire Department's Engineering Building Plan Check Unit for review and approval prior to issuance of any building permit. Approval by the LACoFD would ensure that construction and operation would not impair implementation of or physically interfere with the City's EOP or emergency evacuation plan. Further, future projects implemented under the General Plan Update would be required to be consistent with the General Plan Update policies and actions and adopted regulations pertaining to emergency response and evacuation.



Thus, the Project's incremental effects involving interface of emergency plans would not be cumulatively considerable.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

Would the project, combined with other related cumulative projects, combined with other related cumulative projects, result in significant cumulative impacts with respect to wildfire?

Impact Analysis: The Project's incremental contribution to cumulative wildfire hazard impacts would not be significant. As previously discussed, the City is highly urbanized and future development and redevelopment activities in the City would occur in areas that have been previously developed. As a result, the degree of wildland fire hazard, including secondary hazards such as post-fire flooding and debris flow, would not substantially change with adoption of the General Plan Update, and current hazards would not significantly increase.

As described previously, there are no SRA or FHSZs mapped within the Planning Area. New development would be required to comply with the Fire Code and would be reviewed by LACoFD to ensure fire safety is addressed. Additionally, the General Plan includes policies and programs to address public safety and emergency services, including fire protection. Accordingly, the Project's incremental contribution to cumulative wildfire impacts would be less than cumulatively considerable.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.9.7 SIGNIFICANT UNAVOIDABLE IMPACTS

Hazards and hazardous materials impacts associated with the implementation of the General Plan Update would be less than significant. No significant unavoidable hazards and hazardous materials impacts would occur as a result of the General Plan Update.

5.9.8 REFERENCES

California Department of Forestry and Fire Protection (CAL FIRE), FHSZ Viewer, <https://egis.fire.ca.gov/FHSZ/>, accessed March 7, 2023.

California Department of Resources Recycling and Recovery (CalRecycle), SWIS Facility/Site Search, <https://www2.calrecycle.ca.gov/SolidWaste/Site/Search>, accessed March 6, 2023.

California Department of Toxic Substances Control (DTSC), *EnviroStor Site / Facility Search*, <https://www.envirostor.dtsc.ca.gov/public/search?basic=True>, accessed March 6, 2023a.



California Department of Toxic Substances Control (DTSC), *EnviroStor: Cashman Property (19650042)*, https://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=19650042, accessed March 6, 2023b.

California Department of Toxic Substances Control (DTSC), *EnviroStor: Classic Cleaners/Southbay Place (19720047)*, https://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=19720047, accessed March 6, 2023c.

California Environmental Protection Agency (CalEPA), *Cortese List Data Resources*, <https://calepa.ca.gov/sitecleanup/corteselist/>, accessed March 6, 2023.

California State Water Resources Control Board, *Geotracker: Project Search Results*, <https://geotracker.waterboards.ca.gov/search>, accessed March 6, 2023.

Los Angeles County, *Fire Hazard Severity Zone Web App*, <https://lacounty.maps.arcgis.com/apps/webappviewer/index.html?id=d2ea45d15c784adfa601e84b38060c4e>, accessed March 7, 2023.

Los Angeles County Airport Land Use Commission (ALUC), *Los Angeles County Airport Land Use Plan*, December 2004.

Los Angeles County Fire Department (LACoFD), *Health Hazardous Materials Division*, <https://fire.lacounty.gov/health-hazardous-materials-division/>, accessed March 7, 2023.

National Transportation Safety Board (NTSB), *CAROL Query*, <https://data.nts.gov/carol-main-public/basic-search>, accessed March 7, 2023.



5.10 HYDROLOGY AND WATER QUALITY

5.10.1 PURPOSE

This section provides a discussion of the regional hydrology, flooding, water quality, water purveyors, and water sources in the City of Lawndale and provides an analysis of potential impacts associated with implementation of the General Plan Update.

KEY TERMS

Groundwater: Water that is underground and below the water table, as opposed to surface water, which flows across the ground surface. Water beneath the earth’s surface fills the spaces in soil, gravel, or rock formations. Pockets of groundwater are often called “aquifers” and are the source of drinking water for a large percentage of the population in the United States. Groundwater is often extracted using wells which pump the water out of the ground and up to the surface. Groundwater is naturally replenished by surface water from precipitation, streams, and rivers when this recharge reaches the water table.

Surface water: Water collected on the ground or from a stream, river, lake, wetland, or ocean. Surface water is naturally replenished through precipitation, but is naturally lost through evaporation and seepage into soil.

5.10.2 ENVIRONMENTAL SETTING

REGIONAL HYDROLOGY

The City of Lawndale is located within the southwestern portion of Los Angeles County, California. The rivers and streams of the Los Angeles region flow from headwaters in the Transverse and Peninsular Mountain ranges located to the north and east of Lawndale, through urbanized foothill, valley, and coastal areas, and terminate at highly utilized recreational beaches and harbors (Los Angeles Regional Water Quality Control Board 2014). Historically, the Los Angeles region’s surface-area hydrology consisted of a network of rivers, ephemeral streams, wetlands, and swamp land; however, the construction of dams, flood control projects, and urbanization have significantly altered the natural hydrology of the region.

The City has a relatively flat topography with an elevation of approximately 59 feet above sea level. Drainages from the City ultimately flow into the Pacific Ocean at the Los Angeles and Long Beach Harbors, located approximately nine miles southeast of the City. Historically, the harbor area consisted of marshes and mudflats with a large marshy area, Dominguez Slough, to the north of the harbors, and flow from the Los Angeles River entered where Dominguez Channel now drains (Los Angeles Regional Water Quality Control Board 2023). During the late 19th and early 20th centuries, the landscape was highly altered; channels were dredged, marshes were filled, wharves were constructed, the Los Angeles River was diverted, and a breakwater was constructed in order to allow deep draft ships to be directly offloaded and products be swiftly moved. The Dominguez Slough was completely channelized and the greater San Pedro Bay was dredged and enclosed by two more breakwaters. The Los Angeles/Long Beach Harbor complex is now one of the largest ports in the country.



WATERSHEDS

A watershed is a region that is bound by a divide that drains to a common watercourse or body of water. Watersheds serve an important biological function, oftentimes supporting an abundance of aquatic and terrestrial wildlife including special status species and anadromous and native local fisheries. Watersheds provide conditions necessary for riparian habitat.

Watersheds are delineated by the United States Geological Survey (USGS) using a nationwide system based on surface hydrologic features (United States Geological Survey 2023). These hydrologic units are classified into four levels (regions, subregions, accounting units, and cataloging units), with each unit being identified by a unique hydrologic unit code (HUC) based on its level within the hierarchical system. This means that boundaries are defined according to size and topography, with multiple sub-watersheds within larger watersheds. The USGS system divides the United States into regions (HUC-2), subregions (HUC-4), basins (HUC-6), subbasins (HUC-8), watersheds (HUC-10), and sub-watersheds (HUC-12).

Level 2 – Subregion (HUC-4)

The City of Lawndale is located within the Southern California Coastal subregion, also known as the South Coast Hydrologic Region, a large coastal watershed in southern California (California Department of Water Resources 2003). The South Coast Hydrologic Region spans approximately 6.78 million acres and is bounded on the west by the Pacific Ocean, on the north by the Transverse Ranges, on the east by the Colorado River Hydrologic Region, and on the south by the international boundary with Mexico.

Level 4 – Subbasin (HUC-8)

Within the South Coast Hydrologic Region, the City is located within the San Gabriel hydrologic subbasin. The Los Angeles Regional Water Quality Control Board (RWQCB) governs basin planning and water quality within the San Gabriel hydrologic subbasin. [Figure 5.10-1, *Hydrologic Units: Subbasin*](#), shows hydrologic subbasins within and surrounding the City.

Level 5 – Watershed (HUC-10)

Within the San Gabriel hydrologic subbasin, the City is located within the Dominguez Channel watershed. [Figure 5.10-2, *Hydrologic Units: Watershed*](#), shows watersheds within and surrounding the Planning Area.

Level 6 – Sub-Watershed (HUC-12)

There are two sub-watersheds within the Dominguez Channel watershed: the Upper Dominguez Channel and Lower Dominguez Channel sub-watersheds. The Planning Area is located entirely in the Lower Dominguez Channel sub-watershed.

SURFACE WATER AND FLOOD CONTROL FACILITIES

The Planning Area lies within the Dominguez Channel Watershed Management Area (WMA), which encompasses approximately 133 square miles of land and water. The Dominguez Channel WMA is comprised of three sub-watershed drainage areas: the Upper Dominguez Channel, Lower Dominguez Channel and Estuary, and the Los Angeles and Long Beach Harbors including Machado Lake (Dominguez Channel Watershed Management Area Group 2014). The sub-watersheds drain primarily via an extensive network of underground storm drains and flood control channels, including the Dominguez Channel, a



15.7-mile-long waterway that begins in Hawthorne and drains into the Los Angeles and Long Beach Harbors (Los Angeles County Flood Control District 2015). The Dominguez Channel WMA is a fully built-out area with a high percentage of impervious area. While the Dominguez Channel does not run through the City of Lawndale, a segment of the lined portion of the Dominguez Channel above Vermont Avenue runs in a southerly direction through the Sphere of Influence (SOI), east of City limits. There are no other surface waterbodies within the Planning Area.

Storm Drain Facilities

Storm drain infrastructure in the City is jointly owned and operated by the City and County. The Los Angeles County Flood Control District (LACFCD) provides flood control services and drainage infrastructure within unincorporated County areas and 86 incorporated cities, including the City of Lawndale (Los Angeles County Flood Control District 2023). LACFCD maintains a network of catch basins, storm drains, laterals, and the Dominguez Channel to convey stormwater out of the Planning Area and eventually discharge to the Pacific Ocean via Los Angeles Harbor. The City owns and maintains a number of smaller catch basins, storm drains, and laterals that directly flow into the LACFCD system, eventually discharging into the Pacific Ocean via Los Angeles Harbor. The existing County and City storm drain infrastructure is discussed further in Section 5.19, *Utilities and Service Systems*.

Surface Water Quality

Surface water quality is affected by point source and non-point source pollutants. Point source pollutants are those emitted at a specific point, such as a pipe, while non-point source pollutants are typically generated by surface runoff from diffuse sources, such as streets, paved areas, and landscaped areas. Point source pollutants are controlled with pollutant discharge regulations or Waste Discharge Requirements (WDRs). Non-point source pollutants are more difficult to monitor and control although they are important contributors to surface water quality in urban areas.

Stormwater runoff pollutants vary based on land use, topography, the amount of impervious surface, and the amount and frequency of rainfall and irrigation practices. Runoff in developed areas typically contains oil, grease, and metals accumulated in streets, driveways, parking lots, and rooftops, as well as pesticides, herbicides, particulate matter, nutrients, animal waste, and other oxygen-demanding substances from landscaped areas. The highest pollutant concentrations usually occur at the beginning of the wet season during the “first flush.”

Water quality in the City is governed by the Los Angeles RWQCB, which sets water quality standards in the Water Quality Control Plan Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties (Basin Plan). The Basin Plan identifies beneficial uses for surface water and groundwater and establishes water quality objectives to attain those beneficial uses.

The Clean Water Act (CWA) 303(d) list is a register of impaired and threatened waters which the CWA requires all states to submit for Environmental Protection Agency approval. The list identifies all waters where the required pollution control measures have so far been unsuccessful in reaching or maintaining the required water quality standards. Waters that are listed are known as “impaired.” All waterbodies on the 303(d) list are subject to the development of a total maximum daily load (TMDL). A TMDL is an estimate of the daily load of pollutants that a water body may receive from point sources, non-point



sources, and natural background conditions (including an appropriate margin of safety), without exceeding its water quality standard.

The Planning Area's surface water resources include the Dominguez Channel (lined portion above Vermont Avenue). According to the California State Water Resources Control Board (SWRCB) 303(d) list (Final 2014/2016 list), the Dominguez Channel (lined portion above Vermont Avenue) is listed as a Category 5 water body, meaning that it is a water segment where standards are not met and a TMDL is required, but not yet completed, for at least one of the pollutants being listed for the segment (California State Water Resources Control Board 2023). Impairments for the portion of the Dominguez Channel above Vermont Avenue include the following: Copper, Indicator Bacteria, Lead, Toxicity, and Zinc. According to the Basin Plan, the major point sources of organo-chlorine pesticides, polychlorinated biphenyls (PCBs), and metals into Dominguez Channel are stormwater and urban runoff discharges. Nonpoint sources include atmospheric deposition and fluxes from contaminated sediments into the overlying water (Los Angeles Regional Water Quality Control Board 2019).

According to the Basin Plan, beneficial uses of the Dominguez Channel (Estuary to 135th Street) are municipal and domestic water supply, warm freshwater habitat, and wildlife habitat, and existing beneficial uses are rare, threatened, or endangered species (Los Angeles Regional Water Quality Control Board 2019).

GROUNDWATER

The Planning Area is underlain by the West Coast Subbasin (West Coast Basin) of the Coastal Plain of Los Angeles Basin. The West Coast Basin covers 142 square miles and is bounded on the north by the Ballona Escarpment, an abandoned erosional channel from the Los Angeles River; on the east by the Newport-Inglewood fault zone; and on the south and west by the Pacific Ocean and consolidated rocks of the Palos Verdes Hills (California Department of Water Resources 2003). According to the Golden State Water Company (GSWC) Southwest Service Area 2020 Urban Water Management Plan (UWMP), the most productive aquifers within the West Coast Basin are the Gardena and Gage aquifers in the Lakewood Formation and the Silverado, Lynwood, and the unnamed aquifers in the San Pedro Formation (Golden State Water Company 2021). The Gardena and Gage aquifers are comprised primarily of fine to coarse sand and gravel and have a total maximum thickness of 320 feet. Wells completed in the Gage aquifer typically produce water at rates ranging from 100 to 1,300 gallons per minute (gpm). The aquifers within the San Pedro formation are comprised of coarse sand, gravel, and sandy gravel and have a combined maximum thickness of 1,200 to 1,400 feet. The Silverado aquifer, underlying most of the West Coast Basin, is the most productive aquifer in the West Coast Basin, yielding approximately 80 to 90 percent of the groundwater extracted annually.

Natural recharge to the West Coast Basin's groundwater supply is mostly underflow from the Central Basin, through the Newport-Inglewood fault zone (Golden State Water Company 2021). Injection wells in the West Coast Basin create mounds of freshwater that help protect the West Coast Basin from seawater intrusion. Other minor sources of recharge include percolation of precipitation, irrigation return flow from fields and lawns, and other applied surface waters. The storage capacity of the primary water producing aquifer, the Silverado aquifer, is estimated by the California Department of Water Resources (DWR) to be



about 6,500,000 acre-feet. Groundwater levels have risen approximately thirty feet since the West Coast Basin was adjudicated in 1961.

Although the City overlies the West Coast Basin, water delivered to GSWC's Southwest Service Area is a blend of groundwater pumped from the West Coast Basin and Central Basin groundwater systems, as well as imported water. Groundwater supplies constitute a major component of GSWC Southwest's water supply portfolio. GSWC Southwest uses adjudicated groundwater supplies from both basins for use in its service area. According to GSWC's UWMP, both the Central Basin and West Coast Basin groundwater systems have been thoroughly analyzed and both are meticulously monitored through each adjudication's requirements. As noted above, the West Coast Basin was adjudicated in 1961; the Central Basin was adjudicated in 1965. The West Coast Basin Adjudication and Central Basin Adjudication limit the volumes of water that each party may extract from the respective basin. This limit is referred to as the Allowed Pumping Allocation (APA). The APA is an assigned volume that is less than the historically available volume that was developed to reduce groundwater overdraft and seawater intrusion. The Watermaster is charged with not only developing the APA but also monitoring and reporting the basins' conditions in order to ensure groundwater overdraft and sea water intrusion do not occur.

FLOODPLAIN MAPPING

The Planning Area is built out and fully developed. The Planning Area is largely paved which reduces infiltration and increases surface runoff, and can increase the risk of localized flooding. Localized flooding may occur in low spots or where infrastructure is unable to accommodate peak flows during a storm event. In most cases, localized flooding dissipates quickly after heavy rain ceases.

FEMA Flood Zones

The Federal Emergency Management Agency (FEMA) has a database that maps flood potential across the United States. FEMA mapping provides important guidance for the City in planning for flooding events and regulating development within identified flood hazard areas. FEMA's National Flood Insurance Program (NFIP) is intended to encourage State and local governments to adopt responsible floodplain management programs and flood measures. As part of the program, the NFIP defines floodplain and floodway boundaries that are shown on Flood Insurance Rate Maps (FIRMs). The FEMA FIRM for the Planning Area is shown on [Figure 5.10-3, FEMA Flood Map](#) (note that for mapping purposes, FEMA flood zones have been categorized into 100- and 500-year flood zones). As shown, there are no mapped flood hazard zones located within the Planning Area; the entire Planning Area is located within an area of minimal flood hazard.

Tsunami

A tsunami is a series of waves in a water body caused by the displacement of a large volume of water, generally in an ocean or a large lake due to earthquakes, volcanic eruptions, and other underwater explosions. The City is approximately three miles from the Pacific Ocean and is not located with a mapped Tsunami Hazard Area (California Department of Conservation 2023).



Dam Inundation

Earthquakes centered close to a dam are typically the most likely cause of dam failure. Dam inundation maps have been required in California since 1972, following the 1971 San Fernando Earthquake and near failure of the Lower Van Norman Dam. There are no dams with the potential to inundate portions of the City according to the Division of Safety of Dams Dam Breach Inundation Maps (California Department of Water Resources 2023).

5.10.3 REGULATORY SETTING

There are a number of regulatory agencies whose responsibility includes the oversight of the water resources of the state and nation including the Federal Emergency Management Agency (FEMA), the U.S. Environmental Protection Agency (EPA), the State Water Resources Board, and the Regional Water Quality Control Board (RWQCB). The following is an overview of the Federal, State and local regulations that are applicable to the proposed project.

FEDERAL

Clean Water Act

The Clean Water Act (CWA), initially passed in 1972, regulates the discharge of pollutants into watersheds throughout the nation. Section 402(p) of the act establishes a framework for regulating municipal and industrial stormwater discharges under the National Pollutant Discharge Elimination System (NPDES) Program. Section 402(p) requires that stormwater associated with industrial activity that discharges either directly to surface waters or indirectly through municipal separate storm sewers must be regulated by an NPDES permit.

The CWA establishes the basic structure for regulating the discharges of pollutants into the waters of the United States and gives the Environmental Protection Agency (EPA) the authority to implement pollution control programs. The statute's goal is to regulate all discharges into the nation's waters and to restore, maintain, and preserve the integrity of those waters. The CWA sets water quality standards for all contaminants in surface waters and mandates permits for wastewater and stormwater discharges.

The CWA also requires states to establish site-specific water quality standards for navigable bodies of water and regulates other activities that affect water quality, such as dredging and the filling of wetlands. The following CWA sections assist in ensuring water quality for the water of the United States:

- CWA Section 208 requires the use of best management practices (BMPs) to control the discharge of pollutants in stormwater during construction;
- CWA Section 303(d) requires the creation of a list of impaired water bodies by states, territories, and authorized tribes; evaluation of lawful activities that may impact impaired water bodies; and preparation of plans to improve the quality of these water bodies. CWA Section 303(d) also establishes Total Maximum Daily Loads (TMDLs), which is the maximum amount of a pollutant that a water body can receive and still safely meet water quality standard; and
- CWA Section 404 authorizes the U.S. Army Corps of Engineers to require permits that will discharge dredge or fill materials into waters in the United States, including wetlands.



In California, the EPA has designated the SWRCB and its nine RWQCBs with the authority to identify beneficial uses and adopt applicable water quality objectives.

The SWRCB is responsible for implementing the CWA and does so through issuing NPDES permits to cities and counties through regional water quality control boards. Federal regulations allow two permitting options for storm water discharges (individual permits and general permits).

Federal Emergency Management Agency

FEMA's primary mission is to reduce the loss of life and property and protect from all hazards, including flooding, among others. FEMA advises on building codes and flood plain management; teaches people how to get through a disaster; helps equip local and State emergency preparedness; coordinates the Federal response to a disaster; makes disaster assistance available to states, communities, businesses and individuals; trains emergency managers; supports the nation's fire service; and administers the national flood and crime insurance programs.

Flood is a general and temporary condition of partial or complete inundation of two or more acres of normally dry land area or of two or more properties. The term "100-year flood" is defined by FEMA, as the flood elevation that has a one percent chance of being equaled or exceeded each year. A "500-year flood" is one which has a 0.2 percent chance of occurring each year. A 500-year flood event would be slightly deeper and cover a greater area than a 100-year flood event.

Flood zones are geographic areas that FEMA defines, based on studies of flood risk. The zone boundaries are shown on flood hazard maps, also called Flood Insurance Rate Maps (FIRM). High Risk Zones or Special Flood Hazard Areas (SFHA or Zone A) are high-risk flood areas where special flood, mudflow, or flood-related erosion hazards exist, and flood insurance is mandatory. SFHAs are those areas subject to inundation by a 100-year flood. Low-to-Moderate Risk Zones or Non-Special Flood Hazard Areas (Zones B, C, X) are areas that are not in any immediate danger from flooding caused by overflowing rivers or hard rains. Insurance purchase is not required in these zones.

FEMA is responsible for administering the National Flood Insurance Program (NFIP), which enables property owners in participating communities to purchase insurance as protection against flood losses in exchange for State and community floodplain management regulations that reduce future flood damages. In communities that participate in the NFIP, mandatory flood insurance purchase requirements apply to all Zones A, which are communities subject to a 100-year flood event. In addition to providing flood insurance and reducing flood damages through floodplain management regulations, the NFIP identifies and maps the nation's floodplains on FIRMs.

FEMA is mandated by the Flood Insurance Act of 1968 and the Flood Disaster Protection Act of 1973 to evaluate flood hazards and provide FIRMs for local and regional planners to further promote safe floodplain development. Flood risk data presented on FIRMs are based on historic, hydrologic, hydraulic, and meteorological data, as well as flood control works, open-space conditions, and development. To prepare a FIRM that illustrates the extent of flood hazards in flood-prone communities, FEMA conducts an engineering study referred to as Flood Insurance Study. Using information collected in these studies, FEMA engineers and cartographers delineate SFHAs on FIRMs.



Flood Control Act

The Flood Control Act (1917) established survey and cost estimate requirements for flood hazards in the Sacramento Valley. All levees and structures constructed per the Act were to be maintained locally but controlled Federally. All rights of way necessary for the construction of flood control infrastructure were to be provided to the Federal government at no cost.

Federal involvement in the construction of flood control infrastructure, primarily dams and levees, became more pronounced upon passage of the Flood Control Act of 1936.

Flood Disaster Protection Act

The Flood Disaster Protection Act (FDPA) of 1973 was a response to the shortcomings of the NFIP, which were experienced during the flood season of 1972. The FDPA prohibited Federal assistance, including acquisition, construction, and financial assistance, within delineated floodplains in non-participating NFIP communities. Furthermore, all Federal agencies and/or Federally insured and Federally regulated lenders must require flood insurance for all acquisitions or developments in designated SFHAs in communities that participate in the NFIP.

Improvements, construction, and developments within SFHAs are generally subject to the following standards:

- All new construction and substantial improvements of residential buildings must have the lowest floor (including basement) elevated to or above the base flood elevation (BFE).
- All new construction and substantial improvements of non-residential buildings must either have the lowest floor (including basement) elevated to or above the BFE or dry-floodproofed to the BFE.
- Buildings can be elevated to or above the BFE using fill, or they can be elevated on extended foundation walls or other enclosure walls, on piles, or on columns.
- Extended foundation or other enclosure walls must be designed and constructed to withstand hydrostatic pressure and be constructed with flood-resistant materials and contain openings that will permit the automatic entry and exit of floodwaters. Any enclosed area below the BFE can only be used for the parking of vehicles, building access, or storage.

National Flood Insurance Program (NFIP)

Per the National Flood Insurance Act of 1968, the NFIP has three fundamental purposes: better indemnify individuals for flood losses through insurance; reduce future flood damages through State and community floodplain management regulations; and reduce Federal expenditures for disaster assistance and flood control.

While the Act provided for subsidized flood insurance for existing structures, the provision of flood insurance by FEMA became contingent on the adoption of floodplain regulations at the local level.

National Pollutant Discharge Elimination System (NPDES)

NPDES permits are required for discharges to navigable waters of the United States, which includes any discharge to surface waters, including lakes, rivers, streams, bays, oceans, dry stream beds, wetlands, and



storm sewers that are tributary to any surface water body. NPDES permits are issued under the Federal Clean Water Act, Title IV, Permits and Licenses, Section 402 (33 USC 466 et seq.).

The RWQCB issues these permits in lieu of direct issuance by the EPA, subject to review and approval by the EPA Regional Administrator (EPA Region 9). The terms of these NPDES permits implement pertinent provisions of the CWA and the Act's implementing regulations, including pre-treatment, sludge management, effluent limitations for specific industries, and anti-degradation. In general, the discharge of pollutants is to be eliminated or reduced as much as practicable so as to achieve the CWA's goal of "fishable and swimmable" navigable (surface) waters. Technically, all NPDES permits issued by the RWQCB are also WDRs issued under the authority of the CWA.

NPDES permitting authority is administered by the SWRCB and its nine RWQCBs. The Planning Area is in a watershed administered by the Santa Ana RWQCB.

Individual projects in the City that disturb more than one acre would be required to obtain NPDES coverage under the California General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit). The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP) describing BMPs the discharger would use to prevent and retain storm water runoff. The SWPPP must contain a visual monitoring program; a chemical monitoring program for "non-visible" pollutants to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the site discharges directly to a waterbody listed on the 303(d) list for sediment.

[Rivers and Harbors Appropriation Act of 1899](#)

One of the Country's first environmental laws, this Act established a regulatory program to address activities that could affect navigation in Waters of the United States.

[Water Pollution Control Act of 1972](#)

The Water Pollution Control Act established a program to regulate activities that result in the discharge of pollutants to waters of the United States.

STATE

[California Fish and Wildlife Code](#)

The California Department of Fish and Wildlife (CDFW) protects streams, water bodies, and riparian corridors through the streambed alteration agreement process under Section 1600 to 1616 of the California Fish and Game Code. The California Fish and Game Code establishes that "an entity may not substantially divert or obstruct the natural flow or substantially change the bed, channel or bank of any river, stream or lake, or deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river stream, or lake" (Fish and Game Code Section 1602(a)) without notifying the CDFW, incorporating necessary mitigation and obtaining a streambed alteration agreement. The CDFW's jurisdiction extends to the top of banks and often includes the outer edge of riparian vegetation canopy cover.



California Code of Regulations

California Code of Regulations (CCR) Title 22, Chapter 15, Article 20 requires all public water systems to prepare a Consumer Confidence Report for distribution to its customers and to the Department of Health Services. The Consumer Confidence Report provides information regarding the quality of potable water provided by the water system. It includes information on the sources of the water, any detected contaminants in the water, the maximum contaminants levels set by regulation, violations and actions taken to correct them, and opportunities for public participation in decisions that may affect the quality of the water provided.

California Government Code

Relevant sections of the California Government Code are identified below.

Section 65302: Revised safety elements must include maps of any 200-year flood plains and levee protection zones within the Planning Area.

Section 65584.04: Any land having inadequate flood protection, as determined by FEMA or DWR, must be excluded from land identified as suitable for urban development within the Planning Area.

Section 8589.4: California Government Code Section 8589.4, commonly referred to as the Potential Flooding-Dam Inundation Act, requires owners of dams to prepare maps showing potential inundation areas in the event of dam failure. A dam failure inundation zone is different from a flood hazard zone under the NFIP. NFIP flood zones are areas along streams or coasts where storm flooding is possible from a 100-year flood. In contrast, a dam failure inundation zone is the area downstream from a dam that could be flooded in the event of dam failure due to an earthquake or other catastrophe. Dam failure inundation maps are reviewed and approved by the California Office of Emergency Services. Sellers of real estate within inundation zones are required to disclose this information to prospective buyers.

California Department of Health Services

The Department of Health Services, Division of Drinking Water and Environmental Management, oversees the Drinking Water Program. The Drinking Water Program regulates public water systems and certifies drinking water treatment and distribution operators. It provides support for small water systems and for improving their technical, managerial, and financial capacity. It provides subsidized funding for water system improvements under the State Revolving Fund and Proposition 50 programs. The Drinking Water Program also oversees water recycling projects, permits water treatment devices, supports and promotes water system security, and oversees the Drinking Water Treatment and Research Fund for Methyl tertiary-butyl ether and other oxygenates.

California Water Code

California's primary statute governing water quality and water pollution issues with respect to both surface waters and groundwater is the Porter-Cologne Water Quality Control Act of 1970 (Division 7 of the California Water Code) (Porter-Cologne Act). The Porter-Cologne Act grants the SWRCB and each of the RWQCBs power to protect water quality, and is the primary vehicle for implementation of California's responsibilities under the Federal Clean Water Act. The Porter-Cologne Act grants the SWRCB and the RWQCBs authority and responsibility to adopt plans and policies, to regulate discharges to surface and



groundwater, to regulate waste disposal sites, and to require cleanup of discharges of hazardous materials and other pollutants. The Porter-Cologne Act also establishes reporting requirements for unintended discharges of any hazardous substance, sewage, or oil or petroleum product.

Each RWQCB must formulate and adopt a Water Quality Control Plan (Basin Plan) for its region. The regional plans are to conform to the policies set forth in the Porter-Cologne Act and established by the SWRCB in its State water policy. The Porter-Cologne Act also provides that a RWQCB may include within its regional plan water discharge prohibitions applicable to particular conditions, areas, or types of waste.

[State Water Resources Control Board \(State Water Board\) Storm Water Strategy](#)

The Storm Water Strategy is founded on the results of the Storm Water Strategic Initiative, which served to direct the State Water Board's role in storm water resources management and evolve the Storm Water Program by: a) developing guiding principles to serve as the foundation of the storm water program; b) identifying issues that support or inhibit the program from aligning with the guiding principles; and c) proposing and prioritizing projects that the Water Boards could implement to address those issues.

The State Water Board staff created a strategy-based document called the Strategy to Optimize Management of Storm Water (STORMS). STORMS includes a program vision, missions, goals, objectives, projects, timelines, and consideration of the most effective integration of project outcomes into the Water Board's Storm Water Program.

[Sustainable Groundwater Management Act](#)

The Sustainable Groundwater Management Act (SGMA) established a framework for sustainable, local groundwater management. SGMA requires groundwater-dependent regions to halt overdraft and bring basins into balanced levels of pumping and recharge. With passage of the SGMA, the Department of Water Resources (DWR) launched the Sustainable Groundwater Management Program to implement the law and provide ongoing support to local agencies around the State. The SGMA:

- Establishes a definition of "sustainable groundwater management;"
- Requires that a Groundwater Sustainability Plan be adopted for the most important groundwater basins in California;
- Establishes a timetable for adoption of Groundwater Sustainability Plans;
- Empowers local agencies to manage basins sustainably;
- Establishes basic requirements for Groundwater Sustainability Plans; and
- Provides for a limited State role.

SGMA requires local agencies to form groundwater sustainability agencies (GSAs) for the high and medium priority basins. GSAs develop and implement groundwater sustainability plans (GSPs) for non-adjudicated areas; a GSP is not required for adjudicated areas. However, if an adjudicated action has determined the rights to extract groundwater for only a portion of a basin, then the requirement for a GSP applies to the non-adjudicated portion. DWR evaluates GSPs to determine if they comply with SGMA, substantially comply with the GSP Regulations, and whether implementation of the GSP is likely to achieve the sustainability goal for the basin. DWR's evaluation and assessment is based on criteria outlined in the GSP Regulations. For an adjudicated area, or the portion of the basin subject to the adjudication, the



watermaster or a local agency for the adjudicated area, is required to submit to DWR on an annual basis, a report containing information to the extent available regarding groundwater elevation data; groundwater extraction data, surface water used or available for groundwater recharge; total water use; change in groundwater storage; and the annual report submitted to the court.

The West Coast Basin was designated a very low priority basin in DWR's 2019 SGMA Basin Prioritization report (Department of Water Resources 2020).

LOCAL

[Water Quality Control Plan \(Basin Plan\) for the Los Angeles Region](#)

A Basin Plan is designed to preserve and enhance water quality and protect the beneficial uses of all regional waters. The Basin Plan is a resource for the Regional Board and others who use water and/or discharge wastewater in the region that the Basin Plan is designed to cover. Other agencies and organizations involved in environmental permitting and resource management activities also use the Basin Plan. Finally, the Basin Plan provides valuable information to the public about local water quality issues.

The Los Angeles Region (Region 4) has jurisdiction over the coastal drainages between Rincon Point (on the coast of western Ventura County) and the eastern Los Angeles County. The Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties covers coastal Los Angeles County, including the Planning Area. The Basin Plan designates beneficial uses of water in the region and establishes narrative and numerical water quality objectives. Water quality objectives, as defined by the CWA Section 13050(h), are the "limits or levels of water quality constituents or characteristics which are established for the reasonable protection of beneficial uses or the prevention of nuisance within a specific area." The State has developed TMDLs that are a calculation of the maximum amount of a pollutant that a water body can have and still meet water quality objectives established by the region.

[Municipal NPDES Permit Waste Discharge Requirements](#)

On November 8, 2012, the RWQCB adopted Order R4-2012-0175 (Waste Discharge Requirements for Municipal Separate Storm Sewer System) (MS4) Discharges within Coastal Watersheds of Los Angeles County (MS4 Permit). Order R4-2012-0175 became effective on December 28, 2013 and serves as the NPDES permit for coastal watershed stormwater and non-stormwater discharges originating from the Los Angeles County region. The permit covers the land areas in the Los Angeles County Flood Control jurisdiction, unincorporated areas of Los Angeles County, and 84 cities in the County. The City of Lawndale is included in the MS4 Permit as a permittee under Order R4-2012-0175.

In coordination with permittees under MS4 Permit, RWQCB staff performs annual performance reviews and evaluations of the City's stormwater management program and NPDES compliance activities.

[Los Angeles County Department of Public Works Hydrology Manual](#)

The Los Angeles County Department of Public Works Hydrology Manual (2006) contains the Standard Urban Stormwater Mitigation Plan (SUSMP) that applies to development and redevelopment projects in Los Angeles County, as described below. The Hydrology Manual also includes TMDLs for pollutants per



Section 303 of the CWA and BMPs for managing stormwater quality during construction. As the holder of the MS4 Permit, the RWQCB is responsible for enforcing these BMPs.

[Los Angeles County Standard Urban Stormwater Mitigation Plan \(SUSMP\)](#)

The SUSMP is a comprehensive stormwater quality program to manage urban stormwater and minimize pollution of the environment in Los Angeles County. The purpose of the SUSMP is to reduce the discharge of pollutants in stormwater by outlining BMPs that must be incorporated into the design plans of new development and redevelopment. The SUSMP requirements contain a list of minimum BMPs that must be employed to infiltrate or treat stormwater runoff, control peak flow discharge, and reduce the post-Project discharge of pollutants from stormwater conveyance systems. The SUSMP requirements define, based upon land use type, the types of practices that must be included and issues that must be addressed as appropriate to the development type and size. The SUSMP requirements apply to all development and redevelopment projects that fall into one of the following categories:

- Single-family hillside residences
- One acre or more of impervious surface area for industrial/commercial developments
- Automotive service facilities
- Retail gasoline outlets
- Restaurants
- Ten or more residential units
- Parking lots of 5,000 square feet or greater or with 25 or more spaces
- Projects located in or directly discharging to an Ecologically Sensitive Area

The SUSMP requirements are administered, implemented, and enforced through the Community Development Department Building and Safety Division and final review would be conducted by the Chief Building Official. During the review process, individual development project plans are reviewed for compliance with stormwater requirements.

[Dominguez Channel Watershed Management Area – Enhanced Watershed Management Program](#)

The Dominguez Channel Watershed Management Area Enhanced Watershed Management Program (EWMP) was developed pursuant to the requirements set forth by Order No. R4-2012-0175, Los Angeles County Municipal Separate Storm Sewer System (MS4) National Pollutant Discharge Elimination System (NPDES) Permit (MS4 Permit). The EWMP identifies water quality priorities and watershed control measures for compliance with all Dominguez Channel TMDLs. The EWMP Plan, along with a Coordinated Monitoring Plan, serves as a guiding document for implementing water quality improving infrastructure, policies, and programs. The City of Lawndale is a participating member in the Dominguez Channel Watershed Management Area EWMP.

[West Coast Basin Judgment](#)

In 1961, the West Coast Basin was adjudicated in the case *California Water Service Company, et al. vs. City of Compton, et al.* (Superior Court, County of Los Angeles, Case No 506806). The West Coast Basin



Judgment (Judgment) limits the amount of groundwater each party can extract annually from the West Coast Basin. Groundwater producers held by the Judgment have the right to annually pump the volume of water as decided in the adjudication. These limits are monitored by a court-appointed Watermaster. The Watermaster administers and enforces the terms of the Judgment and reports annually to the Court on significant groundwater-related events that occur in the Basin. The court also retained jurisdiction to monitor ongoing management of the West Coast Basin, including the conjunctive use of Basin storage space, to assure the Basin will be capable of supplying sufficient water to meet local needs, including future growth and development. In 2014, an Amended Judgment was accepted by the Court. The Amended Judgment modified the structure of the Watermaster from being administered by DWR to a three-panel structure: an administrative body administering Watermaster accounting and reporting; a water rights panel made up of members of the West Coast Basin Water Association; and a storage panel. The amendment allows storage in the basin by the water right holders. The Court also retained jurisdiction to monitor ongoing management of the West Coast Basin, including the conjunctive use of West Coast Basin storage space, to assure the West Coast Basin will be capable of supplying sufficient water to meet local needs, including future growth and development.

The West Coast Basin adjudication limit for groundwater extraction across the entire West Coast Basin is 64,468 acre-feet per year (AFY). Three agencies, the Los Angeles County Department of Public Works (LACDPW), Water Replenishment District of Southern California (WRDSC), and West Basin Municipal Water District (WBMWD), collaborate with the groundwater producers, such as GSWC, to ensure that the Allowed Pumping Allocation is available to be pumped from wells in the West Coast Basin. LACDPW operates and maintains the West Coast Barrier Project and Dominguez Gap Barrier Projects, which maintain groundwater levels at the coast line to prevent seawater intrusion. LACDPW injects a combination of equal parts of treated wastewater from the WBMWD's water recycling plant located in El Segundo and imported water from Metropolitan Water District (MWD). WBMWD is expanding the West Coast Basin recycled water plant to allow up to 100 percent recycled water injection into the West Coast Basin Barrier Project. LACDPW injects imported water from MWD into the Dominguez Gap Barrier Project. The project currently is permitted for up to six million gallons per day of recycled water to be injected into the barrier with a 50 percent blend with potable water over a 60-month running average. By statute, WRDSC is required to determine replenishment requirements annually. WRDSC pays WBMWD for imported and recycled water for recharge into the West Coast Basin.

Central Basin Judgment

In 1965, the Central Basin was adjudicated in the case *Central and West Coast Basin Water Replenishment District vs. Charles E. Adams, et al.* (Superior Court, County of Los Angeles, Case No. 786656). The Central Basin Judgment limits the amount of groundwater each party can extract annually from the adjudicated portion of the Central Basin. This limit is referred to as the Allowed Pumping Allocation (APA), and is an assigned volume that is less than the historically available volume that was developed to reduce groundwater overdraft and seawater intrusion. The Central Basin Watermaster is charged with developing the APA, as well as monitoring and reporting the Central Basin conditions in order to ensure groundwater overdraft and sea water intrusion do not occur. The Watermaster reports annually to the Court on the significant groundwater-related events that occur in the Central Basin. In 2013, the court entered the Third Amended Judgment. The Amended Judgment modified the structure of the Watermaster from being



administered by DWR to a three-panel structure: an administrative body administering Watermaster accounting and reporting; a water rights panel made up of seven members of the Central Basin water rights holders; and a storage panel.

City of Lawndale Municipal Code

The City of Lawndale Municipal Code Chapter 8.40, *Water Conservation*, allows the City Council to declare voluntary and mandatory water restrictions, as appropriate to water supply conditions. The stages include: conservation watch, drought watch, and drought emergency.

Municipal Code Title 13, *Public Services*, addresses wastewater and storm drains within the City. Chapter 13.12, *Storm Water and Urban Runoff Pollution Control*, establishes stormwater runoff controls and BMPs to prevent and/or reduce the quantity of pollutants from being discharged into the MS4. Section 13.12.060, *Best Management Practices Required*, requires the implementation of BMPs during project operation. Section 13.12.070, *Construction Activity Stormwater Measures*, requires applicants for grading or building permits within the City to provide satisfactory proof of compliance with the Construction General Permit, including a Stormwater Pollution Prevention Plan (SWPPP), when applicable. Applicants that are not required to comply with the Construction General Permit are required to implement a grading and construction activity runoff control program. Chapter 3.16, *Standard Urban Stormwater Mitigation Plan and Low Impact Development Implementation*, contains a number of requirements to control stormwater pollution. Subject new development and redevelopment projects are required to comply with standard urban stormwater mitigation program (SUSMP) conditions assigned by the City, consisting of LID structural and non-structural BMPs; source control BMPs; and structural and non-structural BMPs for specific types of uses. Section 13.16.060, *Stormwater Pollution Control and Design Standards for Best Management Practices (BMPs)*, requires applicable development and redevelopment projects to submit a SUSMP for City review and approval, which is required to be incorporated into the applicant's project plans. Section 13.16.070, *Control of Erosion of Slopes and Channels*, requires BMPs to be used on slopes or channels in subject new development or redevelopment projects. Per Section 13.16.110, *Maintenance of Best Management Practices*, applicants for new subject development and redevelopment projects must agree to maintain any structural or treatment control BMPs.

Municipal Code Title 15, *Buildings and Construction*, adopts various uniform building and construction codes and safety precautions, including the California Building Code, the California Residential Code, the California Plumbing Code, the California Electrical Code, the California Mechanical Code, and the California Green Building Standards Code (CALGreen). The California Building Code contains flood resistant construction requirements. CALGreen contains regulations related to water efficiency and conservation.

Municipal Code Section 17.36.190, *Flood Control Easements—Obstruction Prohibited*, prohibits the placement of any structures or materials within the channel or bed of any river, stream, wash, or arroyo, or County flood control easement, which may alter water flow or damage adjacent property downstream.

Municipal Code Chapter 17.88, *Water Efficient Landscape*, promotes water-efficient landscaping by establishing standards for the design, maintenance, and install of water efficient landscapes in new and substantially altered or expanded existing development projects.



5.10.4 SIGNIFICANCE CRITERIA AND THRESHOLDS

Appendix G of the California Environmental Quality Act (CEQA) Guidelines contains the Initial Study Environmental Checklist, which includes questions related to hydrology and water quality. The issues presented in the Initial Study Environmental Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant environmental impact if it would:

- Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality (refer to Impact Statement HWQ-1);
- Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin (refer to Impact Statement HWQ-2);
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would (refer to Impact Statement HWQ-3):
 - result in substantial erosion or siltation on- or off-site;
 - substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;
 - create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff;
or
 - impede or redirect flood flows.
- In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation (refer to Impact Statement HWQ-4); and/or
- Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan (refer to Impact Statement HWQ-5).



5.10.5 IMPACTS AND MITIGATION MEASURES

HWQ-1: Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Impact Analysis:

CONSTRUCTION

Grading, excavation, removal of vegetation cover, and loading activities associated with future construction activities could temporarily increase runoff, erosion, and sedimentation. Construction activities also could result in soil compaction and wind erosion impacts that could adversely affect soils and reduce the revegetation potential at construction sites and staging areas.

In compliance with NPDES Permit regulations, the State of California requires that any construction activity disturbing one acre or more of soil comply with the Construction General Permit. The permit requires development and implementation of a SWPPP and monitoring plan, which must include erosion-control and sediment-control BMPs that would meet or exceed measures required by the Construction General Permit to control stormwater quality degradation due to potential construction-related pollutants. Lawndale Municipal Code Chapter 13.12, *Storm Water and Urban Runoff Pollution Control*, establishes stormwater runoff controls and BMPs to prevent and/or reduce the quantity of pollutants from being discharged into the MS4. Section 13.12.070, *Construction Activity Stormwater Measures*, requires applicants for grading or building permits within the City to provide satisfactory proof of compliance with the Construction General Permit, including a SWPPP, when applicable. Applicants that are not required to comply with the Construction General Permit are required to implement a grading and construction activity runoff control program.

The General Plan Update sets policies and actions for buildout of the City, but it does not envision or authorize any specific development project. Because of this, the site-specific details of potential future development projects are currently unknown and analysis of potential impacts of such projects is not feasible and would be speculative. However, each future project must include detailed project specific drainage plans that control storm water runoff and erosion, both during and after construction. The RWQCB would require a project-specific SWPPP to be prepared for each future project that disturbs an area one acre or larger. The SWPPPs would include project-specific best management measures that are designed to control drainage and erosion. For projects disturbing less than one acre, Lawndale Municipal Code Section 13.12.070 would require compliance with minimum BMPs to reduce the discharge of pollutants. Therefore, the proposed Project would not violate any water quality standards or waste discharge requirements, nor would it otherwise substantially degrade surface water or groundwater quality.

OPERATION

The Planning Area is primarily urbanized with limited pervious areas anticipated for development. The Project does not propose site-specific development; however, future development and redevelopment activities within the Planning Area have the potential to increase impervious areas resulting in increased runoff when compared to existing site conditions. Stormwater runoff may include pollutants such as



sediments, nutrients, pesticides, trash, oil and grease, and metals. The MS4 Permit (Order R4-2012-0175) and Lawndale Municipal Code regulate stormwater discharges within the Planning Area, and require the use of BMPs and other control measures to reduce the discharge of pollutants to receiving water bodies.

Future development projects within the Planning Area would be required to be consistent with the MS4 Permit and Lawndale Municipal Code Chapter 3.16, which contains a number of requirements to control stormwater pollution, including post-construction runoff pollution reduction BMPs implemented through the SUSMP, including LID structural and non-structural BMPs to effectively reduce the amount of impervious area of a completed project site and promote the use of infiltration and other controls that reduce runoff; source control BMPs prevent runoff contact with pollutant materials that would otherwise be discharged to the MS4; and structural and non-structural BMPs for specific types of uses. Section 13.16.060 requires applicable development and redevelopment projects to submit a SUSMP for City review and approval, which is required to be incorporated into the applicant's project plans. Section 13.16.070, *Control of Erosion of Slopes and Channels*, requires BMPs to be used on slopes or channels in subject new development or redevelopment projects. Section 13.16.110, *Maintenance of Best Management Practices*, requires ongoing maintenance of structural or treatment control BMPs by subject development and redevelopment projects. Other existing regulatory requirements that manage water quality include requirements to obtain approval from the RWQCB for NPDES permits, other discharge permits, SWPPPs, and to implement BMPs. Federal, State and local regulations would require individual projects to provide the on-site storm drain infrastructure, including water quality measures, to ensure the stormwater runoff associated with the proposed development would be captured and treated on-site, protecting water quality both on- and off-site.

Waters that are listed under Section 303(d) of the CWA are known as "impaired." The Planning Area includes a portion of the Dominguez Channel (lined portion above Vermont Avenue), which is listed on the Section 303(d) list as a Category 5 water body, meaning that it is a water segment where standards are not met and a TMDL is required, but not yet completed, for at least one of the pollutants being listed for the segment (California State Water Resources Control Board 2023). Continued compliance with the Dominguez Channel Watershed Management Area EWMP, which in part requires the implementation of BMPs to reduce discharge of pollutants in stormwater to the maximum extent practicable, would help address water quality priorities and ensure compliance with the established regulatory framework, including the CWA.

Storm drain infrastructure in the City is jointly owned and operated by the City and County. The provision and maintenance of stormwater detention facilities, as needed, would reduce runoff rates and peak flows. The General Plan Update proposes goals, policies, and actions that aim to enhance stormwater quality and infiltration, as well as ensure development projects are reviewed to identify potential stormwater and drainage impacts and require development to include measures to confirm off-site runoff is not increased beyond pre-development levels. Proposed Resource Management Element Policy RM-6.2 encourages all public and private landscaping in new development and significantly altered redevelopment projects to be designed to reduce water demand, prevent erosion, decrease flooding, and reduce pollutants through the installation of irrigation systems, the selection of appropriate plant materials, and proper soil preparation. Policy RM-6.4 directs the City to work cooperatively with local water agencies to effectively and efficiently manage stormwater runoff as part of the City's multi-pronged



water conservation strategy. Action RM-6a requires the implementation of BMPs and compliance with the City's MS4 permit to control stormwater runoff and prevent water quality impairment. Proposed Community Facilities Element Policy CF-4.1 encourages LACFCD to maintain sufficient levels of storm drainage service and improve flood control facilities and channel segments. Policy CF-4.2 encourages stormwater to be directed towards permeable surfaces to allow for more percolation of stormwater into the ground. Policy CF-4.3 promotes BMPs and LID measures to treat stormwater before discharge from the site. Policy CF-4.4 directs the City to participate in regional programs to implement the NPDES program. Action CF-4a ensures the City continues to implement the Watershed Control Measures identified in the EWMP for the Dominguez Channel WMA. Action CF-4b directs the City to work with the Los Angeles RWQCB, LACFCD, and Dominguez Channel WMA Group to meet the requirements of the MS4 Permit. Action CF-4d ensures City review of development projects to identify potential storm drain and drainage impacts and requires developments to include measures to ensure that off-site runoff is not increased beyond pre-development levels during rain and flood events. Action CF-4e requires project designs to minimize drainage concentrations, minimize impervious coverage, utilize pervious paving materials, utilize LID strategies, and utilize BMPs to reduce stormwater runoff. Existing regulatory requirements that manage water quality include requirements to obtain approval from the RWQCB for NPDES permits, other discharge permits, WQMPs, SWPPPs, and to implement BMPs. These regulatory requirements are intended to ensure that water quality does not degrade to levels that would violate water quality standards. Through implementation of the General Plan Update policies and actions, implementation of the Municipal Code requirements identified above, compliance with mandatory Federal and State regulations, and compliance with the existing regulations for the Dominguez Channel Watershed, future development projects associated with implementation of the General Plan Update would not violate water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.

Proposed General Plan Update Goals, Policies, and Actions:

RESOURCE MANAGEMENT ELEMENT

Policy RM-6.2: Landscaping. Encourage all public and private landscaping in new development and significantly altered redevelopment projects to be designed to reduce water demand, prevent erosion, decrease flooding, and reduce pollutants through the installation of irrigation systems, the selection of appropriate plant materials, and proper soil preparation.

Policy RM-6.4: Stormwater. Work cooperatively with local water agencies to effectively and efficiently manage stormwater runoff as part of the City's multi-pronged water conservation strategy.

Action RM-6a: To reduce soil erosion and pollutants in urban runoff, require new development and redevelopment projects to control stormwater runoff through implementation of Best Management Practices (BMPs) to prevent any deterioration of water quality that would impair subsequent or competing uses of the water. Existing development shall control stormwater runoff so as to prevent any deterioration of water quality that would impair subsequent or competing uses of the water. As specific development projects are



implemented, project proponents will be required to consult with relevant agencies such as the U.S. Army Corps of Engineers (ACOE), Regional Water Quality Control Board (RWQCB), and the California Department of Fish and Game (CDFG). Also, ensure that projects of one acre or more complete a Storm Water Pollution Prevention Plan (SWPPP) pursuant to State of California, Los Angeles Regional Water Quality Control Board (RWQCB) and the City's MS4 permit (order no. R4-2012-0175 (NPDES No. CAS 004001).

COMMUNITY FACILITIES ELEMENT

Policy CF-4.1: Maintain Capacity. Encourage the Los Angeles County Flood Control District (LACFCD) to maintain sufficient levels of storm drainage service, improve flood control facilities and channel segments, and implement other best practices in order to protect the community from flood hazards.

Policy CF-4.2: Stormwater Runoff. Encourage stormwater be directed towards permeable surfaces to allow for more percolation of stormwater into the ground.

Policy CF-4.3: Stormwater Treatments. Promote Best Management Practices (BMPs) and Low Impact Development measures (LID) to treat stormwater before discharge from the site.

Policy CF-4.4: National Programs. Cooperate in regional programs to implement the National Pollutant Discharge Elimination System program.

Action CF-4a: Continue to implement the Watershed Control Measures identified in the Enhanced Watershed Management Program (EWMP) for the Dominguez Channel Watershed Management Area Group. Review and update as needed.

Action CF-4b: Work with the Los Angeles Regional Water Quality Control Board (RWQCB), Los Angeles County Flood Control District (LACFCD), and Dominguez Channel Watershed Management Area (DCWMA) Group to meet the requirements of Municipal Separate Storm Sewer System (MS4) Permit Order R4-2012-0175.

Action CF-4c: Encourage new developments and/or public roadway projects to incorporate recommendations from the Dominguez Watershed Management Master Plan, including:

- Use of pervious pavement during development and redevelopment;
- Install and maintain catch basin inserts in high priority areas;
- Reduce green waste to storm drains;
- Create grassy swales and/or vegetated areas to treat urban runoff;
- Perform roadway improvements using vegetated medians, buffers and/or parkways;
- Use water-wise landscaping;
- Use and expansion of the recycled water system; and
- Installation of rainwater harvesting systems and cisterns.



Action CF-4d: Continue to review development projects to identify potential storm drain and drainage impacts and require developments to include measures to ensure that off-site runoff is not increased beyond pre-development levels during rain and flood events.

Action CF-4e: Project designs shall minimize drainage concentrations, minimize impervious coverage, utilize pervious paving materials, utilize low impact development (LID) strategies, and utilize Best Management Practices (BMPs) to reduce stormwater runoff.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

HWQ-2: Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Impact Analysis: The Planning Area is underlain by the West Coast Basin of the Coastal Plain of the Los Angeles Groundwater Basin. The West Coast Basin is an adjudicated basin; groundwater extraction is monitored by the court-appointed Watermaster, who administers and enforces the terms of the West Coast Basin Judgment and reports annually to the Court on significant groundwater-related events that occur in the Basin. As indicated in [Section 5.19, *Utilities and Service Systems*](#), potable water in the Planning Area is provided by the GSWC Southwest System. According to the GSWC Southwest 2020 UWMP, water supply sources include local groundwater and imported water purchased from the MWD. Groundwater that serves the Planning Area is pumped from the Central subbasin (Central Basin) and West Coast subbasin (West Coast Basin) of the Coastal Plain of Los Angeles Groundwater Basin.

Project implementation would provide opportunities for residential and non-residential development and is expected to result in increased population growth in the Planning Area, and a corresponding increase in the demand for additional water supplies. As indicated in [Section 5.19](#), the Project would result in a water demand of approximately 8.0 acre-feet per year (AFY) within the Planning Area, which would be a net increase of 1.6 AFY (25 percent) over existing conditions. As discussed, groundwater supplies constitute a major component of GSWC Southwest's water supply portfolio. GSWC Southwest uses adjudicated groundwater supplies from the Central Basin and West Coast Basin for use in its service area. However, the West Coast Basin Adjudication and Central Basin Adjudication limit the volumes of water that each party may extract from the respective basin. The APA is an assigned volume that is less than the historically available volume that was developed to reduce groundwater overdraft and seawater intrusion. The Watermaster is charged with monitoring and reporting the basins' conditions in order to ensure groundwater overdraft and sea water intrusion do not occur. Although Project implementation could result in an increased demand for water supplies, which have not been accounted for in the UWMP, the Project would not cause GSWC to pump additional groundwater supplies beyond its allocation or beyond the APA authorized through the adjudication of each basin. Thus, the Project would not substantially decrease groundwater supplies that would impede sustainable groundwater management of the basin. Refer to [Section 5.19](#), regarding water supplies.



The Planning Area is underlain by the West Coast Basin. Although future development activities have the potential to increase impervious areas, these areas are limited and do not provide for substantial groundwater recharge within the Planning Area. Development activities associated with implementation of the Project would consist of infill and redevelopment on currently urbanized sites. Therefore, the proposed Project would not interfere substantially with groundwater recharge. Further, the West Coast and Central Basins are managed by an adjudication and subject to their respective Judgments managed by a Watermaster. The primary means of ensuring long-term groundwater level maintenance includes careful monitoring to ensure groundwater levels are managed within a safe basin operating range and implementation of water conservation programs. As described above, recharge to the West Coast Basin's groundwater supply is mostly underflow from the Central Basin, through the Newport-Inglewood fault zone, and injection into the West Coast Basin; natural sources of groundwater recharge from percolation of precipitation, irrigation return flow from fields and lawns, and other applied surface waters are relatively minor. Given that future development associated with implementation of the Project would not appreciably add to the volume of impervious surfaces in the Planning Area, potential impacts to groundwater recharge such that the Project may impede sustainable groundwater management of the basin would be less than significant.

The General Plan Update includes policies and actions that support water conservation, groundwater management, and coordination with local water districts when planning for adequate capacity to accommodate future growth. Proposed Resource Management Element Policy RM-6.1 promotes water conservation strategies using innovative strategies and contemporary best practices. Policy RM-6.2 encourages all public and private landscaping in new development and significantly altered redevelopment projects to be designed to reduce water demand, prevent erosion, decrease flooding, and reduce pollutants through the installation of irrigation systems, the selection of appropriate plant materials, and proper soil preparation. Action RM-6b calls for the City to participate in programs that seek to expand the availability and use of recycled water for irrigation where feasible and legally permitted. Under Action RM-6c, the City will work with local water agencies and service providers to: implement groundwater recharge programs; participate in water conservation programs; establish water conservation education programs; require water efficient landscaping; expand the production and use of reclaimed water; and require water conservation devices in new development and rehabilitation projects. Proposed Community Facilities Element Policy CF-2.1 directs City coordination with local water districts when considering land use changes in order to assist the districts in planning for adequate capacity to accommodate future growth. Policy CF-2.2 encourages the use and expansion of recycled water. Policy CF-2.3 considers the impacts of climate change in projections used to establish which water supply, distribution facilities, and conservation efforts are necessary to sustain future water demands. Action CF-2a requires the development review process to ensure sufficient water supply and water infrastructure capacity is available to serve the proposed development prior to approval of the project. Action CF-2c directs the City to cooperate with the State, regional, and local water agencies and suppliers to participate in programs that seek to expand the availability and use of recycled water for irrigation where feasible and legally permitted. Implementation of the General Plan policies, combined with continued management of the West Coast and Central Basins, would further ensure that future development anticipated by the General Plan Update would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge.



Proposed General Plan Update Goals, Policies, and Actions:

RESOURCE MANAGEMENT ELEMENT

Policy RM-6.1: Conservation. Promote residential, commercial and institutional water conservation strategies using multiple innovative strategies and contemporary best practices.

Policy RM-6.2: Landscaping. Encourage all public and private landscaping in new development and significantly altered redevelopment projects to be designed to reduce water demand, prevent erosion, decrease flooding, and reduce pollutants through the installation of irrigation systems, the selection of appropriate plant materials, and proper soil preparation.

Action RM-6b: In cooperation with the State, Regional and local water agencies and suppliers, participate in programs that seek to expand the availability and use of recycled water for irrigation where feasible and legally permitted. Cooperate with these agencies to establish standards and regulations for the use of recycled water in development projects.

Action RM-6c: Work with local water agencies and service providers, regional wholesalers, and private developers to encourage water conservation in the following ways:

- Implementing groundwater recharge programs;
- Participating in water conservation programs operated by the local and Regional water districts;
- Establishing water conservation education programs;
- Requiring Water-Efficient Landscaping for public and private areas, including parks and recreational facilities, in accordance with the Water-Efficient Landscape requirements;
- Expanding the production and use of reclaimed (recycled) water;
- Requiring the incorporation of water conservation devices, including low flush toilets, flow restriction devices, and water conserving appliances in both new public and private development projects and rehabilitation projects.

COMMUNITY FACILITIES ELEMENT

Policy CF-2.1: Water Supply Needs. Coordinate with local water districts when considering land use changes in order to assist the districts in planning for adequate capacity to accommodate future growth.

Policy CF-2.2: Use of Recycled Water. Encourage the use of recycled water in development projects and landscaping; implement best practices (e.g., dual plumbing) to expand recycled water use when safe, financially feasible, and available.



Policy CF-2.3: Climate Change Impacts. Consider the impacts of climate change in projections used to establish which water supply, distribution facilities, and conservation efforts are necessary to sustain future water demands.

Policy CF-2a: Through the development review process, require that sufficient water supply and water infrastructure capacity is available to serve the development prior to approval of the project, pursuant to Water Code Section 10910 and Government Code Section 66473.7.

Policy CF-2c: In cooperation with the State, Regional, and Local water agencies and suppliers, participate in programs that seek to expand the availability and use of recycled water for irrigation where feasible and legally permitted.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

HWQ-3: Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

- result in substantial erosion or siltation on- or off-site;
- substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;
- create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or
- impede or redirect flood flows?

Impact Analysis:

EROSION AND SILTATION

The Planning Area is primarily urbanized with limited pervious areas anticipated for development. Implementation under the General Plan Update would result in new development and redevelopment projects with the potential to increase the area of impervious surfaces and/or result in alteration of existing drainage patterns. Substantial erosion or siltation is known to result during construction and/or during the post-construction phase if erosion control measures are not used. Erosion or siltation can also occur in the post-construction phase if runoff is not captured and conveyed appropriately.

As stated above, future development under the General Plan Update would be subject to NPDES permit requirements that address the control of erosion and siltation. This includes the Construction General Permit, which requires a SWPPP and the effective implementation of erosion control measures for projects greater than one acre in size (or part of a larger plan of development). The Los Angeles RWQCB conducts inspections and enforces the Construction General Permit at construction sites. Additionally, Lawndale Municipal Code Section 13.12.070, *Construction Activity Stormwater Measures*, requires



applicants for grading or building permits within the City to provide satisfactory proof of compliance with the Construction General Permit, including a SWPPP, when applicable. Applicants that are not required to comply with the Construction General Permit are required to implement a grading and construction activity runoff control program.

Development under the General Plan Update would also be subject to the post-construction requirements of the MS4 NPDES permit. Lawndale Municipal Code Section 13.16.060 requires applicable development and redevelopment projects to submit a SUSMP for City review and approval, which is required to be incorporated into the applicant's project plans. The SUSMP ensures that implementing project designs have incorporated LID BMPs for the effective treatment of pollutants of concern in stormwater runoff from a design storm event. Section 13.16.070, *Control of Erosion of Slopes and Channels*, requires BMPs to be used on slopes or channels in subject new development or redevelopment projects. Section 13.16.110, *Maintenance of Best Management Practices*, requires ongoing maintenance of structural or treatment control BMPs by subject development and redevelopment projects.

Further, the General Plan Update Public Safety Element and Resource Management Element includes goals, policies, and actions that address erosion and siltation from the addition of impervious surfaces and alteration of existing drainage patterns. Proposed Resource Management Element Policy RM-6.2 encourages all public and private landscaping in new development and significantly altered redevelopment projects to be designed to reduce water demand, prevent erosion, decrease flooding, and reduce pollutants through the installation of irrigation systems, the selection of appropriate plant materials, and proper soil preparation. Policy RM-6.4 directs the City to work cooperatively with local water agencies to effectively and efficiently manage stormwater runoff as part of the City's multi-pronged water conservation strategy. Action RM-6a requires the implementation of BMPs and compliance with the City's MS4 permit to control stormwater runoff and prevent water quality impairment. Policy CF-4.3 promotes BMPs and LID measures to treat stormwater before discharge from the site. Policy CF-4.4 directs the City to participate in regional programs to implement the NPDES program. Action CF-4a ensures the City continues to implement the Watershed Control Measures identified in the EWMP for the Dominguez Channel WMA. Action CF-4b directs the City to work with the Los Angeles RWQCB, LACFCD, and Dominguez Channel WMA Group to meet the requirements of the MS4 Permit. Action CF-4e requires project designs to minimize drainage concentrations, minimize impervious coverage, utilize pervious paving materials, utilize LID strategies, and utilize BMPs to reduce stormwater runoff. Through implementation of the General Plan Update policies and existing regulations, erosion/siltation impacts from changes to the existing drainage patterns and increasing impervious surfaces would be less than significant.

SURFACE RUNOFF

As previously described, LACFCD and the City operate and maintain a network of flood control facilities within the Planning Area. Flooding can occur from an increase in impervious surfaces, which increases the volume and speed of runoff. When the volume and speed of runoff are increased, drainage facilities may be unable to handle the flows and capacity could be exceeded. As previously stated, the Planning Area is primarily developed, with limited areas of pervious surfaces. Although future development activities have the potential to slightly increase impervious areas within the Planning Area, the majority of development



activities associated with implementation of the Project would consist of infill and redevelopment on currently urbanized sites. Federal, State, and local regulations would require individual projects to provide the on-site storm drain infrastructure and any off-site infrastructure improvements to ensure stormwater runoff associated with the proposed development would be adequately captured and conveyed into the City's storm drain system and LACFCD facilities. Therefore, implementation of the Project would not substantially increase the rate or amount of surface runoff which would result in flooding on- or offsite or create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems. Impacts would be less than significant in this regard.

The General Plan Update contains policies and actions to provide adequate stormwater infrastructure for flood control and to reduce run-off quantity. Proposed Resource Management Element Policy RM-6.4 directs the City to work cooperatively with local water agencies to effectively and efficiently manage stormwater runoff as part of the City's multi-pronged water conservation strategy. Action RM-6a requires the implementation of BMPs and compliance with the City's MS4 permit to control stormwater runoff and prevent water quality impairment. Proposed Community Facilities Element Policy CF-4.1 encourages LACFCD to maintain sufficient levels of storm drainage service and improve flood control facilities and channel segments. Policy CF-4.2 encourages stormwater to be directed towards permeable surfaces to allow for more percolation of stormwater into the ground. Policy CF-4.3 promotes BMPs and LID measures to treat stormwater before discharge from the site. Policy CF-4.4 directs the City to participate in regional programs to implement the NPDES program. Action CF-4a ensures the City continues to implement the Watershed Control Measures identified in the EWMP for the Dominguez Channel WMA. Action CF-4b directs the City to work with the Los Angeles RWQCB, LACFCD, and Dominguez Channel WMA Group to meet the requirements of the MS4 Permit. Action CF-4d ensures City review of development projects to identify potential storm drain and drainage impacts and requires developments to include measures to ensure that off-site runoff is not increased beyond pre-development levels during rain and flood events. Action CF-4e requires project designs to minimize drainage concentrations, minimize impervious coverage, utilize pervious paving materials, utilize LID strategies, and utilize BMPs to reduce stormwater runoff. Additionally, Lawndale Municipal Code Chapter 17.88, *Water Efficient Landscape*, establishes requirements and standards for water efficient landscapes in new and substantially altered or expanded existing development projects, including the integration of stormwater BMPs into landscape design plans to minimize runoff and to increase on-site rainwater retention and infiltration. Through implementation of the General Plan Update Plan policies and actions and existing Federal, State, and local regulations discussed above, runoff would not exceed the capacity of drainage systems, provide substantial additional sources of polluted runoff, or cause flooding impacts from changes to the existing drainage patterns and increased impervious surfaces. Therefore, impacts would be less than significant.

FLOOD FLOWS

The Planning Area is highly urbanized and primarily developed with residential and non-residential uses. The Dominguez Channel is a channelized watercourse that runs through the eastern portion of the Planning Area. The Project does not propose any changes to the Dominguez Channel and would not result in the alteration of the course of a river or stream. As described above and shown in [Figure 5.10-3](#), there are no mapped flood hazard zones located within the Planning Area; the entire Planning Area is located within an area of minimal flood hazard.



The General Plan Update sets policies and actions for buildout of the City, but does not envision or authorize any specific development project. The General Plan Update contains policies and actions designed to reduce runoff flows and flood risk in the City. Proposed Public Safety Element Policy PS-5.1 coordinates with local, State, and Federal agencies so that the City's regulations related to flood control comply with Federal, State, and Local standards. Policy PS-5.3 requires development projects to adhere to the latest building, site, and design codes to avoid or minimize the risk of flooding hazards in the community. Policy PS-5.4 encourages new developments that add substantial amounts of impervious surfaces to integrate LID BMPs to reduce stormwater runoff. Policy PS-5.6 directs the City to maintain and regularly assess the status of local storm drainage infrastructure to confirm that the system is functioning properly. Action PS-5a directs the City to monitor changes in Federal and State laws and regulations related to local flood protection, including the NFIP, and incorporates necessary changes into the Municipal Code and building codes as required. Action PS-5c directs the City to review County, State, and Federal flood control best practices and incorporates appropriate standards into the Municipal Code. As described above, the City has adopted the California Building Code, which contains flood resistant construction requirements. Future development projects would be required to adhere to applicable Federal, State, and local flood-related regulations. Additionally, construction of storm drainage improvements would occur as part of an overall development or infrastructure project, and would be considered in the environmental review associated with the specific project being proposed. With implementation of General Plan Update goals, policies, and implementation and compliance with existing regulations, the General Plan Update would not impede or redirect flood flows; impacts would be less than significant.

Proposed General Plan Update Goals, Policies, and Actions:

RESOURCE MANAGEMENT ELEMENT

Policy RM-6.2: Landscaping. Encourage all public and private landscaping in new development and significantly altered redevelopment projects to be designed to reduce water demand, prevent erosion, decrease flooding, and reduce pollutants through the installation of irrigation systems, the selection of appropriate plant materials, and proper soil preparation.

Policy RM-6.4: Stormwater. Work cooperatively with local water agencies to effectively and efficiently manage stormwater runoff as part of the City's multi-pronged water conservation strategy.

Action RM-6a: To reduce soil erosion and pollutants in urban runoff, require new development and redevelopment projects to control stormwater runoff through implementation of Best Management Practices (BMPs) to prevent any deterioration of water quality that would impair subsequent or competing uses of the water. Existing development shall control stormwater runoff so as to prevent any deterioration of water quality that would impair subsequent or competing uses of the water. As specific development projects are implemented, project proponents will be required to consult with relevant agencies such as the U.S. Army Corps of Engineers (ACOE), Regional Water Quality Control Board (RWQCB), and the California Department of Fish and Game (CDFG). Also, ensure that



projects of one acre or more complete a Storm Water Pollution Prevention Plan (SWPPP) pursuant to State of California, Los Angeles Regional Water Quality Control Board (RWQCB) and the City's MS4 permit (order no. R4-2012-0175 (NPDES No. CAS 004001).

PUBLIC SAFETY ELEMENT

- Policy PS-5.1: Flood Control Regulations.** Coordinate with local, state, and Federal agencies so that the City's regulations related to flood control are in compliance with Federal, State, and Local standards.
- Policy PS-5.3: Site Design.** Adhere to the latest building, site, and design codes to avoid or minimize the risk of flooding hazards in the community.
- Policy PS-5.4: Best Management Practices.** Encourage new developments that add substantial amounts of impervious surfaces to integrate low impact development Best Management Practices to reduce stormwater runoff.
- Policy PS-5.5: Changing Conditions.** Coordinate with the Los Angeles County Flood Control and Waterworks Districts on changing flood conditions associated with climate change and extreme weather.
- Policy PS-5.6: Local Storm Drainage Infrastructure.** Maintain and regularly assess the status of local storm drainage infrastructure to confirm that the system is functioning properly.
- Action PS-5a:** Monitor changes in Federal and State laws and regulations related to local flood protection, including the National Flood Insurance Program and incorporate necessary changes into the Municipal Code and building codes as required.
- Action PS-5b:** Communicate with FEMA annually regarding updates to Flood Insurance Rate Maps and Letter of Map Revisions.
- Action PS-5c:** Periodically review County, State, and Federal flood control best practices and incorporate appropriate standards into the Municipal Code.

COMMUNITY FACILITIES ELEMENT

- Policy CF-4.1: Maintain Capacity.** Encourage the Los Angeles County Flood Control District (LACFCD) to maintain sufficient levels of storm drainage service, improve flood control facilities and channel segments, and implement other best practices in order to protect the community from flood hazards.
- Policy CF-4.2: Stormwater Runoff.** Encourage stormwater be directed towards permeable surfaces to allow for more percolation of stormwater into the ground.
- Policy CF-4.3: Stormwater Treatments.** Promote Best Management Practices (BMPs) and Low Impact Development measures (LID) to treat stormwater before discharge from the site.
- Policy CF-4.4: National Programs.** Cooperate in regional programs to implement the National Pollutant Discharge Elimination System program.



Action CF-4a: Continue to implement the Watershed Control Measures identified in the Enhanced Watershed Management Program (EWMP) for the Dominguez Channel Watershed Management Area Group. Review and update as needed.

Action CF-4b: Work with the Los Angeles Regional Water Quality Control Board (RWQCB), Los Angeles County Flood Control District (LACFCD), and Dominguez Channel Watershed Management Area (DCWMA) Group to meet the requirements of Municipal Separate Storm Sewer System (MS4) Permit Order R4-2012-0175.

Action CF-4c: Encourage new developments and/or public roadway projects to incorporate recommendations from the Dominguez Watershed Management Master Plan, including:

- Use of pervious pavement during development and redevelopment;
- Install and maintain catch basin inserts in high priority areas;
- Reduce green waste to storm drains;
- Create grassy swales and/or vegetated areas to treat urban runoff;
- Perform roadway improvements using vegetated medians, buffers and/or parkways;
- Use water-wise landscaping;
- Use and expansion of the recycled water system; and
- Installation of rainwater harvesting systems and cisterns.

Action CF-4d: Continue to review development projects to identify potential storm drain and drainage impacts and require developments to include measures to ensure that off-site runoff is not increased beyond pre-development levels during rain and flood events.

Action CF-4e: Project designs shall minimize drainage concentrations, minimize impervious coverage, utilize pervious paving materials, utilize low impact development (LID) strategies, and utilize Best Management Practices (BMPs) to reduce stormwater runoff.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

HWQ-4: Would the project, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Impact Analysis: As described above and shown in [Figure 5.10-3](#), there are no mapped flood hazard zones located within the Planning Area; the entire Planning Area is located within an area of minimal flood hazard. Should future development projects become inundated during a future flood event, there is a risk of pollutants being released inadvertently into the environment. As described above, pursuant to the CWA, each subsequent development project or improvement project that disturbs more than one acre would be required to obtain NPDES coverage under the Construction General Permit, which would require an approved SWPPP that includes BMPs for grading and preservation of topsoil. SWPPPs are designed to control storm water quality degradation to the extent practicable using BMPs during and after



construction. Further, the General Plan Update includes policies and actions to reduce the risk of flooding and ensure compliance with regulatory requirements. Proposed Public Safety Element Policy PS-5.1 coordinates with local, State, and Federal agencies so that the City's regulations related to flood control comply with Federal, State, and Local standards. Policy PS-5.2 coordinates with FEMA so that Federal Insurance Rate Maps correctly depict flood hazards in the City. Policy PS-5.3 requires development projects to adhere to the latest building, site, and design codes to avoid or minimize the risk of flooding hazards in the community. Policy PS-5.4 encourages new developments that add substantial amounts of impervious surfaces to integrate LID BMPs to reduce stormwater runoff. Policy PS-5.5 coordinates with LACFCD on changing flood conditions associated with climate change and extreme weather. Policy PS-5.6 directs the City to maintain and regularly assess the status of local storm drainage infrastructure to confirm that the system is functioning properly. Action PS-5a directs the City to monitor changes in Federal and State laws and regulations related to local flood protection, including the NFIP, and incorporates necessary changes into the Municipal Code and building codes as required. Action PS-5c directs the City to review County, State, and Federal flood control best practices and incorporates appropriate standards into the Municipal Code. Proposed Resource Management Element Action RM-6a requires the implementation of BMPs and compliance with the City's MS4 permit to control stormwater runoff and prevent water quality impairment.

Tsunamis are a series of waves in a water body caused by the displacement of a large volume of water, generally in an ocean or a large lake due to earthquakes, volcanic eruptions, and other underwater explosions. The Planning Area is approximately three miles inland of the Pacific Ocean and is not located within a mapped Tsunami Hazard Area. Seiches are the oscillation of large bodies of standing water, such as lakes, that can occur in response to ground shaking. Any body of water may experience limited oscillation during storm events or following seismic events, however oscillation in small bodies of water is generally limited. There are no dams with the potential to inundate the Planning Area according to the Division of Safety of Dams Dam Breach Inundation Maps. There is a man-made lake in Alondra Park, within close proximity to the Planning Area; however, due to its size and the flat topography of the area, this lake would not generate a significant seiche risk to the Planning Area. As a result, tsunamis and seiches do not pose hazards to the Planning Area.

With implementation of General Plan Update policies and actions, and implementation and compliance with existing regulations, impacts associated with the risk of pollutants from seiches and flooding that may result from adoption and implementation of the General Plan Update would be less than significant.

Proposed General Plan Update Goals, Policies, and Actions:

RESOURCE MANAGEMENT ELEMENT

Policy RM-6.2: Landscaping. Encourage all public and private landscaping in new development and significantly altered redevelopment projects to be designed to reduce water demand, prevent erosion, decrease flooding, and reduce pollutants through the installation of irrigation systems, the selection of appropriate plant materials, and proper soil preparation.



Policy RM-6.4: Stormwater. Work cooperatively with local water agencies to effectively and efficiently manage stormwater runoff as part of the City’s multi-pronged water conservation strategy.

Action RM-6a: To reduce soil erosion and pollutants in urban runoff, require new development and redevelopment projects to control stormwater runoff through implementation of Best Management Practices (BMPs) to prevent any deterioration of water quality that would impair subsequent or competing uses of the water. Existing development shall control stormwater runoff so as to prevent any deterioration of water quality that would impair subsequent or competing uses of the water. As specific development projects are implemented, project proponents will be required to consult with relevant agencies such as the U.S. Army Corps of Engineers (ACOE), Regional Water Quality Control Board (RWQCB), and the California Department of Fish and Game (CDFG). Also, ensure that projects of one acre or more complete a Storm Water Pollution Prevention Plan (SWPPP) pursuant to State of California, Los Angeles Regional Water Quality Control Board (RWQCB) and the City’s MS4 permit (order no. R4-2012-0175 (NPDES No. CAS 004001).

PUBLIC SAFETY ELEMENT

Policy PS-5.1: Flood Control Regulations. Coordinate with local, state, and Federal agencies so that the City’s regulations related to flood control are in compliance with Federal, State, and Local standards.

Policy PS-5.2: Flood Maps. Coordinate with Federal Emergency Management Agency (FEMA) so that Federal Insurance Rate Maps correctly depict flood hazards in the City.

Policy PS-5.3: Site Design. Adhere to the latest building, site, and design codes to avoid or minimize the risk of flooding hazards in the community.

Policy PS-5.4: Best Management Practices. Encourage new developments that add substantial amounts of impervious surfaces to integrate low impact development Best Management Practices to reduce stormwater runoff.

Policy PS-5.5: Changing Conditions. Coordinate with the Los Angeles County Flood Control and Waterworks Districts on changing flood conditions associated with climate change and extreme weather.

Policy PS-5.6: Local Storm Drainage Infrastructure. Maintain and regularly assess the status of local storm drainage infrastructure to confirm that the system is functioning property.

Action PS-5a: Monitor changes in Federal and State laws and regulations related to local flood protection, including the National Flood Insurance Program and incorporate necessary changes into the Municipal Code and building codes as required.

Action PS-5b: Communicate with FEMA annually regarding updates to Flood Insurance Rate Maps and Letter of Map Revisions.



Action PS-5c: Periodically review County, State, and Federal flood control best practices and incorporate appropriate standards into the Municipal Code.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

HWQ-5: Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Impact Analysis: As described above, the local water quality control plan (Basin Plan) is maintained by the Los Angeles RWQCB. The Basin Plan specifies the State’s water quality standards (i.e., beneficial uses, water quality objectives, and antidegradation policy) and serves as the basis for the RWQCB’s regulatory programs. When permittees and projects comply with the provisions of applicable NPDES permits and water quality permitting, they are consistent with the Basin Plan. The General Plan Update includes policies to implement NPDES requirements and enforcement of said regulations, such as: Action RM-6a, which ensures projects of one acre or more complete a SWPPP in compliance with State law and the City’s MS4 permit; Action CF-4a, which implements the Watershed Control Measures identified in the EWMP for the Dominguez Channel WMA Group; and Action CF-4b, which works with the Los Angeles RWQCB, LACFCD, and Dominguez Channel WMA Group to meet the requirements of the MS4 Permit. Through implementation of existing regulations and the General Plan Update policies and actions, implementation of the General Plan Update would not conflict or obstruct a water quality control plan. Therefore, impacts in this regard will be less than significant.

As described above, the Planning Area receives water from the GSWC Southwest System, which receives groundwater from the Central Basin and West Coast Basin. In compliance with the Central Judgment and West Coast Judgment, the Watermasters submit an annual report to the Los Angeles County Superior Court, which has jurisdiction to monitor ongoing management of the basins. The Central and West Coast Basins were designated as very low priority basins in DWR’s 2019 SGMA Basin Prioritization report (California Department of Water Resources 2020). SGMA exempts adjudicated groundwater basins from the requirements of designating a Groundwater Sustainability Agency and developing a Groundwater Sustainability Plan. The Central Judgment and West Coast Judgment provide for the legal and practical means of ensuring that the waters of each Basin are sustainably managed and put to maximum beneficial use. The General Plan Update does not propose site-specific development. New development and redevelopment projects accommodated by the General Plan Update would be subject to the Central Basin Judgment West Coast Basin Judgment. Subsequent development projects would also be analyzed for potential environmental impacts, consistent with the requirements of CEQA. Therefore, the General Plan Update would not conflict with implementation of a sustainable groundwater management plan.

The General Plan Update includes policies to support water conservation and responsible management of groundwater resources which is consistent with the tasks of the Watermaster. Proposed Resource Management Element Policy RM-6.1 promotes water conservation strategies using innovative strategies and contemporary best practices. Policy RM-6.2 encourages all public and private landscaping in new development and significantly altered redevelopment projects to be designed to reduce water demand, prevent erosion, decrease flooding, and reduce pollutants through the installation of irrigation systems,



the selection of appropriate plant materials, and proper soil preparation. Action RM-6b calls for the City to participate in programs that seek to expand the availability and use of recycled water for irrigation where feasible and legally permitted. Under Action RM-6c, the City will work with local water agencies and service providers to: implement groundwater recharge programs; participate in water conservation programs; establish water conservation education programs; require water efficient landscaping; expand the production and use of reclaimed water; and require water conservation devices in new development and rehabilitation projects. Proposed Community Facilities Element Policy directs City coordination with local water districts when considering land use changes in order to assist the districts in planning for adequate capacity to accommodate future growth. Policy CF-2.2 encourages the use and expansion of recycled water. Policy CF-2.3 considers the impacts of climate change in projections used to establish which water supply, distribution facilities, and conservation efforts are necessary to sustain future water demands. Action CF-2a requires the development review process to ensure sufficient water supply and water infrastructure capacity is available to serve the proposed development prior to approval of the project. Thus, adoption and implementation of the General Plan Update will not conflict or obstruct a sustainable groundwater management plan and impacts would be less than significant.

Proposed General Plan Update Goals, Policies, and Actions:

RESOURCE MANAGEMENT ELEMENT

Policy RM-6.1: Conservation. Promote residential, commercial and institutional water conservation strategies using multiple innovative strategies and contemporary best practices.

Policy RM-6.2: Landscaping. Encourage all public and private landscaping in new development and significantly altered redevelopment projects to be designed to reduce water demand, prevent erosion, decrease flooding, and reduce pollutants through the installation of irrigation systems, the selection of appropriate plant materials, and proper soil preparation.

Policy RM-6.4: Stormwater. Work cooperatively with local water agencies to effectively and efficiently manage stormwater runoff as part of the City's multi-pronged water conservation strategy.

Action RM-6a: To reduce soil erosion and pollutants in urban runoff, require new development and redevelopment projects to control stormwater runoff through implementation of Best Management Practices (BMPs) to prevent any deterioration of water quality that would impair subsequent or competing uses of the water. Existing development shall control stormwater runoff so as to prevent any deterioration of water quality that would impair subsequent or competing uses of the water. As specific development projects are implemented, project proponents will be required to consult with relevant agencies such as the U.S. Army Corps of Engineers (ACOE), Regional Water Quality Control Board (RWQCB), and the California Department of Fish and Game (CDFG). Also, ensure that projects of one acre or more complete a Storm Water Pollution Prevention Plan (SWPPP) pursuant to State of California, Los Angeles Regional Water Quality Control Board (RWQCB) and the City's MS4 permit (order no. R4-2012-0175 (NPDES No. CAS 004001).



Action RM-6b: In cooperation with the State, Regional and local water agencies and suppliers, participate in programs that seek to expand the availability and use of recycled water for irrigation where feasible and legally permitted. Cooperate with these agencies to establish standards and regulations for the use of recycled water in development projects.

Action RM-6c: Work with local water agencies and service providers, regional wholesalers, and private developers to encourage water conservation in the following ways:

- Implementing groundwater recharge programs;
- Participating in water conservation programs operated by the local and Regional water districts;
- Establishing water conservation education programs;
- Requiring Water-Efficient Landscaping for public and private areas, including parks and recreational facilities, in accordance with the Water-Efficient Landscape requirements;
- Expanding the production and use of reclaimed (recycled) water;
- Requiring the incorporation of water conservation devices, including low flush toilets, flow restriction devices, and water conserving appliances in both new public and private development projects and rehabilitation projects.

COMMUNITY FACILITIES ELEMENT

Policy CF-2.1: Water Supply Needs. Coordinate with local water districts when considering land use changes in order to assist the districts in planning for adequate capacity to accommodate future growth.

Policy CF-2.2: Use of Recycled Water. Encourage the use of recycled water in development projects and landscaping; implement best practices (e.g., dual plumbing) to expand recycled water use when safe, financially feasible, and available.

Policy CF-2.3: Climate Change Impacts. Consider the impacts of climate change in projections used to establish which water supply, distribution facilities, and conservation efforts are necessary to sustain future water demands.

Policy CF-2a: Through the development review process, require that sufficient water supply and water infrastructure capacity is available to serve the development prior to approval of the project, pursuant to Water Code Section 10910 and Government Code Section 66473.7.

Policy CF-2c: In cooperation with the State, Regional, and Local water agencies and suppliers, participate in programs that seek to expand the availability and use of recycled water for irrigation where feasible and legally permitted.

Policy CF-4.2: Stormwater Runoff. Encourage stormwater be directed towards permeable surfaces to allow for more percolation of stormwater into the ground.



- Policy CF-4.3: Stormwater Treatments.** Promote Best Management Practices (BMPs) and Low Impact Development measures (LID) to treat stormwater before discharge from the site.
- Policy CF-4.4: National Programs.** Cooperate in regional programs to implement the National Pollutant Discharge Elimination System program.
- Action CF-4a:** Continue to implement the Watershed Control Measures identified in the Enhanced Watershed Management Program (EWMP) for the Dominguez Channel Watershed Management Area Group. Review and update as needed.
- Action CF-4b:** Work with the Los Angeles Regional Water Quality Control Board (RWQCB), Los Angeles County Flood Control District (LACFCD), and Dominguez Channel Watershed Management Area (DCWMA) Group to meet the requirements of Municipal Separate Storm Sewer System (MS4) Permit Order R4-2012-0175.
- Action CF-4c:** Encourage new developments and/or public roadway projects to incorporate recommendations from the Dominguez Watershed Management Master Plan, including:
- Use of pervious pavement during development and redevelopment;
 - Install and maintain catch basin inserts in high priority areas;
 - Reduce green waste to storm drains;
 - Create grassy swales and/or vegetated areas to treat urban runoff;
 - Perform roadway improvements using vegetated medians, buffers and/or parkways;
 - Use water-wise landscaping;
 - Use and expansion of the recycled water system; and
 - Installation of rainwater harvesting systems and cisterns.
- Action CF-4d:** Continue to review development projects to identify potential storm drain and drainage impacts and require developments to include measures to ensure that off-site runoff is not increased beyond pre-development levels during rain and flood events.
- Action CF-4e:** Project designs shall minimize drainage concentrations, minimize impervious coverage, utilize pervious paving materials, utilize low impact development (LID) strategies, and utilize Best Management Practices (BMPs) to reduce stormwater runoff.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.10.6 CUMULATIVE IMPACTS

Section 4.0, *Basis of Cumulative Analysis*, identifies projected growth within the Planning Area and County with the potential to interact with the proposed Project to the extent that a significant cumulative effect relative to hydrology and water quality may occur. The cumulative projects are within the same watershed



as the Planning Area and stormwater would be conveyed by the LACFCD and the City, similar to the Project.

Would the project, combined with other related cumulative projects, violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Impact Analysis: Future development associated with implementation of the Project and cumulative development within the City and surrounding areas may involve future construction activities that could temporarily increase runoff, erosion, and sedimentation. Future development and cumulative development would be required to comply with NPDES Permit regulations, which requires that any construction activity disturbing one acre or more of soil comply with the Construction General Permit. The permit requires development and implementation of a SWPPP and monitoring plan, which must include erosion-control and sediment-control BMPs that would meet or exceed measures required by the Construction General Permit to control stormwater quality degradation due to potential construction-related pollutants. For projects within the City disturbing less than one acre, Lawndale Municipal Code Section 13.12.070 would require compliance with minimum BMPs to reduce the discharge of pollutants. Regional projects disturbing less than one acre would be required to comply with the SUSMP and/or applicable jurisdictional-level BMPs to reduce the discharge of pollutants.

Additionally, future Project development and cumulative development could increase impervious areas resulting in increased stormwater runoff when compared to existing site conditions. Future development and cumulative development would be required to be consistent with the MS4 Permit and Lawndale Municipal Code Section 13.16.060, which requires post-construction runoff pollution reduction BMPs implemented through the SUSMP, including LID BMPs. Section 13.16.070, *Control of Erosion of Slopes and Channels*, requires BMPs to be used on slopes or channels in subject new development or redevelopment projects. Section 13.16.110, *Maintenance of Best Management Practices*, requires ongoing maintenance of structural or treatment control BMPs by subject development and redevelopment projects. Other existing regulatory requirements that manage water quality include requirements to obtain approval from the RWQCB for NPDES permits, other discharge permits, SWPPPs, and to implement BMPs.

Future projects implemented under the General Plan Update would be required to be consistent with the General Plan Update policies and actions pertaining to hydrology and water quality. The policies and actions included within the General Plan Update and compliance with the existing regulatory environment would reduce the cumulative effect of the General Plan Update on hydrology and water quality to a less-than-significant level. Thus, the proposed Project's incremental effects involving a violation of water quality standards or waste discharge requirements, or a substantial degradation of surface water or groundwater quality, would not be cumulatively considerable.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.



Would the project, combined with other related cumulative projects, substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Impact Analysis: The Project proposes a comprehensive update to the City's existing General Plan, including a revised Land Use Map. The General Plan Update does not include any site-specific development, but would enable future residential and non-residential development and is expected to result in increased population growth in the Planning Area, and a corresponding increase in the demand for additional water supplies. The Basin is managed by an adjudication and subject to the Judgment managed by the Watermaster, which ensures ongoing management of the Basin and assures the Basin will be capable of supplying sufficient water to meet local needs, including future growth and development.

The Planning Area and surrounding area is primarily urbanized with limited pervious areas anticipated for development. Although future development and cumulative development have the potential to increase impervious areas, these areas are limited and do not provide for substantial groundwater recharge within the Planning Area and surrounding areas. Further, future projects implemented under the General Plan Update would be required to be consistent with the General Plan Update policies and actions pertaining to hydrology and water quality, including water conservation measures and LID BMPs. The policies and actions included within the General Plan Update and compliance with the existing regulatory environment would reduce the cumulative effect of the General Plan Update on groundwater to a less than significant level. Therefore, the proposed Project's incremental effects involving a substantial decrease in groundwater supplies or substantial interference with groundwater recharge is not cumulatively considerable.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

Would the project, combined with other related cumulative projects, substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

- **Result in substantial erosion or siltation on- or off-site;**
- **Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;**
- **Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or**



- **Impede or redirect flood flows?**

Impact Analysis:

Erosion and Siltation

Future development associated with implementation of the Project and cumulative development within the City and surrounding areas may involve future construction activities that could temporarily increase runoff, erosion, and sedimentation. Future development and cumulative development would be required to comply with NPDES Permit regulations, which requires that any construction activity disturbing one acre or more of soil comply with the Construction General Permit. The permit requires development and implementation of a SWPPP and monitoring plan, which must include erosion-control and sediment-control BMPs that would meet or exceed measures required by the Construction General Permit to control stormwater quality degradation due to potential construction-related pollutants. For projects disturbing less than one acre, Lawndale Municipal Code Section 13.12.070 would require compliance with minimum BMPs to reduce the discharge of pollutants. Regional projects disturbing less than one acre would be required to comply with the SUSMP and/or applicable jurisdictional-level BMPs to reduce the discharge of pollutants.

Additionally, future development could increase impervious areas resulting in increased stormwater runoff when compared to existing site conditions. Future development and cumulative development would be required to be consistent with the MS4 Permit and Lawndale Municipal Code Section 13.16.060, which requires post-construction runoff pollution reduction BMPs implemented through the SUSMP, including LID BMPs. Section 13.16.070, *Control of Erosion of Slopes and Channels*, requires BMPs to be used on slopes or channels in subject new development or redevelopment projects. Section 13.16.110, *Maintenance of Best Management Practices*, requires ongoing maintenance of structural or treatment control BMPs by subject development and redevelopment projects. Other existing regulatory requirements that manage water quality include requirements to obtain approval from the RWQCB for NPDES permits, other discharge permits, SWPPPs, and to implement BMPs. Further, future projects implemented under the General Plan Update would be required to be consistent with the General Plan Update policies and actions pertaining to hydrology and water quality, including compliance with construction BMPs and implementation of LID BMPs. The policies and actions included within the General Plan Update and compliance with the existing regulatory environment would reduce the cumulative effect of the General Plan Update on hydrology and water quality to a less-than-significant level. Therefore, the proposed Project's incremental effects involving erosion and siltation is not cumulatively considerable.

Surface Runoff and Water Quality

The Planning Area is primarily urbanized with limited pervious areas anticipated for development. Although future development and cumulative development have the potential to increase impervious areas, Federal, State, and local regulations would require individual projects to provide the on-site storm drain infrastructure and any off-site infrastructure improvements to ensure stormwater runoff associated with future and cumulative development would be adequately captured and conveyed into the City's storm drain system and LACFCD facilities. Therefore, implementation of the Project would not substantially increase the rate or amount of surface runoff which would result in flooding on- or offsite or



create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems. Impacts would be less than significant in this regard. Therefore, the proposed Project's incremental effects involving or contributing runoff water which would exceed the capacity of existing or planned stormwater drainage systems is less than cumulatively considerable.

Future Project development and cumulative development within the City and surrounding areas may involve future construction activities that could temporarily increase runoff, erosion, and sedimentation. Lawndale Municipal Code Chapter 17.88, *Water Efficient Landscape*, promotes establishes requirements and standards for water efficient landscapes in new and substantially altered or expanded existing development projects, including the integration of stormwater BMPs into landscape design plans to minimize runoff and to increase on-site rainwater retention and infiltration. Existing regulatory requirements that manage water quality include requirements to obtain approval from the RWQCB for NPDES permits, other discharge permits, SUSMPs, SWPPPs, and to implement BMPs. Further, future projects implemented under the General Plan Update would be required to be consistent with the General Plan Update policies and actions pertaining to hydrology and water quality, including compliance with construction BMPs and implementation of LID BMPs. The polices and actions included within the General Plan Update and compliance with the existing regulatory environment would reduce the cumulative effect of the General Plan Update on hydrology and water quality to a less-than-significant level. Therefore, the proposed Project's incremental effects involving substantial additional sources of polluted runoff would be less than cumulatively considerable.

Flood Flows

The Planning Area is highly urbanized and primarily developed with residential and non-residential uses. The Project does not propose any changes to the Dominguez Channel and would not result in the alteration of the course of a river or stream. Flood impacts are site specific and generally do not combine to result in cumulative impact. Additionally, there are no mapped flood hazard zones located within the Planning Area. Pursuant to the CWA, each subsequent development project or improvement project that disturbs more than one acre would be required to obtain NPDES coverage under the Construction General Permit, which would require an approved SWPPP that includes BMPs for grading and preservation of topsoil. Additionally, construction of storm drainage improvements would occur as part of an overall development or infrastructure project. Therefore, the proposed Project's incremental effects involving impeding or redirecting flood flows would be less than cumulatively considerable.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

Would the project, combined with other related cumulative projects, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Impact Analysis: Flood impacts are site specific and generally do not combine to result in cumulative impacts. There are no mapped flood hazard zones located within the Planning Area. The Planning Area is



approximately three miles inland of the Pacific Ocean and is not located within a mapped Tsunami Hazard Area. There are no dams with the potential to inundate the Planning Area according to the Division of Safety of Dams Dam Breach Inundation Maps. Although there is a man-made lake within close proximity to the Planning Area, the lake does not generate a significant seiche risk to the Planning Area due to its size and the flat topography of the area. As a result, tsunamis and seiches do not pose hazards to the Planning Area. Additionally, construction of storm drainage improvements would occur as part of an overall development or infrastructure projects. Further, future projects implemented under the General Plan Update would be required to be consistent with the General Plan Update policies and actions pertaining to hydrology and water quality, including compliance with construction BMPs and implementation of LID BMPs, which would reduce the risk of release of pollutants due to inundation within the Planning Area. Therefore, the proposed Project's incremental effects involving the risk of release of pollutants due to project inundation would be less than cumulatively considerable.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

Would the project, combined with other related cumulative projects, conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Impact Analysis: As described above, the local water quality control plan (Basin Plan) is maintained by the Los Angeles RWQCB. The Basin Plan specifies the State's water quality standards (i.e., beneficial uses, water quality objectives, and antidegradation policy) and serves as the basis for the RWQCB's regulatory programs. Future development and cumulative development projects would be required to comply with the provisions of applicable NPDES permits and water quality permitting, consistent with the Basin Plan. Therefore, the proposed Project's incremental effects involving implementation of a water quality control plan is less than cumulatively considerable.

As described above, the Planning Area is located entirely within the West Coast Basin and subject to the West Coast Judgment. The West Coast Judgment provides for the legal and practical means of ensuring that the waters of the Basin are sustainably managed and put to maximum beneficial use. The Project does not propose site-specific development. Future development and cumulative development projects would be subject to the West Coast Judgment. Further, future projects implemented under the General Plan Update would be required to be consistent with the General Plan Update policies and actions pertaining to hydrology and water quality, including compliance with construction BMPs, implementation of LID BMPs, and water conservation measures. Therefore, the proposed Project's incremental effects involving obstruction of implementation of a sustainable groundwater management plan is less than cumulatively considerable.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.

Mitigation Measures: No mitigation measures are required.



Level of Significance: Less Than Significant Impact.

5.10.7 SIGNIFICANT UNAVOIDABLE IMPACTS

Hydrology and water quality impacts associated with the implementation of the General Plan Update would be less than significant. No significant unavoidable hydrology and water quality impacts would occur as a result of the General Plan Update.

5.10.8 REFERENCES

California Department of Conservation, *California Tsunami Maps and Data*, <https://www.conservation.ca.gov/cgs/tsunami/maps>, accessed March 13, 2023.

California Department of Water Resources (DWR), *California's Groundwater: Bulletin 118 – Update 2003*, October 2003.

California Department of Water Resources (DWR), *Dam Breach Inundation Map Web Publisher*, https://fmds.water.ca.gov/webgis/?appid=dam_prototype_v2, accessed March 13, 2023.

California Department of Water Resources (DWR), *Sustainable Groundwater Management Act 2019 Basin Prioritization*, May 2020.

California State Water Resources Control Board (SWRCB), *Category 5: 2020 California 303(d) List of Water Quality Limited Segments (CWA Section 303(d) List / 305(b) Report)*, https://www.waterboards.ca.gov/water_issues/programs/tmdl/2014_16state_ir_reports/category_5_report.shtml, accessed March 13, 2023.

Dominguez Channel Watershed Management Area Group, *Draft Enhanced Watershed Management Program Work Plan for the Dominguez Channel Watershed Management Group*, June 2014.

Golden State Water Company (GSWC), *Southwest Service Area 2020 Urban Water Management Plan*, July 2021.

Los Angeles County Flood Control District (LACFCDD), *Enhanced Watershed Management Programs Draft Program Environmental Impact Report*, January 2015.

Los Angeles County Flood Control District (LACFCDD), *About the District*, <https://pw.lacounty.gov/LACFCDD/web/>, accessed March 10, 2023.

Los Angeles Regional Water Quality Control Board (RWQCB), *Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties*, September 2014.

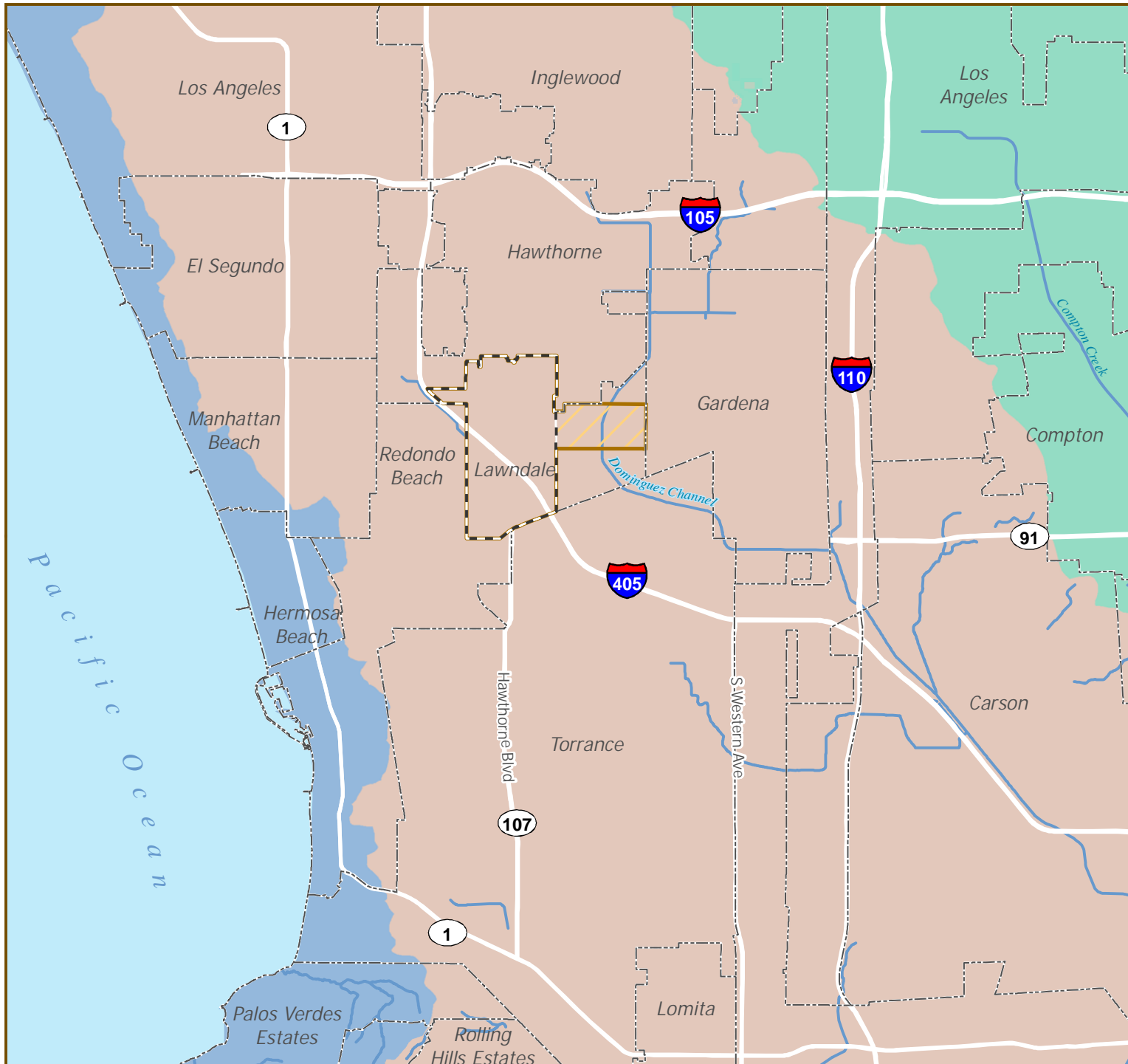
Los Angeles Regional Water Quality Control Board (RWQCB), *Dominguez Channel and Los Angeles/Long Beach Harbors WMA*, https://www.waterboards.ca.gov/losangeles/water_issues/programs/regional_program/Water_Quality_and_Watersheds/dominguez_channel/dominguez_channel.pdf, accessed March 13, 2023.



Los Angeles Regional Water Quality Control Board (RWQCB), *Water Quality Control Plan: Los Angeles Region Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties – Chapter 2, Beneficial Uses*, May 2019.

United States Geological Survey (USGS), *Hydrologic Unit Maps: What are Hydrologic Units?*, <https://water.usgs.gov/GIS/huc.html>, accessed August 10, 2023.

Figure 5.10-1.
Hydrologic Units:
Subbasin

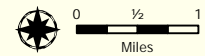


LEGEND

- City of Lawndale
- Sphere of Influence
- Planning Area

USGS Hydrologic Units - Subbasin

- Los Angeles
- San Gabriel
- Santa Monica Bay



Sources: City of Lawndale; Los Angeles County; USGS Watershed Boundary Dataset HU-8.
Date: August 9, 2023.

City of Lawndale
The Best of the Southbay

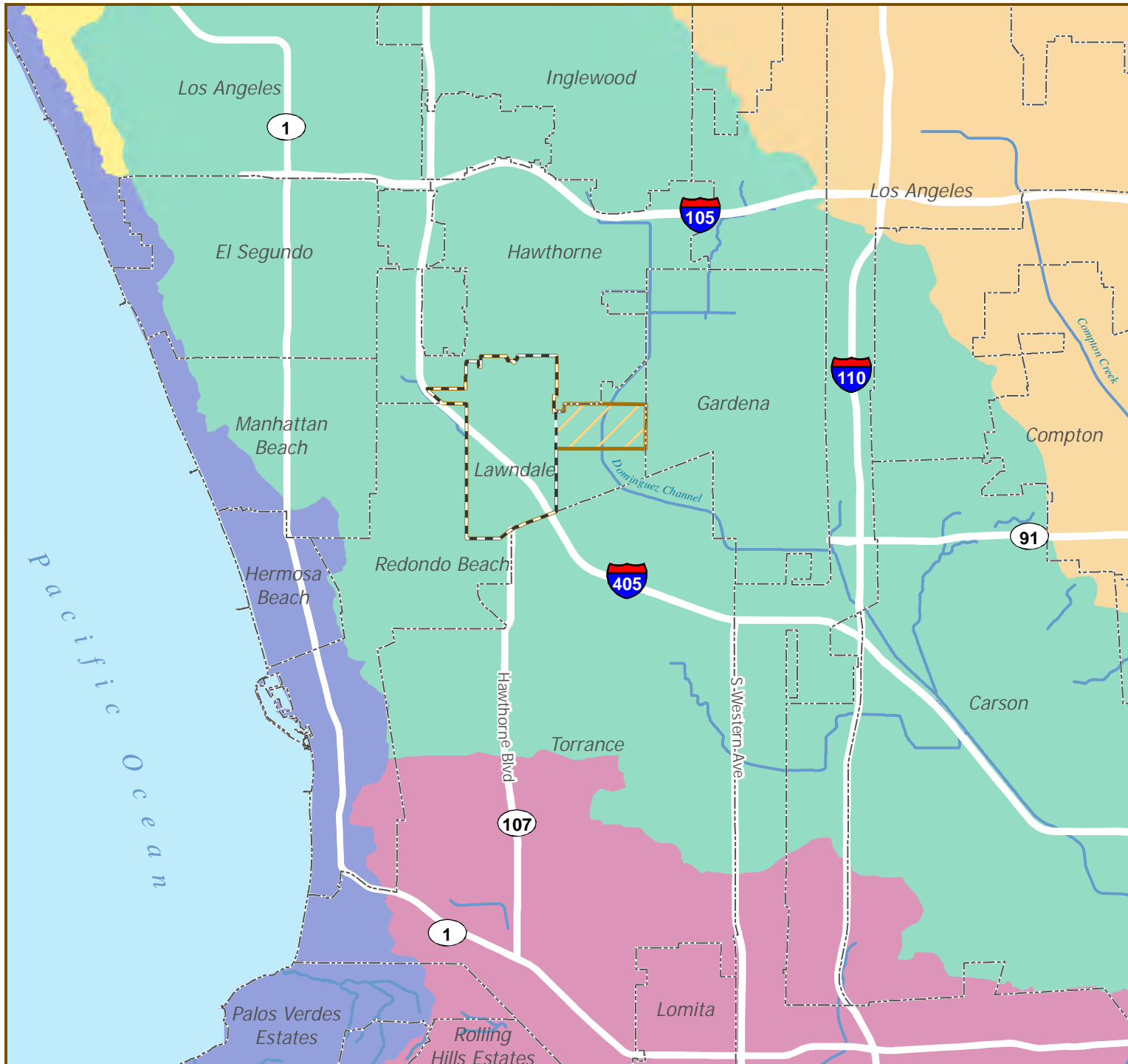


2020 GENERAL PLAN &
HAWTHORNE BOULEVARD SPECIFIC PLAN UPDATE



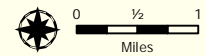
This page intentionally left blank.

Figure 5.10-2.
Hydrologic Units:
Watershed



LEGEND

- City of Lawndale
- Sphere of Influence
- Planning Area
- USGS Hydrologic Units - Watershed**
- Alamos Bay-San Pedro Bay
- Ballona Creek
- Dominguez Channel
- Frontal Santa Monica Bay-San Pedro Bay
- Lower Los Angeles River



Sources: City of Lawndale; Los Angeles County; USGS Watershed Boundary Dataset HU-10.
Date: June 21, 2023.

City of Lawndale
The Heart of the Southbay

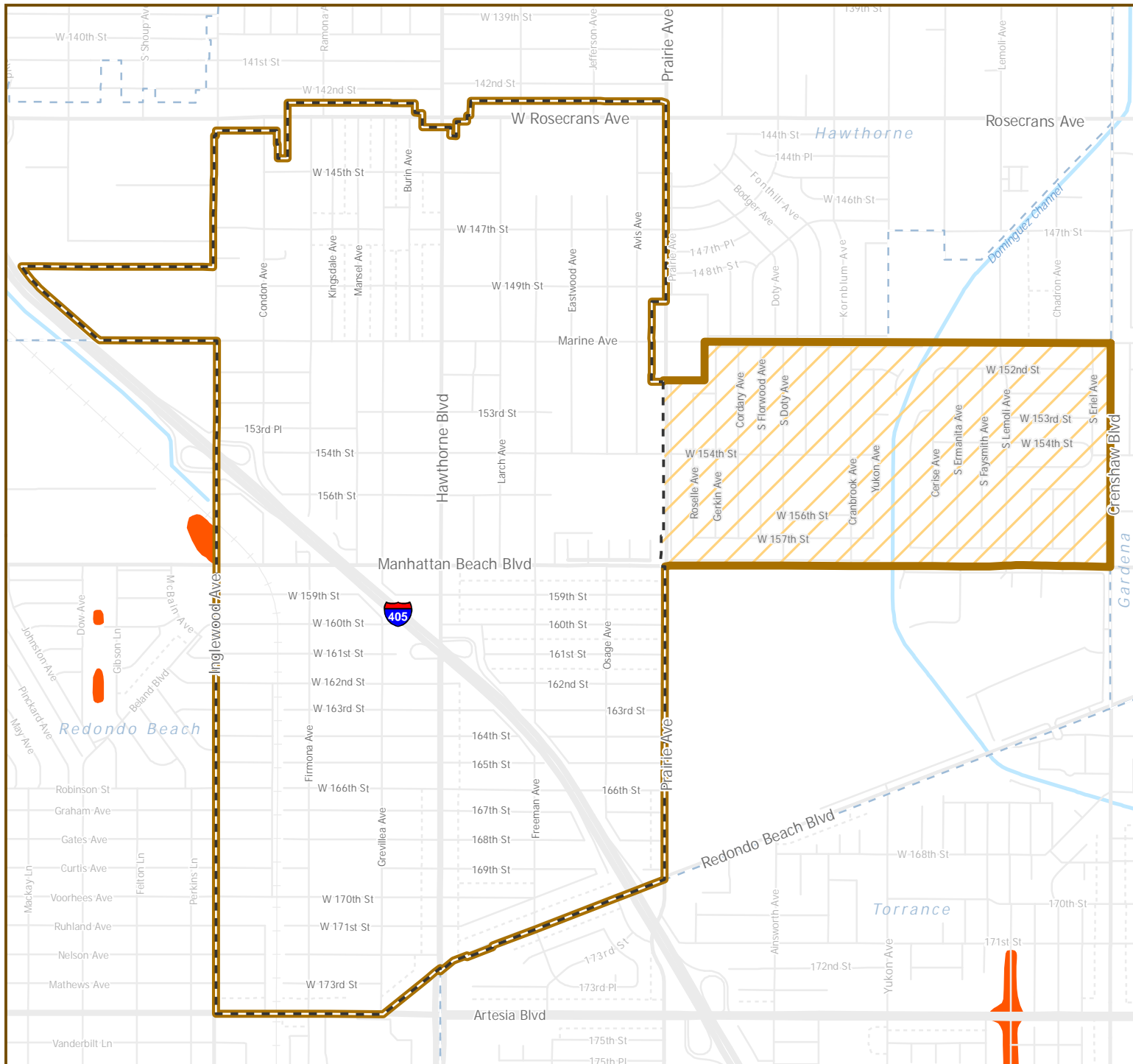


2020 GENERAL PLAN &
HAWTHORNE BOULEVARD SPECIFIC PLAN UPDATE



This page intentionally left blank.

Figure 5.10-3.
FEMA Flood Map



LEGEND

- City of Lawndale
- Sphere of Influence
- Planning Area
- Adjacent Incorporated Area
- 100-Year Flood Zone (none within the mapped extent)
- 500-Year Flood Zone
- Area of Minimal Flood Hazard

0 500 1,000
Feet

Sources: City of Lawndale; Los Angeles County; FEMA National Flood Hazard Layer.
Date: June 21, 2023.

City of Lawndale
The Heart of the Southbay

2020 GENERAL PLAN &
HAWTHORNE BOULEVARD SPECIFIC PLAN UPDATE

De Neco Planning Group
A Land Use Planning, Design, and Environmental Firm



This page intentionally left blank.



5.11 LAND USE AND PLANNING

This section identifies existing land use conditions within the Planning Area and provides an analysis of potential impacts associated with implementation of the General Plan Update.

One comment was received during the NOP comment period regarding land use and planning. The comment was received from the Southern California Association of Governments (SCAG). SCAG provides informational resources and recommendations to ensure consistency of the proposed General Plan Update with Connect SoCal (the adopted 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy).

5.11.1 ENVIRONMENTAL SETTING

A City's limits include the area within the City's corporate boundary, over which the City exercises land use authority and provides public services. A City's Sphere of Influence (SOI) is the probable physical boundary and service area of a local agency, as adopted by a Local Agency Formation Commission (LAFCO). A SOI may include both incorporated and unincorporated areas within which a city or special district will have primary responsibility for the provision of public facilities and services. Lawndale's SOI is contiguous with its City Limits. For the purposes of the Lawndale General Plan Update, the Planning Area is defined as the area within the City's corporate boundary and its SOI. [Figure 3-2](#) in [Section 3.0, Project Description](#), shows the Lawndale Planning Area boundary.

LAND USE PATTERNS

When discussing land use, it is important to distinguish between planned land uses and existing land uses. The current General Plan land use designations identify the long-term planned use of land, but do not necessarily present a complete picture of existing land uses. The Los Angeles County Assessor's office maintains a database of existing "on-the-ground" land uses on individual parcels, including the number of dwelling units and related improvements such as non-residential building square footage. However, it should be noted that the Los Angeles County Assessor data does not always accurately reflect existing on-the-ground conditions. The Los Angeles County Assessor's database was used as a starting point for establishing baseline conditions and updated and modified based on City staff knowledge of individual parcels, where possible, to more accurately reflect current conditions.

[Figure 5.11-1, Existing Land Use Map](#), shows a map of existing on-the-ground land uses in the City of Lawndale. Existing (on-the-ground) development within the Planning Area are identified in [Table 5.11-1, Existing Land Use Summary](#). As evident from the map and summary table, Lawndale is dominated by single-family and duplex housing (e.g., single-family detached, duplex/double unit). Commercial uses are primarily located along major corridors, including Hawthorne Boulevard, Redondo Beach Boulevard, and Manhattan Beach Boulevard.



**Table 5.11-1
Existing Land Use Summary**

Land Use	City (Acres)	SOI (Acres)	Total (Acres)	% of Total Acres
Single Family Residential	248.83	198.22	447.04	28.7%
Duplex Residential	233.80	3.32	237.12	15.2%
Multi-Family Residential	148.34	0.61	148.95	9.6%
Mobile Home Park	3.94	0	3.94	0.3%
Commercial	110.35	10.00	120.35	7.7%
Industrial	23.16	0	23.16	1.5%
Government – Educational Facilities	93.72	9.47	103.19	6.6%
Government – Public Facilities	35.30	0	35.30	2.3%
Institutional	8.15	0	8.15	0.5%
Open Space and Recreational	0.97	0	0.97	0.1%
Miscellaneous	9.60	7.83	17.42	1.1%
Right-of-Way	324.84	84.55	409.41	26.3%
Total	1,241	314	1,555	100%
Notes: SOI – Sphere of Influence				

Residential

Like many cities in Los Angeles County, Lawndale’s housing stock is comprised primarily of single-family homes, representing about two-thirds of housing units in the City. Approximately 7,201 single-family dwelling units and 4,262 multi-family units are within the Planning Area. Other residential uses, including mobile home communities, exist in Lawndale but are less prevalent than single-family developments within the City. Approximately 236 mobile home units exist in the Planning Area (Department of Finance 2023).

Commercial

Retail is the predominant commercial real estate product type in the City in terms of square feet accounting for nearly two-thirds of the total commercial space, followed by industrial/flex, office, and hotel. Industrial and flex uses make up just 15 percent of commercial space in Lawndale, and the City has added no new industrial/flex space over the past ten years. The office space inventory in Lawndale is approximately equivalent to its industrial and flex space. The City has about 305 rooms across five hotels.

Government – Educational Facilities

The Planning Area is primarily served by the Lawndale Elementary School District (LES D) and Centinela Valley Union High School District (CVUHSD). Environmental Charter High School leases a site in the City of Lawndale from LES D and provides a grade 9-12 program with emphasis on experiential, project-based learning. Twelve (12) public schools exist in the Planning Area. LES D includes six elementary and two



middle schools; and CVUHSD includes two comprehensive high schools, two alternative high school, and one adult education school.

Government – Public Facilities

The category of Government – Public Facilities includes fire stations, public schools’ recreational facilities that are used as public parks, government offices, and public facilities. Approximately two percent, or 35 acres, of land are designated for government facilities in the Planning Area.

Institutional

Institutional uses include churches, care facilities, private schools and other institutions totaling 8.15 acres.

Open Space and Recreational

Open Space and Recreational uses include City-owned parks and clubs, lodge halls and fraternal organizations. The open space designation allows for passive and active recreation sites operated by the City.

Miscellaneous

Miscellaneous uses include utility uses such as pumping stations. Approximately one percent of the Planning Area is designated for miscellaneous uses.

PROJECTS UNDER REVIEW

The projects under review or recently completed in the City are shown in Table 5.11-2, City of Lawndale Projects Under Review.

**Table 5.11-2
City of Lawndale Projects Under Review**

Project Name	Location	Description	Status
Anastasi Development	15122, 15200 and 15206 Grevillea Avenue	33 residential units and 6 commercial suites	Pending
3600 Torrance Management, LLC	15314 Grevillea Avenue	7 apartment units	Building permit in process
Ashook Patel	15223 Hawthorne Boulevard	Multi-story hotel with 197 rooms	Pending
17000 Hawthorne Blvd Opp. Fund LLC	17000 Hawthorne Boulevard	70-unit mixed-use project with retail on first floor	Approved
Konstro Construction	15022 Kingsdale Avenue	8 townhomes-style condominium units	Approved
Alan Nguyen	4208 and 4216 Manhattan Beach Boulevard	8 condominium units	Complete
Amir Sharghi	4578 Manhattan Beach Boulevard	Multi-story residential and commercial mixed-use project	Pending



Table 5.11-2 (continued)
City of Lawndale Projects Under Review

Project Name	Location	Description	Status
Far Field Beer Company	4471 Rosecrans Avenue	Beer manufacturing and distribution tasting room	Completed
3600 Torrance Management, LLC	4440 W. 153 rd Street	41-unit mixed-use project with first floor retail	Completed
3600 Torrance Management, LLC	4019 and 4025 W. 169 th Street	5 condominium units	Pending
Hamid Pournamdari	4347 W. 171 st Street	3 condominium units	Completed
Icon & Ikon	4604 W. 172 nd Street	4 townhome-style condominium units	Approved and under construction
Beach Front	16900 Hawthorne Boulevard	25-unit mixed-use project with commercial use	Approved
15801 Hawthorne	15801 Hawthorne Boulevard	50-unit mixed-use project with commercial use	Pending
Source: City of Lawndale, June 2023.			



5.11.2 REGULATORY SETTING

STATE

California General Plan Law

Government Code Section 65300 requires that each county and city adopt a General Plan “for the physical development of the county or city, and any land outside its boundaries which bears relation to its planning.”

The General Plan will include a comprehensive set of goals, policies, and actions (implementation measures), as well as a revised Land Use Map. It is a comprehensive long-term plan for the physical development of the county or city and is considered a "blueprint" for development. The General Plan must contain eight state-mandated elements, to the extent that they are relevant locally, which include: Land Use, Open Space, Conservation, Housing, Circulation, Noise, Safety, and Environmental Justice. It may also contain any other elements that the county or city wishes to include. The land use element designates the general location and intensity of designated land uses to accommodate housing, business, industry, open space, education, public buildings and grounds, recreation areas, and other land uses.

The 2017 General Plan Guidelines, established by the Governor’s Office of Planning and Research (OPR) to assist local agencies in the preparation of their general plans, further describe the mandatory land use element as a guide to planners, the general public, and decision makers prescribing the ultimate pattern of development for the county or city.

California Housing Element Law

The Housing Element is one of the General Plan Elements that are mandated by the State of California (California Government Code Sections 65580 to 65589.8). California State law requires that the Housing Element consists of, “an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, financial resources, and scheduled programs for the preservation, improvement, and development of housing” (Government Code Section 65580).

State law requires that each city and county identify and analyze existing and projected housing needs within its jurisdiction and prepare goals, policies, and programs to further the development, improvement, and preservation of housing for all economic segments of the community, commensurate with local housing needs.

Subdivision Map Act

A subdivision is any division of land for the purpose of sale, lease or finance. The State of California Subdivision Map Act (Government Code Section 66410) regulates subdivisions throughout the State. The goals of the Subdivision Map Act are as follows:

- To encourage orderly community development by providing for the regulation and control of the design and improvement of a subdivision with proper consideration of its relationship to adjoining areas.



- To ensure that areas within the subdivision that are dedicated for public purposes will be properly improved by the subdivider so that they will not become an undue burden on the community.
- To protect the public and individual transferees from fraud and exploitation.

The Map Act allows cities flexibility in the processing of subdivisions. Lawndale controls this process through the subdivision regulations in the Municipal Code Title 16 (referred to as the Subdivision Ordinance). Regulations ensure that minimum requirements are adopted for the protection of the public health, safety and welfare; and that the subdivision includes adequate community improvements, municipal services, and other public facilities.

LOCAL

[Southern California Association of Governments](#)

Regional planning agencies such as the Southern California Association of Governments (SCAG) recognize that planning issues extend beyond the boundaries of individual cities. Efforts to address regional planning issues such as affordable housing, transportation, and air pollution have resulted in the adoption of regional plans that affect the City of Lawndale.

SCAG has evolved as the largest council of governments in the United States, functioning as the Metropolitan Planning Organization (MPO) for six counties (Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial) and 191 cities. The region encompasses an area more than 38,000 square miles. As the designated MPO, the Federal government mandates SCAG research and develop plans for transportation, growth management, hazardous waste management, and air quality. As a result, SCAG prepares comprehensive regional plans to address concerns.

SCAG is responsible for the maintenance of a continuous, comprehensive and coordinated planning process resulting in a Regional Transportation Plan (RTP) and a Regional Transportation Improvement Program. SCAG is responsible for development of demographic projections and is also responsible for development of the integrated land use, housing, employment, transportation programs, measures, and strategies for the Air Quality Management Plan.

[Regional Transportation Plan/Sustainable Communities Strategy \(RTP/SCS\)](#)

The passage of California Senate Bill (SB) 375 in 2008 requires that an MPO, such as SCAG, prepare and adopt a Sustainable Communities Strategy (SCS) that sets forth a forecasted regional development pattern which, when integrated with the transportation network, measures, and policies, will reduce greenhouse gas emissions from automobiles and light duty trucks (Government Code Section 65080(b)(2)(B)). The SCS outlines certain land use growth strategies that provide for more integrated land use and transportation planning and maximize transportation investments. The SCS is intended to provide a regional land use policy framework that local governments may consider and build upon.

On September 3, 2020, SCAG's Regional Council approved and fully adopted Connect SoCal (2020-2045 Regional Transportation Plan/Sustainable Communities Strategy). Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. Connect



SoCal outlines more than \$638 billion in transportation system investments through 2045. It was prepared through a collaborative, continuous, and comprehensive process with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura.

Growth Forecasts

SCAG's Forecasting Section is responsible for producing socio-economic estimates and projections at multiple geographic levels and in multiple years. The Forecasting Section develops, refines, and maintains SCAG's regional and small area socio-economic forecasting/allocation models. Adopted 2020 RTP/SCS Growth Forecasts provide population, household and employment data for 2045. The socio-economic estimates and projections are used by Federal and State mandated long-range planning efforts such as the RTP, Air Quality Management Plan, Regional Transportation Improvement Program, and the Regional Housing Needs Assessment (RHNA). SCAG's Adopted 2020 RTP/SCS Growth Forecasts are used to assess a project's consistency with adopted plans that have addressed growth management from a local and regional standpoint; refer to [Section 6.3, *Growth-Inducing Impacts*](#).

Intergovernmental Review

SCAG's Intergovernmental Review Section is responsible for performing consistency review of regionally significant local plans, projects, and programs with SCAG's adopted regional plans. The criteria for projects of regional significance are outlined in CEQA Guidelines Sections 15125 and 15206. The proposed Project is considered regionally significant; as such, Project consistency with SCAG's 2020 RTP/SCS policies is analyzed below.

[Local Agency Formation Commission of Los Angeles County](#)

In 1963, the State Legislature created a Local Agency Formation Commission (LAFCO) for each county, with the authority to regulate local agency boundary changes. Subsequently, the State has expanded LAFCO authority. The goals of LAFCO include preserving agricultural and open space land resources, and providing for efficient delivery of services. The Los Angeles LAFCO has authority over land use decisions in the County of Los Angeles affecting local agency boundaries. Its authority extends to the incorporated cities, including annexation of County lands into a city, and special districts within the County. The City of Lawndale is adjacent to an unincorporated area of Los Angeles County.

In addition, LAFCO conducts Municipal Service Reviews (MSRs) for services within its jurisdiction. An MSR typically includes a review of existing municipal services provided by a local agency and its infrastructure needs and deficiencies. It also evaluates financing constraints and opportunities, management efficiencies, opportunities for rate restructuring and shared facilities, local accountability and governance, and other issues.

[City of Lawndale General Plan](#)

The City's General Plan was last comprehensively updated in 1992, the Housing Element was updated in 2022 (in accordance with state housing law). The 1992 General Plan contains the following State-mandated and optional elements:



- Land Use Element
- Circulation Element
- Safety Element
- Economic Development Element
- Noise Element
- Open Space Element
- Conservation Element
- Air Quality Management Element
- Housing Element

The General Plan is a planning document used to guide City growth and development for the immediate future. The General Plan consists of numerous elements and policies that work to shape the future changes in the City. The Land Use Element in the 1992 General Plan establishes the planned land use pattern for Lawndale based primarily on the community's vision and goals for the future. Decision-makers and community members can look to the Land Use Element to understand the type of development allowed across different locations within Lawndale.

The Land Use Element designates the following land uses for the City; refer to [Figure 3-3, Existing General Plan Land Use Map](#).

Single-Family Low Density: Permits a density range of 0-8.9 dwelling units per acre. This category is intended for single-family detached units on a minimum 5,000-square foot lot. Permits single-family detached homes and ancillary uses.

Single-Family Medium Density: Permits a density of 8.9-17.6 dwelling units per acre. This category is only intended to be applied to the areas of Lawndale where the predominate use is existing single-family units on 2,500-square foot lots. Permits single-family detached homes on 2,500-square foot lots and ancillary uses.

Multi-Family Low Density: Permits a density of 8.9 dwelling units per acre to 17.6 dwelling units per acre and allows two units on a minimum 5,000-square foot lot. Permits single-family detached, duplex/double unit, condominiums, townhomes, or any combination of the above and ancillary uses.

Multi-Family Medium Density: Permits a density range of 17.6 dwelling units per acre to 33 dwelling units per acre, on a minimum 5,000-square foot lot. Permits single-family detached, duplex/double unit, condominiums, townhomes, apartments, manufactured housing, or any combination of the above if deemed appropriate and compatible with surrounding land uses, and ancillary uses.

General Commercial: This designation provides the community with a wide variety of retail shops, restaurants, services, and office uses to meet the daily needs of the residents. The permitted floor area ratio, not to exceed 1.0, unless modified by the Hawthorne Boulevard Corridor Specific Plan.

Downtown Commercial: The purpose of this designation is to encourage urban nodes with commercial activity. This designation is applied specifically to the northerly side of the Hawthorne Boulevard and Manhattan Beach Boulevard intersection, and on the southerly side of the Marine Avenue and Hawthorne Boulevard intersection (see Hawthorne Boulevard Corridor Specific Plan).

Specialty Commercial: This designation can apply to sites that are a minimum five (5) acres in size and are located so as to be easily accessible and visible from major transportation corridors. The uses should have



a central theme and attract customers from outside the City as well as within Lawndale. Examples of suitable specialty commercial uses are a complex of stores catering to major household purchases, such as furniture, appliances, carpets, etc.; a variety of factory outlet stores; or assorted entertainment and eating establishments. The floor area ratio shall not exceed 0.3.

Light Industrial: This designation permits light manufacturing, assembly, packaging, fabrication, and processing of materials into finished products rather than the conversion of raw materials. The industrial activity shall be conducted primarily within structures and outside storage areas and assembly activity should be limited. The floor area ratio shall not exceed 0.5.

Open Space: This designation includes public parks, parks that are part of school sites, public and private outdoor recreational facilities, and landscaped open space areas.

Public Facilities: This category includes public school sites; Atchison, Topeka and Santa Fe Railroad right-of-way; civic center; public maintenance yards; utility easements; library; and Prairie Avenue Recreation Center uses.

Public Facilities Overlay: This overlay is intended to identify existing and potential sites that are suitable for a public park, recreational facility, or any other public facility building or use. In the area adjacent to the Lawndale Civic Center, this overlay is intended to identify areas where possible expansion of City Hall and/or future public uses can occur.

[2021-2029 Housing Element](#)

The City of Lawndale has updated and adopted their Housing Element for the Sixth Cycle RHNA: 2021-2029 Housing Element. The Lawndale 2021-2029 Housing Element identifies strategies and programs that focus on:

- Ensure that a broad range of housing types are provided to meet the needs of the existing and future residents;
- Ensure that housing is maintained and preserved;
- Increase opportunities for homeownership;
- Ensure the availability of housing-related services for special needs groups; and
- Affirmatively furthering fair housing.

The City introduced two new mechanisms to allow for residential development to be created to implement the Housing Element on sites considered viable for housing development. The first is “Housing Overlay 100”, which will be applied to 16 nonresidential sites outside of the Hawthorne Boulevard Specific Plan area and allow for residential densities of up to 100 dwelling units per acre. The second is “Housing Overlay 150” which will be applied to 68 nonresidential sites inside the Hawthorne Boulevard Specific Plan area, and will allow for residential densities up to 150 dwelling units per acre.

[Hawthorne Boulevard Specific Plan](#)

The Hawthorne Boulevard Specific Plan (HBSP) oversees the development of the Hawthorne Boulevard corridor and the north side of both Artesia Boulevard and Redondo Beach Boulevard (see [Figure 3-4](#),



Hawthorne Boulevard Specific Plan Map). The HBSP acts as a tool for implementing the goals and policies of the General Plan through the regulation of use, density, height, and other design standards to achieve the overall vision for the area. The Specific Plan was originally adopted in June 1999 and has undergone various amendments since its adoption. The Specific Plan includes General Commercial, Downtown Commercial, Public Facilities and Multi-Family Medium land use designations.

Hawthorne Boulevard serves as the City's primary transportation route, corridor of economic activity, and the community focal point. It has been, and continues to be, the City's central artery for circulation, commerce, employment, and social activity. Hawthorne Boulevard is oriented in a north-south direction, connecting the City of Lawndale with the cities of Hawthorne in the north and Torrance in the south.

City of Lawndale Zoning Ordinance

The City's Zoning Ordinance is codified as Title 17, *Zoning*, of the Lawndale Municipal Code. The stated purpose of Title 17 is to designate, regulate, and restrict the location and use of buildings, structures, and land for residence, commerce, trade, industry, or other purposes; to regulate and limit the height, number of stories, and size of buildings and other structures hereafter erected or altered; to regulate and determine the size of yards and other open spaces; and to regulate and limit the density of population and, for said purposes, to divide the city into zones of such number, shape, and area as may be deemed best suited to carry out these regulations and to provide for their enforcement, in accordance with the comprehensive general plan.

Chapter 17.28, *Special Use Permit*, regulates the issuance of Special Use Permits (SUP). Land uses that require a SUP generally have a unique and distinct impact on the area in which they are located or are capable of impacts to adjacent properties unless given special review and conditions. SUPs may be approved, conditionally approved, or denied. Before granting a SUP, the approving body must find that the proposed project meets the conditions set forth in Section 17.28.014, *Prerequisite Conditions*, including, but not limited to, the presence of site features required to adjust the proposed use with the land and uses in the neighborhood, and consistency with the General Plan. In addition, all SUPs must meet the standard conditions set forth in Section 17.28.105, *Standard Conditions*, including, but not limited to, the provision of adequate exterior lighting for parking areas, provided such lighting does not disturb surrounding residential or commercial areas.

Chapter 17.30, *Design Review*, establishes a design review evaluation procedure that is intended to support orderly development by ensuring that proposed residential structures meet all aspects of the Zoning Code, are harmonious with the surrounding area within residential zones, and do not pose a threat to the public health, safety and general welfare of the City and its citizens. The design review procedure is decided upon by either the Community Development Director or Planning Commission, depending on the type of development and is decided according to design criteria established in Section 17.30.040, *Design Criteria*, which includes, but is not limited to: building height, bulk and other design features; site layout, orientation and location of structures; illumination and landscaping; respect for natural terrain and landscape; and substantial compliance with adopted design guidelines.



[City of Lawndale Residential Development Standards and Design Guidelines](#)

Adopted in 2019, the City of Lawndale Residential Development Standards and Design Guidelines contains both residential development standards and design guidelines intended to improve the quality of life throughout the City's residential neighborhoods; ensure that new development is compatible with surrounding developments; and assists the public in understanding and implementing principles of design.

5.11.3 SIGNIFICANCE CRITERIA AND THRESHOLDS

Appendix G of the California Environmental Quality Act (CEQA) Guidelines contains the Initial Study Environmental Checklist, which includes questions relating to land use and relevant planning. The issues presented in the Initial Study Environmental Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant environmental impact if it would:

- Physically divide an established community (refer to Impact Statement LU-1); and
- Conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect (refer to Impact Statement LU-2).

5.11.4 IMPACTS AND MITIGATION MEASURES

The General Plan Update is a comprehensive update of all of the Elements of the General Plan. The proposed land use plan identifies the type, location, and density/intensity of future development in the City; refer to [Figure 3-4, *General Plan Update Land Use Map*](#). The proposed land use plan designates all land in the Planning Area to one of the land use designations below.

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Commercial
- Industrial
- Open Space
- Public Facilities
- Hawthorne Boulevard Specific Plan

Based on the proposed land use designations, density and intensity permitted for each parcel, and associated development assumptions, the proposed land plan would provide for increased development over existing (2022) conditions by 3,942 additional dwelling units and 808,864 additional square feet of non-residential uses; refer to [Table 3-4](#).

LU-1: Would the project physically divide an established community?

Impact Analysis: The proposed General Plan Update establishes the City's vision for future growth and development. Goal LU-1 of the General Plan Update aims to achieve "A community with a fiscally sustainable mix of land uses that meets the diverse needs of Lawndale residents, offers a variety of housing, employment opportunities, and support the provision of public services." The land uses allowed under the proposed General Plan ([Figure 3-4 in Section 3.0, *Project Description*](#)) provide opportunities for cohesive new growth at infill locations primarily within the Hawthorne Boulevard Specific Plan area, but would not create physical division within the community. Overall, the proposed Project would provide new development opportunities to support the vision for development consistent with the General Plan



Update and the State’s Housing Element Law, including accommodating the City’s RHNA. This is primarily accommodated through the implementation of the “Housing Opportunity Overlay” on sites currently identified for non-residential development and through the Hawthorne Boulevard Specific Plan.

The Project does not introduce new roadways or new or significantly expanded infrastructure that would divide an established community. The General Plan Update Land Use Element includes policies and actions to support cohesive development that would not physically divide an established community. Specifically, Policy LU-2.1 would encourage the preservation of the basic pattern of existing land uses, preserving residential neighborhoods, while providing for the enhancement of mixed-use corridors. Policy LU-3.1 considers as part of the development review process the compatibility of new development with surrounding uses and the ability of new development to enhance the character of the surrounding area. Action LU-3c, through the development review process, evaluates development proposals for land use and transportation network compatibility with existing surrounding or abutting development or neighborhoods.

The policies and actions listed below would ensure that future development is compatible with adjacent communities and land issues. The proposed General Plan would have a less than significant impact associated with the physical division of an established community.

Proposed General Plan Update Goals, Policies, and Actions:

LAND USE ELEMENT

Policy LU-1.1: Sustainable Land Use Pattern. Provide an appropriate land use plan that promotes efficient development; fosters and enhances community livability and public health; sustains economic vitality; promotes efficient development and multiple transportation options; reduces pollution, greenhouse gas emissions, and the expenditure of energy and other resources; and ensures compatibility between uses consistent with the land use designations identified in this Element and Land Use Map (LU-1).

Policy LU-2.1 Existing Land Use Pattern. Strive to maintain the basic pattern of existing land uses, preserving residential neighborhoods, while providing for enhancement of mixed-use corridors to accommodate desirable redevelopment plans and improve economic sustainability.

Policy LU-3.1 Surrounding Uses. Consider as part of the development review process the compatibility of new development with surrounding uses and the ability of new development to enhance the character of the surrounding area.

Action LU-3b Ensure all projects are reviewed and processed per the California Environmental Quality Act (CEQA) Guidelines.

Action LU-3c Through the development review process, evaluate development proposals for land use and transportation network compatibility with existing surrounding or abutting development and neighborhoods.



Policy LU-4.3: Site Planning. Require that new development use site planning techniques (e.g., the placement of proposed structures, building materials, landscaping, access ways) that consider the physical characteristics of its site and surrounding land uses, maximize access to sunlight and natural airflow between buildings, and optimize energy efficiency.

Action LU-4e: Implement the City’s existing development standards, or where not in place, create new standards (either through an update to the Zoning Code or update to the Hawthorne Boulevard Specific Plan or other regulating tool) to regulate new construction and revisions to existing buildings. In particular, new development standards shall be created for higher density stand-alone residential projects and mixed-use projects to ensure that quality infill developments can be created within the areas identified for focused growth.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

LU-2: Would the project conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Impact Analysis:

STATE PLANS

The proposed General Plan Update was prepared in conformance with State laws and regulations associated with the preparation of general plans, including requirements for environmental protection. Discussion of the proposed General Plan’s consistency with State regulations, plans, and policies associated with specific environmental issues (e.g., air quality, transportation, water quality, etc.) is provided in the relevant chapters of this Draft EIR. The State would continue to have authority over any State-owned lands in the vicinity of the City and the proposed General Plan Update would not conflict with continued application of State land use plans, policies, and regulations adopted to avoid or mitigate environmental effects.

REGIONAL PLANS

SCAG reviews environmental documents for regionally significant projects for their consistency with the adopted 2020 RTP/SCS. SCAG refers to CEQA Guidelines Section 15206, Projects of Statewide, Regional or Areawide Significance, in determining whether a project meets the criteria to be deemed regionally significant. The following criteria is relevant to the Project:

Criteria 1: A proposed local general plan, element, or amendment thereof for which an EIR was prepared.

The proposed Project involves components specified in Criteria 1; the General Plan Update is a comprehensive update of the 1992 General Plan. Therefore, it is concluded that the Project is regionally significant. SCAG’s 2020 RTP/SCS provides a framework for regional land use and transportation policy within the SCAG region through the horizon year of 2045. SCAG’s 2020 RTP/SCS goals and policies were adopted to help focus future investments on the best-performing projects and strategies to preserve,



maintain and optimize the performance of the existing transportation system. The goals of Connect SoCal fall into four core categories: economy, mobility, environment and healthy/complete communities. An analysis of the proposed Project's consistency with the relevant SCAG 2020 RTP/SCS goals adopted for the purpose of avoiding or mitigating an environmental effect is provided in [Section 5.8, *Greenhouse Gas Emissions*, Table 5.8-5, *Project Consistency with the 2020-2045 RTP/SCS*](#). As demonstrated in [Table 5.8-5](#), the Project would be consistent with SCAG's regional planning efforts and a less than significant impact would occur in this regard.

LOCAL PLANS

As set forth by State law, the General Plan serves as the primary planning document for the City and subordinate documents and plans would be updated to be consistent with the General Plan. Similar to the existing General Plan, the proposed General Plan Update focuses on a balanced land use pattern, creating a community where new development blends with existing neighborhoods, and promoting the City as a desirable place to live and work. The proposed General Plan Update carries forward and enhances policies and measures from the City's existing General Plan that were intended for environmental protection, and would not remove or conflict with City plans, policies, or regulations adopted for environmental protection. The proposed General Plan Update would require modifications to the City's Zoning Code to provide consistency between the General Plan and zoning; however, these modifications will not remove or adversely alter portions of the Lawndale Municipal Code that were adopted to mitigate an environmental effect.

It is noted, the Hawthorne Boulevard Specific Plan (HBSP) applies to 95 acres of the City located along Hawthorne Boulevard. The Specific Plan was originally adopted in June 1999 and has undergone various amendments since its adoption. The Specific Plan includes General Commercial, Downtown Commercial, Public Facilities and Multi-Family Medium land use designations. The General Plan Update Land Use Map (Figure 3-4) includes the addition of the land use designation of "Hawthorne Boulevard Specific Plan" for the HBSP. As part of the implementation of the General Plan Update and 2021-2029 Housing Element, the HBSP would be updated. Given the future land use changes expected to be proposed to the HBSP, the General Plan 2045 Buildout ([Table 3-3](#)) analyzes the HBSP as developing with an additional 3,540 dwelling units and 310,376 square feet of non-residential development.

Subsequent development and infrastructure projects would be required to be consistent with all applicable policies, standards, and regulations, including those land use plans, policies, and regulations adopted to mitigate environmental effects by the City as well as those adopted by agencies with jurisdiction over components of future development projects. The policies listed below would ensure that the General Plan Update does not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

Proposed General Plan Update Goals, Policies, and Actions:

LAND USE ELEMENT

Policy LU-1.1: Sustainable Land Use Pattern. Provide an appropriate land use plan that promotes efficient development; fosters and enhances community livability and public health; sustains economic vitality; promotes efficient development and multiple transportation



options; reduces pollution, greenhouse gas emissions, and the expenditure of energy and other resources; and ensures compatibility between uses consistent with the land use designations identified in this Element and Land Use Map (LU-1).

Policy LU-1.2: Balance Jobs and Housing. Balance levels of employment and housing within the community to provide more opportunities for Lawndale residents to work locally, reduce commute times, and improve air quality.

Policy LU-1.6: Uses to Meet Daily Needs. Encourage uses that meet daily needs, such as grocery stores, local-serving restaurants, and other businesses and activities, within walking distance of residences to reduce the frequency and length of vehicle trips.

Action LU-1e: Initiate a coordinated process to regularly review and adjust population assumptions and forecasts in conjunction with the Department of Finance, Southern California Association of Governments (SCAG), and the County of Los Angeles in order to adequately plan for growth, including jobs-housing balance projections.

Policy LU-2.2: Focused Areas for New Development. Encourage new development to be focused within the Hawthorne Boulevard Specific Plan area and within the City's Housing Opportunity Overlay sites to preserve the character of the community's existing single-family uses, promote active transportation options, and create vibrant mixed-use activity nodes.

Policy LU-3.1: Surrounding Uses. Consider as part of the development review process the compatibility of new development with surrounding uses and the ability of new development to enhance the character of the surrounding area.

Action LU-3b: Ensure all projects are reviewed and processed per the California Environmental Quality Act (CEQA) Guidelines.

Action LU-3c: Through the development review process, evaluate development proposals for land use and transportation network compatibility with existing surrounding or abutting development and neighborhoods.

Policy LU-4.3: Site Planning. Require that new development use site planning techniques (e.g., the placement of proposed structures, building materials, landscaping, access ways) that consider the physical characteristics of its site and surrounding land uses, maximize access to sunlight and natural airflow between buildings, and optimize energy efficiency.

Policy LU-4.4: Pedestrian-Scale Amenities. Support the installation of pedestrian-scale amenities throughout the City that contribute to a high-quality living environment, such as street furniture, fountains, pedestrian-scaled signs and lighting, murals or public art, landscaping, and sidewalk improvements.

Policy LU-4.7: Landscaping. Encourage, to the maximum extent feasible, project and streetscape landscaping be designed to include drought tolerant, native California plant species and the use of a drip, micro-spray or other low-flow irrigation systems.



Action LU-4e: Continue to implement the City’s existing development standards, or create new standards if appropriate, to regulate new construction and revisions to existing buildings. New standards shall be created for higher density stand-alone residential projects and mixed-use projects to promote quality infill developments.

Action LU-4f: Seek grant funding (“greening” grants) to help offset the cost of landscape improvements along community corridors, with a focus on Hawthorne Boulevard.

MOBILITY ELEMENT

Policy M-1.7: Traffic Calming on Local Streets. Encourage traffic calming strategies, such as diverters, median islands, and speed humps, and incorporation of traffic calming design in residential and school areas to slow traffic and promote safety, while not reducing parking supply.

Action M-1e: Monitor cut-through traffic on local streets, especially along residential areas and schools, and where appropriate evaluate the applicability of traffic calming tools and implement improvements as necessary.

Policy M-2.2: Agency Coordination. Coordinate with neighboring cities, telecom companies, and regional agencies such as County of Los Angeles, South Bay Cities Council of Governments, and Metro to meet the mobility needs of people living in, working in, or visiting Lawndale.

Policy M-2.3: Facility Connections. Plan and implement vehicular facilities, roadway treatments, active transportation facilities, transit routes, and goods movement network to relate to those in neighboring jurisdictions.

Action M-2a: Participate in regional planning forums to ensure that the City’s concerns are considered at the regional level.

Policy M-3.1: Complete Streets for Roadway Projects. Apply Complete Streets principles to all transportation improvements projects (e.g. safety, intelligent transportation systems, roads and intersections widening, transit facilities).

Policy M-3.2: Multimodal Connectivity. Link activity centers, employment centers, public facilities, and schools to transit and active transportation facilities, wherever feasible.

Policy M-3.3: Streetscape Improvements. Require roadway, sidewalk, and median improvements that enhance the visual character of the roadway system and promote pedestrian and bicycle safety.

Policy M-3.6: Safe Routes to School. Provide infrastructure improvements, enforcement and incentives to support Safe Route to School programs and promote walking and bicycling to local schools.

Action M-3a: When planning roadway facilities, incorporate the concept of complete streets. Complete streets include design elements for all modes that use streets, including autos, transit, pedestrians, and bicycles. Complete streets shall be developed in a context-sensitive



manner. For example, it may be more appropriate to provide a Class I bike path instead of bike lanes along a major arterial.

- Policy M-5.1: Transit Use.** Support programs encouraging public transit use by people living in, working in, or visiting Lawndale.
- Policy M-5.2: Improve Local Public Transit Service.** Work with Metro, Lawndale Beat Bus, and other local public transit providers to plan and improve local transit service and transit facilities, including bus stops, in the City.
- Policy M-5.3: Transit Facilities.** Require new developments to construct, when appropriate, transit facilities, including bus turn-outs, lighted bus shelters, and route information signage.
- Policy M-5.4: C (Green) Line Service.** Work with Metro to ensure C (Green) Line service (including headways and service hours) are sufficient to meet the needs of transit commuters to and from Lawndale.
- Policy M-5.5: C (Green) Line Stations.** Work with Metro to ensure the planned C (Green) Line extension project implementation is consistent with the City's Complete Streets, active transportation, and parking policies, and that it provides pedestrian and bicycle connectivity between neighborhoods within Lawndale and future stations.
- Policy M-5.6: Effects of New Technologies on Transit Use.** Monitor the development of new mobility technologies and the potential effects on transit demand and how users access public transit.
- Action M-5a:** Continue on-going coordination with transit authorities toward the expansion of transit facilities.
- Action M-5b:** Work with Metro to increase transit service frequency, speed, and reliability and increase ridership and to strengthen linkages and access to the C line rail stations.
- Policy M-6.1: Bicycle Master Plan.** Implement the South Bay Bicycle Master Plan within City limits to provide active transportation facilities that can serve as an alternative to automobiles, including the Plan's facility recommendations as shown in Figure M-2.
- Policy M-6.2: Local Travel Network.** Coordinate with the South Bay Cities Council of Governments to promote local micromobility modes by implementing the Local Travel Network plan and supporting efforts to integrate the network with adjacent cities, as shown in Figure M-3.
- Policy M-6.4: Sidewalk and Bikeway Gaps.** Create a connected and complete active transportation network by identifying and eliminating gaps in sidewalks and bikeways.
- Policy M-6.5: Bicycle/Pedestrian Facilities at New Developments.** Require new residential and non-residential developments in the City to provide safe and attractive bicycle and pedestrian facilities, such as secure bicycle parking, pedestrian-scale lighting, street furniture, landscaping, and other improvements.



- Policy M-6.6: Effects of New Technologies on Active Transportation.** Monitor the development of mobility new technologies and the potential effects on designing a transportation network that accommodates all modes and users.
- Action M-6a:** As part of development review and specific plans, review any existing gaps in active transportation infrastructure that inhibit mobility.
- Action M-6b:** Implement of the South Bay Bicycle Master Plan when roadways are being rehabilitated or resurfaces, as funding allows.
- Action M-6c:** Review and update the City’s Municipal Code, as necessary, to consider bicycle and pedestrian access as part of the site plan review for new development projects.
- Policy M-7.1: Local Truck Routes.** Maintain a network of local truck routes to facilitate goods movement to regional roads and to discourage the use of residential roads.
- Policy M-7.2: Roadway Design.** Maintain roadway design standards to facilitate access to light industrial and manufacturing areas along designated truck routes.
- Action M-7a:** Review and update the City’s designated truck routes as needed while considering the potential mobility conflicts and the location of sensitive land uses in the City.
- Policy M-9.2: Transportation Demand Management.** Require transportation demand management (TDM) strategies as mitigation measures for new projects that exceed the City's thresholds Vehicle Miles Traveled impact thresholds.
- Policy M-9.3: Regional Coordination.** Encourage regional agencies such as Metro, the South Coast Air Quality Management District (SCAQMD), and the South Bay Cities Council of Governments to promote TDM programs that reduce single occupancy vehicle travel.
- Policy M-9.4: New Development.** Work with developers to reduce greenhouse gas emissions and minimize congestion related to new development through improvements to the circulation system and on-site improvements that encourage public and active modes of travel.
- Action M-9a:** Review and update the City’s Municipal Code and related implementation documents, as necessary, to reflect TDM best practices.
- Action M-9b:** Require developments that are approved based on TDM plans to incorporate monitoring and enforcement of TDM targets as part of those plans.

RESOURCE MANAGEMENT ELEMENT

- Policy RM-1.9: Active Transportation Trails.** Provide safe and accessible bicycle and pedestrian trails for the City’s residents by improving and promoting the establishment of trails utilizing alleys, streets, sidewalks, railroad right-of-way, and other open space areas.
- Policy RM-1.10: Service Area Radius.** Focus new park facilities in areas that are outside a 1/2-mile walking radius from an existing or proposed park or bike trail, and enhance options for residents



to access these facilities through safe walking, bicycling, and transit routes. Physical barriers such as I-405 should also be considered when evaluating service area and access.

Action RM-1g: Coordinate with LA Metro and associated entities regarding the multi-use trail and/or greenway proposed as part of Metro’s C Line (Green) extension project. The City should be actively engaged in the design and implementation of the project to ensure the project reflects community preferences, is compatible with surrounding uses, and maximizes connectivity for active transportation.

Action RM-1h: Consider the creative use of space for the median along Hathorne Boulevard to expand available open space and opportunities for physical fitness, including but not limited to, greenways, parklets, bike or pedestrian paths, and a fitness trail.

Policy RM-2.4: Source Reduction and Recycling Efforts. Participate in source reduction and recycling techniques to reduce the amount of solid waste sent to landfills and ensure adequate landfill capacity in the region.

Policy RM-2.5: Organic Waste. Work with appropriate service providers to collect and compost green waste, including landscaping, Christmas trees, composting and mulch, and other sources of organic waste, to distribute for use in parks, medians, and other municipal areas.

Action RM-2a: On an ongoing basis and in compliance with State law, ensure solid waste collection activities, facility siting and construction of transfer and/or disposal facilities, operation of waste reduction and recycling programs, and household hazardous waste disposal and education programs are consistent with the Los Angeles Countywide Integrated Waste Management Plan.

Policy RM-4.1: Regional Cooperation. Support regional efforts, including those organized through the South Coast Air Quality Management District (SCAQMD), the Southern California Association of Governments (SCAG), the South Bay Cities Council of Governments (SBCCOG), and the California Air Resource Board (CARB) to implement the regional Air Quality Management Plan.

Policy RM-4.2: Measurement and Enforcement. Coordinate with the California Air Resources Board (CARB) and South Coast Air Quality Management District (SCAQMD) to support their ability to properly measure air quality at emission sources and enforce the standards of the Clean Air Act.

Policy RM-4.3: GHG Emissions. Align the City’s local GHG reduction targets with the statewide GHG reduction targets of Assembly Bill 32, and align the City’s GHG reduction goal with the statewide GHG reduction goal of Executive Order S-03-05.

Policy RM-4.4: Transportation Options. Promote alternative modes of transportation to reduce vehicular emissions and improve air quality. *(See Mobility Element)*

Policy RM-4.5: Walkability. Encourage pedestrian-scale development and pedestrian-friendly design features to reduce vehicle emissions. *(See Mobility Element)*



Policy RM-4.6: Land Use Planning. Encourage and incentivize higher density and mixed-use development opportunities within designated areas of the City to lessen the impacts of traffic congestion on local air quality. *(See Land Use Element)*

Policy RM-4.8: Mitigation. Require the implementation of relevant mitigation measures for all future development upon identification of potential air quality impacts.

Policy RM-4.9: GHG Reduction. Consider and adopt new local policies and programs that will help to provide energy efficient alternatives to fossil fuel use and reduce consumption in order to reduce greenhouse gas emissions consistent with the local measures identified in the City of Lawndale Climate Action Plan.

Policy RM-4.10: Public Engagement. Promote regional air quality programs in order to inform the public on regional air quality concerns and encourage the engagement of all residents in future planning decisions related to air quality.

Action RM-4a: Implement the local GHG reduction measures identified in the City of Lawndale Climate Action Plan (CAP), participate in future updates of the SBCCOG Climate Action Plan, and perform on-going monitoring and reporting of GHG reduction impacts. Develop a Climate Action Team to support and guide the City's efforts to conserve energy and reduce emissions. Work with the SBCCOG and/or other local, Regional, State, and Federal agencies or utility to obtain funding necessary to implement, monitor, and report the CAP measures.

Action RM-4b: As applicable, review new industrial and commercial development projects during the CEQA process for potential air quality impacts to residences and other sensitive receptors. Ensure that mitigation measures and best management practices are implemented to reduce significant emissions of criteria pollutants.

Action RM-4c: Review development, infrastructure, and planning projects for consistency with SCAQMD requirements during the CEQA review process. Require project applicants to prepare air quality analyses to address SCAQMD and General Plan requirements, as appropriate, which include analysis and identification of:

1. Air pollutant emissions associated with the project during construction, project operation, and cumulative conditions.
2. Potential exposure of sensitive receptors to toxic air contaminants.
3. Significant air quality impacts associated with the project for construction, project operation, and cumulative conditions.
4. Mitigation measures to reduce significant impacts to less than significant or the maximum extent feasible where impacts cannot be mitigated to less than significant.

Action RM-4d: Work with the South Coast Air Quality Management District, Southern California Association of Governments, the South Bay Cities Council of Governments, and the



California Air Resource Board to implement programs aimed at improving regional air quality.

Action RM-4e: Continue to review development projects to ensure that all new public and private development complies with the California Code of Regulations (CCR), Title 24 standards as well as the energy efficiency standards established by the Lawndale Municipal Code.

Action RM-4f: Provide the necessary facilities and infrastructure to facilitate the use of low or zero-emission vehicles such as electric vehicle charging facilities at key City facilities as operations necessitate and/or as funding becomes available.

Action RM-4g: Evaluate and consider multi-modal transportation benefits to all City employees, such as free or low-cost monthly public transportation (bus) passes. Encourage employer participation in similar programs. Encourage new transit/shuttle services and use.

Action RM-4h: Establish programs that encourage community car-sharing and carpooling.

Action RM-4i: Support the establishment and expansion of a regional network of electric vehicle charging stations and encourage the expanded use of electric vehicles.

Action RM-4j: Encourage multi-family residential and non-residential development to increase the use of higher-albedo materials for surfaces including roofs, parking areas, driveways, roads, and sidewalks. Encourage developments with parking lot areas to shade these areas with vegetation or solar panels when appropriate. Support various programs to plant and maintain trees, which can also contribute to a reduction of urban heat islands.

Action RM-4k: Future development projects will be required to demonstrate consistency with SCAQMD construction emission thresholds. Where emissions from individual projects exceed SCAQMD thresholds, the following actions should be incorporated as necessary to minimize impacts. These measures do not exclude the use of other, equally effective mitigation measures as determined by a project specific Air Quality Assessment.

- Require all off-road diesel equipment greater than 50 horsepower (hp) used for this Project to meet USEPA Tier 4 final off-road emission standards or equivalent. Such equipment shall be outfitted with Best Available Control Technology (BACT) devices including a California Air Resources Board Certified Level 3 Diesel Particulate Filter (DPF) or equivalent. The DPF reduces diesel particulate matter and NOx emissions during construction activities.
- Require a minimum of 50 percent of construction debris be diverted for recycling.
- Require building materials to contain a minimum 10 percent recycled content.
- Require materials such as paints, primers, sealants, coatings, and glues to have a low volatile organic compound concentration compared to conventional products. If low VOC materials are not available, architectural coating phasing should be extended sufficiently to reduce the daily emissions of VOCs.



Action RM-4I: Future development projects will be required to demonstrate consistency with SCAQMD’s operational emission thresholds. For projects where operational emissions exceed regulatory thresholds, the following measures may be used to reduce impacts. Note the following measures are not all inclusive and developers have the option to add or substitute measures that are equally or more appropriate for the scope of the project.

- Develop a project specific TDM program for residents and/or employees that provides opportunities for carpool/vanpools.
- Provide onsite solar/renewable energy in excess of regulatory requirements.
- Require that owners/tenants of non-residential or multi-family residential developments use architectural coatings that are 10 grams per liter or less when repainting/repairing properties.
- Require drip irrigation and irrigation sensor units that prevent watering during rain storms.
- Ensure all parking areas are wired for capability of future EV charging and include EV charging stations that exceed regulatory requirements.

Policy RM-5.1: Compliance with State Legislation. Comply with all State requirements regarding the generation of power and encourage energy providers to investigate the use or expansion of renewable sources of energy.

Policy RM-5.2: Green Building Standards Code. Ensure that new construction and major redevelopment complies with the most current version of the California Green Building Standards Code.

Policy RM-5.3: Renewable Energy. Promote the development and use of renewable energy resources to reduce dependency on fossil fuels.

Policy RM-5.4: Energy-Efficient Materials. Promote the use of energy-efficient materials, equipment, and design in public and private facilities and infrastructure.

Policy RM-5.5: Energy Conservation. Promote energy conservation and recycling by the public and private sectors.

Action RM-5a: Implement energy conservation measures in public buildings through the following actions:

- a. Promote energy efficient buildings and site design for all new public buildings during the site development permit process; and
- b. Install energy saving devices in new public buildings and retrofit existing public buildings.

Action RM-5b: During the development review process, encourage innovative building design, layout, and orientation techniques to minimize energy use by taking advantage of sun/shade



patterns, prevailing winds, landscaping and building materials that control energy usage, and solar design.

- Action RM-5c:** Continue to review development projects to ensure that all new public and private development complies with the California Code of Regulations, Title 24 standards as well as the energy efficiency standards established by the General Plan and the Municipal Code.
- Action RM-5d:** Promote the CEC Building Energy Benchmarking Program (AB 802) on the City’s website to help benchmark and monitor energy use for participating businesses seeking to increase energy efficiency and realize cost savings.
- Action RM-5e:** Identify and reduce government constraints to installation of renewable energy infrastructure and electric vehicle charging stations, as feasible, through incentives such as, streamlined permitting, and expedited inspection times.
- Action RM-5f:** Consider participation in a Community Choice Aggregation program, such as Clean Power Alliance, to help meet the City’s energy objectives.
- Action RM-5g:** Use the City’s website to promote existing incentivized programs such as Energy Upgrade California, financing programs such as Properly Assessed Clean Energy (PACE), and energy audits through state programs.
- Action RM-5h:** Partner with SBCCOG and relevant utilities on outreach events and to obtain educational content and promote on the City’s website.

PUBLIC SAFETY ELEMENT

- Policy PS-7.1: Community Preparedness.** Promote a well-prepared City that can effectively overcome natural disasters and scarcity of resources due to climate change.
- Policy PS-7.2: Collaboration.** Collaborate with local, regional, State and/or Federal jurisdictions and agencies on climate resiliency and adaptation strategies.
- Policy PS-7.3: Ecological Recovery.** Coordinate with Federal, State, and local agencies to establish ecological recovery programs.
- Policy PS-7.4: Air Pollution.** Work with responsible Federal, State, and County agencies to decrease air pollution emissions occurring within the air basin to reduce the risk posed by air pollution.
- Policy PS-7.5: Energy Supply.** Promote plans and programs that increase sustainable energy sources.
- Policy PS-7.6: Drought Preparation.** Implement necessary actions and programs to improve drought preparation and response for the most vulnerable community members.
- Policy PS-7.7: Cooling Centers.** Designate public buildings, specific private buildings, or institutions with air conditioning as public cooling shelters; extend hours at air-conditioned sites during periods of extreme heat or power outage (if the site is supported by a backup generator).



- Policy PS-7.8: Storms.** Provide access to flood protection resources and services (signage, sandbags, etc.) as feasible at designated public facilities during and after extreme weather events.
- Policy PS-7.9: Special Assistance.** Address the needs of individuals with limited mobility or limited access to transportation for access to safe and comfortable shelter during extreme heat events or other severe weather events.
- Policy PS-7.10: Leadership.** Demonstrate leadership in local climate planning efforts through a range of tangible actions and policies at the municipal operations level.
- Policy PS-7.11: Greenhouse Gas Reductions.** Reduce communitywide greenhouse gas emissions locally by actively supporting regional efforts to reduce greenhouse gases throughout the county.
- Policy PS-7.12: Extreme Heat Vulnerabilities.** Require that new developments, major remodels, and redevelopments address urban heat island issues and reduce urban heat island effects for the proposed project site and adjacent properties.
- Policy PS-7.13: Ongoing Monitoring.** Monitor climate change-related effects with local, regional, state, and/or Federal partners to provide information of effectiveness of existing infrastructure and programs.
- Action PS-7a:** Provide information and resources to the public and businesses regarding steps the City is taking to address the issue of climate change.
- Action PS-7b:** Expand the use of energy-efficient lighting, such as LEDs for City-owned light facilities.
- Action PS-7c:** Consider purchasing only electric or alternative-energy vehicles for the City vehicle fleet, as appropriate, based on the intended use of the vehicle.
- Action PS-7d:** Evaluate the feasibility for government-constructed and/or -operated new development to exceed the California Green Building Standards Code CalGreen Tier 1, or successor program, standards.
- Action PS-7e:** Promote the use of sustainable and carbon-neutral energy sources in new development.
- Action PS-7f** Explore using renewable energy and clean generation technologies such as solar, wind, biogas, or fuel cells to power City facilities where appropriate.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.11.5 CUMULATIVE IMPACTS

Section 4.0, *Basis of Cumulative Analysis*, establishes growth and development within Los Angeles County as anticipated by SCAG as having the potential to interact with the proposed Project to the extent that a significant cumulative effect may occur. The geographic setting for land use and planning considers the SCAG region and the City.



Would the project, combined with other related cumulative projects, physically divide an established community?

Impact Analysis: Development of cumulative projects in the City of Lawndale would be required to mitigate land use impacts on a project-by-project basis. Each project would be evaluated for consistency with the project site's General Plan land use designation and zoning, adopted General Plan goals, policies, and actions, and other applicable regional land use plans, such as SCAG's RTP/SCS. As analyzed above, the proposed General Plan Update would result in less than significant impact related to land use and relevant planning. Therefore, the incremental impact of the proposed Project, when considered in combination with development within the City and region, would not result in cumulatively considerable land use impacts.

The land uses allowed under the proposed General Plan provide opportunities for cohesive new growth at infill locations primarily within the Hawthorne Boulevard Specific Plan area, but would not create physical division within the community. The proposed General Plan Update does not include any new roadways, infrastructure, or other features that would divide existing communities. Each individual development project would be reviewed to determine its consistency and compatibility with the surrounding area and its potential to physically divide an established community. As the Project would not physically divide an established community, the Project's incremental effects would not be cumulatively considerable.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

Would the project, combined with other related cumulative projects, cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Impact Analysis: As discussed above, the proposed General Plan Update was prepared in conformance with State laws and regulations associated with the preparation of general plans, including requirements for environmental protection. As demonstrated above, the proposed Project would not cause a significant environmental impact due to a conflict with a land use plan, policy, or regulation adopted for the purposes of avoiding or mitigating an environmental effect. The proposed General Plan Update carries forward and enhances policies and measures from the City's existing General Plan that were intended for environmental protection, and would not remove or conflict with City plans, policies, or regulations adopted for environmental protection. The proposed General Plan Update would require modifications to the City's Zoning Code to provide consistency between the General Plan and zoning; however, these modifications will not remove or adversely alter portions of the Lawndale Municipal Code that were adopted to mitigate an environmental effect.

Similar to future development associated with the proposed Project, cumulative development projects would be evaluated for consistency with the project site's General Plan land use designation and zoning;



General Plan goals, policies, and actions; and other applicable plans for the purpose of avoiding or mitigating an environmental effect. As analyzed above, the proposed Project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Thus, the proposed Project's incremental effects would not be cumulatively considerable.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.11.6 SIGNIFICANT UNAVOIDABLE IMPACTS

Land use and planning impacts associated with the implementation of the General Plan Update would be less than significant. No significant unavoidable land use and planning impacts would occur as a result of the General Plan Update.

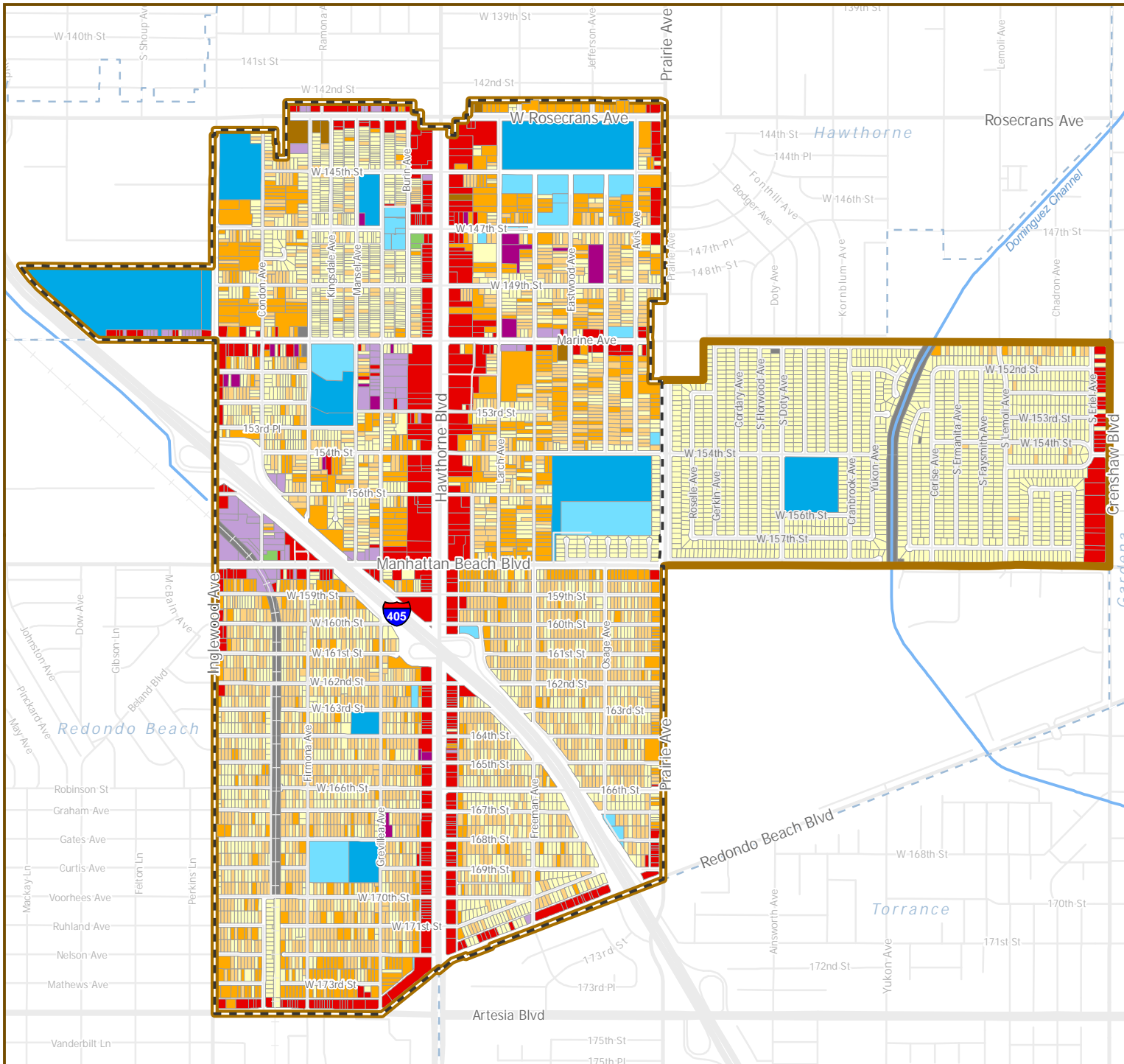
5.11.7 REFERENCES

City of Lawndale, *2021-2029 Housing Element*, adopted February 2022.

State of California, *Department of Finance, E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2021-2023 with 2020 Census Benchmark, 2023*.

Southern California Association of Governments, *Connect SoCal: 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy*, adopted September 3, 2020.

Figure 5.11-1.
Existing Land Use Map



LEGEND

- City of Lawndale
- Sphere of Influence
- Planning Area
- Adjacent Incorporated Area

Existing Land Use

- Single Family Residential
- Duplex Residential
- Multi-family Residential
- Mobile Home Park
- Commercial
- Industrial
- Government-Educational Uses
- Government-Public Facilities
- Institutional
- Recreational
- Miscellaneous



Sources: City of Lawndale; Los Angeles County.
Date: July 11, 2023.

City of Lawndale
The Heart of the Southbay



2020 GENERAL PLAN &
HAWTHORNE BOULEVARD SPECIFIC PLAN UPDATE



This page intentionally left blank.



5.12 MINERAL RESOURCES

This section identifies the existing mineral resource conditions within the Planning Area and provides an analysis of potential impacts associated with implementation of the General Plan Update.

5.12.1 ENVIRONMENTAL SETTING

MINERAL RESOURCE CLASSIFICATION

Pursuant to the Surface Mining and Reclamation Act of 1975 (SMARA), the California State Mining and Geology Board oversees the Mineral Resource Zone (MRZ) classification system. The MRZ system characterizes both the location and known/presumed economic value of underlying mineral resources. The mineral resource classification system uses four main MRZs based on the degree of available geologic information, the likelihood of significant mineral resource occurrence, and the known or inferred quantity of significant mineral resources. The four classifications are described in [Table 5-12-1, *Mineral Resources Classification System*](#).

Table 5.12-1
Mineral Resources Classification System

Classification	Description
MRZ-1	Areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.
MRZ-2	Areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood exists for their presence.
MRZ-3	Areas containing mineral deposits, the significance of which cannot be evaluated.
MRZ-4	Areas where available information is inadequate for assignment to any other MRZ classification.

Source: California Department of Conservation, *Guidelines for Classification and Designation of Mineral Lands*, 2023a.

MINERAL RESOURCES

Mineral resources include commercially viable oil and gas deposits, and nonfuel mineral resources deposits. Nonfuel mineral resources include metals such as gold, silver, iron, and copper; industrial metals such as boron compounds, rare-earth elements, clays, limestone, gypsum, salt, and dimension stone; and construction aggregate, including sand, gravel, and crushed stone. California is the largest producer of sand and gravel in the nation. [Figure 5.12-1, *Mineral Resource Zones*](#), shows resources by classification within the Planning Area. The Planning Area is designated as MRZ-1 and MRZ-3. MRZ-1 classifies areas where adequate information indicates that no significant mineral deposits are present. MRZ-3 is a classification for areas containing known or inferred mineral occurrences of undetermined mineral resource significance. MRZ-1 is found throughout the entire Planning Area, including the Sphere of Influence (SOI), and MRZ-3 is found in the southwestern corner of the Planning Area, within City limits.



LOCATION OF PERMITTED AGGREGATE MINES

The California Office of Mine Reclamation periodically publishes a list of qualified permitted aggregate mines regulated under SMARA that is generally referred to as the AB 3098 List. The Public Contract Code precludes mining operations that are not on the AB 3098 List from selling sand, gravel, aggregates or other mined materials to State or local agencies. As of March 2023, there are 26 aggregate mines on the AB 3098 list in Los Angeles County; none of the 26 listed mines are within the Planning Area (California Department of Conservation 2023b).

5.12.2 REGULATORY SETTING

STATE

Surface Mining and Reclamation Act of 1975

The California Department of Conservation Surface Mining and Reclamation Act of 1975 (Section 2710), also known as SMARA, provides a comprehensive surface mining and reclamation policy that permits the continued mining of minerals, as well as the protection and subsequent beneficial use of the mined and reclaimed land. The purpose of SMARA is to ensure that adverse environmental effects are prevented or minimized and that mined lands are reclaimed to a usable condition and are readily adaptable for alternative land uses; that the production and conservation of minerals are encouraged, while giving consideration to values relating to recreation, wildlife, range and forage, and aesthetic enjoyment; and that residual hazards to public health and safety are eliminated. These goals are achieved through land use planning by allowing a jurisdiction to balance the economic benefits of resource reclamation with the need to provide other land uses.

If a use is proposed that might threaten the potential recovery of minerals from an area that has been classified MRZ-2, SMARA would require the jurisdiction to prepare a statement specifying its reasons for permitting the proposed use, provide public notice of these reasons, and forward a copy of the statement to the State Geologist and the State Mining and Geology Board (Cal. Pub. Res. Code Section 2762). Lands classified MRZ-2 are areas that contain identified mineral resources.

5.12.3 SIGNIFICANCE CRITERIA AND THRESHOLDS

Appendix G of the California Environmental Quality Act (CEQA) Guidelines contains the Initial Study Environmental Checklist, which includes questions related to mineral resources. The issues presented in the Initial Study Environmental Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant environmental impact if it would:

- Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state (refer to Impact Statement MR-1); and
- Result in the loss of availability of a locally-important mineral resource recovery site delineated on a general plan, specific plan, or other land use plan (refer to Impact Statement MR-2).



5.12.4 IMPACTS AND MITIGATION MEASURES

MR-1: Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

Impact Analysis: The City has no known or identified mineral resources of regional or Statewide importance. As shown in [Figure 5.12-1](#), the Planning Area is designated as MRZ-1 and MRZ-3. MRZ-1 classifies areas where adequate information indicates that no significant mineral deposits are present. MRZ-3 indicates that the significance of the mineral deposits is undetermined. MRZ-1 is found throughout the entire Planning Area, including the SOI, and MRZ-3 is found in the southwestern corner of the Planning Area, within City limits. The land within MRZ-3 is currently developed and is within a highly urbanized area. Given that this land has already been disturbed and developed, and that the Project does not propose any site-specific development, there is no potential for resource extraction from the MRZ-3 area.

There are no known mineral deposits or resources in the Planning Area that are of significant value to the region or the State. Therefore, implementation of the proposed General Plan Update would have a less than significant impact on this environmental topic, and no mitigation is required.

Proposed General Plan Update Goals, Policies, and Actions: There are no relevant proposed General Plan Update goals, policies, and actions.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

MR-2: Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

Impact Analysis: As shown in [Figure 5.12-1](#), the Planning Area does not contain any “locally important mineral resource recovery sites.” The Planning Area does not contain a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. Implementation of the General Plan Update would not result in the loss of a designated mineral recovery site and as such, no impact would occur.

Proposed General Plan Update Goals, Policies, and Actions: There are no relevant proposed General Plan Update goals, policies, and actions.

Mitigation Measures: No mitigation measures are required.

Level of Significance: No Impact.

5.12.5 CUMULATIVE IMPACTS

[Section 4.0, *Basis of Cumulative Analysis*](#), identifies projected growth within the Planning Area and County with the potential to interact with the proposed Project to the extent that a significant cumulative effect relative to mineral resources may occur.



Would the project, combined with other relative cumulative projects, result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

Impact Analysis: The majority of land within the Planning Area is designated as MRZ-1, land where no significant mineral deposits are present, with a smaller portion designated as MRZ-3, land for which the significance of mineral resources cannot be determined. The land within the MRZ-3 is currently developed and is within a highly urbanized area, indicating there is little to no potential for resource extraction from the MRZ-3 area.

Further, there are no known mineral deposits or resources in the Planning Area that are of significant value to the region or the State. Therefore, implementation of the proposed General Plan Update, in combination with other relevant cumulative projects, would not contribute to cumulative impacts and impacts in this regard are not cumulatively considerable.

Proposed General Plan Update Goals, Policies, and Actions: There are no relevant proposed General Plan Update goals, policies, and actions.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less than Significant Impact.

Would the project, combined with other relative cumulative projects, result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

Impact Analysis: The Planning Area does not contain any locally-important mineral resource recovery sites delineated on local general plans, specific plans and other land use plans. As such, future development projects, in combination with other relative cumulative projects, would not result in the loss of availability of a locally-important mineral resource recovery site. Impacts would not be cumulatively considerable.

Proposed General Plan Update Goals, Policies, and Actions: There are no relevant proposed General Plan Update goals, policies, and actions.

Mitigation Measures: No mitigation measures are required.

Level of Significance: No Impact.

5.12.6 SIGNIFICANT UNAVOIDABLE IMPACTS

Mineral Resource impacts associated with the implementation of the General Plan Update would be less than significant. No significant unavoidable mineral resource impacts would occur as a result of the General Plan Update.



5.12.7 REFERENCES

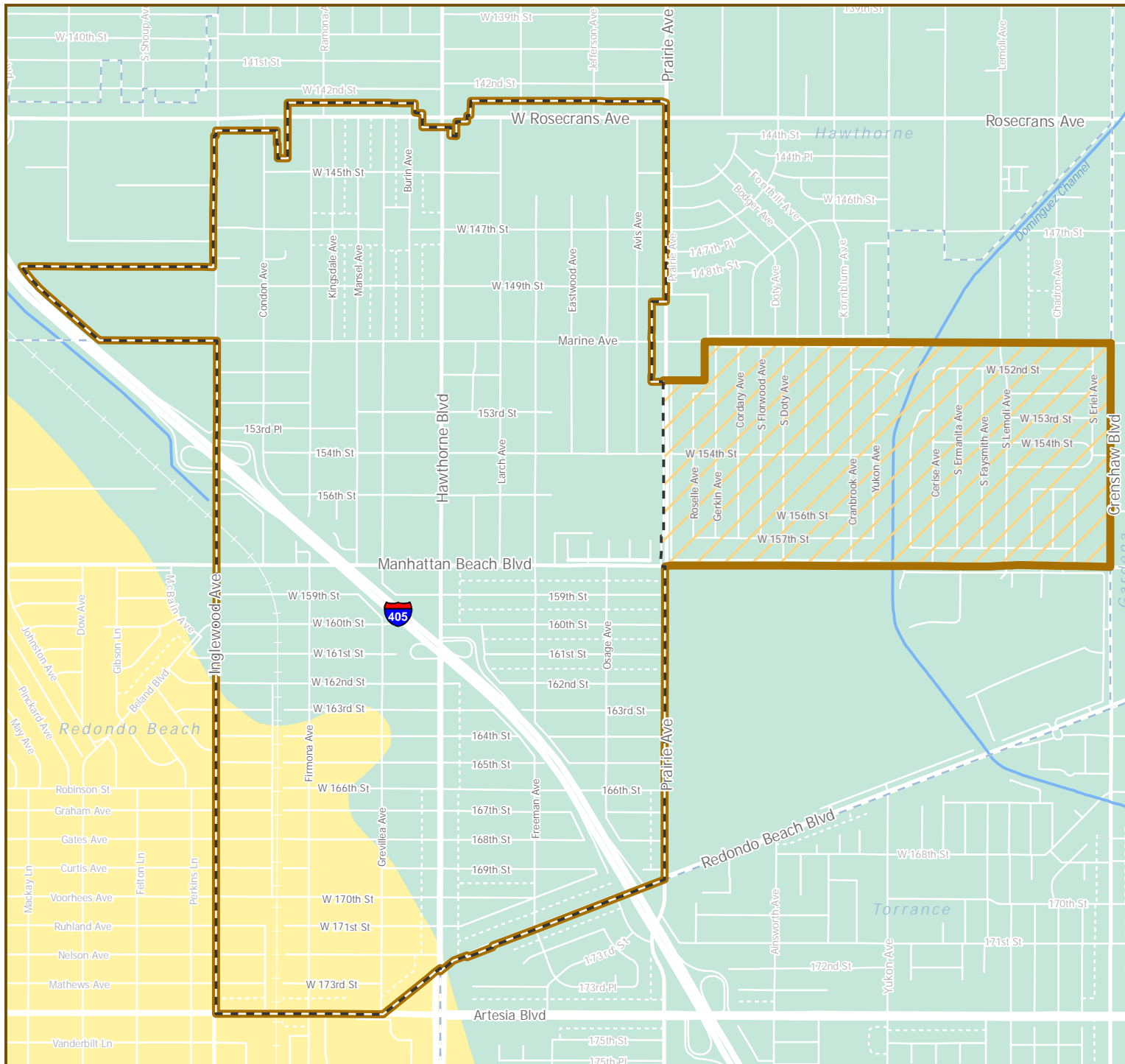
California Department of Conservation (DOC), *Guidelines for Classification and Designation of Mineral Lands*, 2023a.

California Department of Conservation (DOC), Division of Mine Reclamation, *SAMARA Administration Units: AB 3098 List*, <https://www.conservation.ca.gov/dmr/smara-mines>, accessed March 9, 2023b.



This page intentionally left blank.

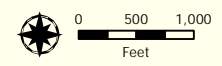
Figure 5.12-1.
Mineral Resource Zones



LEGEND

- City of Lawndale
 - Sphere of Influence
 - Planning Area
 - Adjacent Incorporated Area
- Mineral Resource Zones

- MRZ-1: No significant mineral deposits present or likely
- MRZ-3: Mineral deposits present, significance unknown



Sources: City of Lawndale; Los Angeles County; California Department of Mines and Geology Open File Report 94-14, 1994. Date: June 22, 2023.

City of Lawndale
The Heart of the Southbay



2020 GENERAL PLAN &
HAWTHORNE BOULEVARD SPECIFIC PLAN UPDATE



This page intentionally left blank.



5.13 NOISE

5.13.1 PURPOSE

This section identifies existing noise conditions within the Planning Area and provides an analysis of potential impacts associated with implementation of the General Plan Update.

This section is primarily based upon *General Plan Update Noise Impact Study – City of Lawndale*, prepared by MD Acoustics, LLC and dated July 12, 2023; refer to [Appendix E, Noise Impact Study](#).

5.13.2 ENVIRONMENTAL SETTING

FUNDAMENTALS OF NOISE

[Sound, Noise and Acoustics](#)

Sound is a disturbance created by a moving or vibrating source and is capable of being detected by the hearing organs. Sound may be thought of as mechanical energy of a moving object transmitted by pressure waves through a medium to a human ear. For traffic or stationary noise, the medium of concern is air. *Noise* is defined as sound that is loud, unpleasant, unexpected, or unwanted.

[Frequency and Hertz](#)

A continuous sound is described by its *frequency* (pitch) and its *amplitude* (loudness). Frequency relates to the number of pressure oscillations per second. Low-frequency sounds are low in pitch (bass sounding) and high-frequency sounds are high in pitch (squeak). These oscillations per second (cycles) are commonly referred to as Hertz (Hz). The human ear can hear from the bass pitch starting at 20 Hz to the high pitch of 20,000 Hz.

[Sound Pressure Levels and Decibels](#)

The *amplitude* of a sound determines its loudness. The loudness of sound increases or decreases as the amplitude increases or decreases. Sound pressure amplitude is measured in units of micro-Newton per square meter ($\mu\text{N}/\text{m}^2$), also called micro-Pascal (μPa). One μPa is approximately one hundred billionths (0.0000000001) of normal atmospheric pressure. Sound pressure level (SPL or L_p) is used to describe in logarithmic units the ratio of actual sound pressures to a reference pressure squared. These units are called decibels abbreviated dB.

[Addition of Decibels](#)

Because decibels are on a logarithmic scale, sound pressure levels cannot be added or subtracted by simple plus or minus addition. When two sounds of equal SPL are combined, they will produce an SPL 3 dB greater than the single SPL. In other words, sound energy that is doubled produces a 3 dB increase. If two sounds differ by approximately 10 dB, the higher sound level is the predominant sound. When combining sound levels, estimates shown in [Table 5.13-1, Decibel Addition](#), may be utilized.



**Table 5.13-1
Decibel Addition**

When Two Decibel Values Differ by:	Add This Amount to Higher Value	Example
0 or 1 dB	3 dB	70+69=73 dB
2 or 3 dB	2 dB	74+71=76 dB
4 to 9 dB	1 dB	66+60=67 dB
10 dB or more	0 dB	65+55=65 dB

Source: California Department of Transportation (Caltrans), *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013.

Human Response to Changes in Noise Levels

In general, the healthy human ear is most sensitive to sounds between 1,000 Hz and 5,000 Hz, and it perceives a sound within that range as being more intense than a sound with a higher or lower frequency with the same magnitude. For purposes of this analysis, as well as with most environmental documents, A-scale weighting is typically used and is reported in terms of the A-weighted decibel (dBA). The A-scale was designed to account for the frequency-dependent sensitivity of the human ear. Typical A-weighted noise levels are shown in Table 5.13-2, Typical Noise Levels.

In general, the human ear can barely perceive a change in the noise level of 3 dB. As shown in Table 5.13-3, Perceived Changes in Noise Levels, a change in 5 dB is readily perceptible, and a change in 10 dB is perceived as being twice or half as loud. As previously discussed, a doubling of sound energy results in a 3 dB increase in sound, which means that a doubling of sound energy (e.g., doubling the volume of traffic on a highway) would result in a barely perceptible change in sound level.



**Table 5.13-2
Typical Noise Levels**

Common Outdoor Activities	Noise Level (dBA)	Common Indoor
Jet flyover at 1,000 feet	110	Rock Band
Gas lawnmower at 3 feet	100	
Diesel truck at 50 feet at 50 mph	90	Food blender at 3 feet
Noisy urban area, daytime	80	Garbage disposal at 3 feet
Gas lawnmower, 100 feet	70	Vacuum cleaner at 3 feet
Commercial area		Normal speech at 3 feet
Heavy traffic at 300 feet	60	
Quiet urban daytime	50	Large Business Office
		Dishwasher in next room
Quiet urban nighttime	40	Theater, large conference room (background)
Quiet suburban nighttime		
	30	Library
Quiet rural nighttime		Bedroom at night, concert hall (background)
	20	
		Broadcasting studio
	10	
Lowest Threshold of Human Hearing	0	Lowest Threshold of Human Hearing

Source: California Department of Transportation (Caltrans), *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013.

**Table 5.13-3
Perceived Changes in Noise Levels**

Changes in Intensity Level, dBA	Changes in Apparent Loudness
1	Not perceptible
3	Just perceptible
5	Clearly noticeable
10	Twice (or half) as loud

Source: California Department of Transportation (Caltrans), *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013.



Noise Descriptors

Noise in our daily environment fluctuates over time. Some noise levels occur in regular patterns, others are random. Some noise levels are constant while others are sporadic. Noise descriptors were created to describe the different time-varying noise levels.

A-Weighted Sound Level: The sound pressure level in decibels as measured on a sound level meter using the A-weighted filter network. The A-weighting filter de-emphasizes the very low and very high-frequency components of the sound in a manner similar to the response of the human ear. A numerical method of rating human judgment of loudness.

Ambient Noise Level: The composite of noise from all sources, near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

Community Noise Equivalent Level (CNEL): The average equivalent A-weighted sound level during a 24-hour day, obtained after the addition of five (5) decibels to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and after the addition of ten (10) decibels to sound levels in the night between 10:00 p.m. and 7:00 a.m.

Decibel (dB): A unit for measuring the amplitude of a sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micro-pascals.

dBA: A-weighted sound level (see definition above).

Equivalent Sound Level (LEQ): The sound level corresponding to a steady noise level over a given sample period with the same amount of acoustic energy as the actual time-varying noise level. The energy average noise level during the sample period.

Habitable Room: Any room meeting the requirements of the California Building Code or other applicable regulations which is intended to be used for sleeping, living, cooking, or dining purposes, excluding such enclosed spaces as closets, pantries, bath or toilet rooms, service rooms, connecting corridors, laundries, unfinished attics, foyers, storage spaces, cellars, utility rooms, and similar spaces.

L(n): The A-weighted sound level exceeded during a certain percentage of the sample time. For example, L10 in the sound level exceeded 10 percent of the sample time. Similarly, L50, L90, and L99, etc.

Noise: Any unwanted sound or sound which is undesirable because it interferes with speech and hearing, is intense enough to damage hearing, or is otherwise annoying. The State Noise Control Act defines noise as "...excessive undesirable sound...".

Outdoor Living Area: Outdoor spaces that are associated with residential land uses typically used for passive recreational activities or other noise-sensitive uses. Such spaces include patio areas, barbecue areas, jacuzzi areas, etc., associated with residential uses; outdoor patient recovery or resting areas associated with hospitals, convalescent hospitals, or rest homes; outdoor areas associated with places of worship which have a significant role in services or other noise-sensitive activities; and outdoor school facilities routinely used for educational purposes which may be adversely impacted by noise. Outdoor areas usually not included in this definition are: front yard areas, driveways, greenbelts, maintenance



areas and storage areas associated with residential land uses; exterior areas at hospitals that are not used for patient activities; outdoor areas associated with places of worship and principally used for short-term social gatherings; and, outdoor areas associated with school facilities that are not typically associated with educational uses prone to adverse noise impacts (for example, school play yard areas).

Percent Noise Levels: See L(n).

Sound Level (Noise Level): The weighted sound pressure level obtained by use of a sound level meter having a standard frequency filter for attenuating part of the sound spectrum.

Sound Level Meter: An instrument, including a microphone, an amplifier, an output meter, and frequency weighting networks for the measurement and determination of noise and sound levels.

Single Event Noise Exposure Level (SENEL): The dBA level which, if it lasted for one second, would produce the same A-weighted sound energy as the actual event.

Tonal Sounds

A pure tone sound is a sound produced at or near a single frequency. Laboratory tests have shown that humans are more perceptible to changes in sound levels of a pure tone. For a noise source to contain a “pure tone,” there must be a significantly higher A-weighted sound energy in a given frequency band than in the neighboring bands, thereby causing the noise source to “stand out” against other noise sources. A pure tone occurs if the sound pressure level in the one-third octave band with the tone exceeds the average of the sound pressure levels of the two contiguous one-third octave bands by 5 dB for center frequencies of 500 Hertz (Hz) and above; by 8 dB for center frequencies between 160 and 400 Hz; and by 15 dB for center frequencies of 125 Hz or less.

Sound Propagation

As sound propagates from a source it spreads geometrically. Sound from a small, localized source (i.e., a point source) radiates uniformly outward as it travels away from the source in a spherical pattern. The sound level attenuates at a rate of 6 dB per doubling of distance. The movement of vehicles down a roadway makes the source of the sound appear to propagate from a line (i.e., line source) rather than a point source. This line source results in the noise propagating from a roadway in a cylindrical spreading versus a spherical spreading that results from a point source. The sound level attenuates for a line source at a rate of 3 dB per doubling of distance.

Research has demonstrated that atmospheric conditions can have a significant effect on noise levels when noise receivers are located 200 feet or more from a noise source. Wind, temperature, air humidity, and turbulence can further impact how far sound can travel.

Ground Absorption

As noise propagates from the source, it is affected by the ground and atmosphere. Noise models use hard site (reflective surfaces) and soft site (absorptive surfaces) to help calculate predicted noise levels. Hard site conditions assume no excessive ground absorption between the noise source and the receiver. Soft site conditions such as grass, soft dirt, or landscaping attenuate noise at a rate of 1.5 dB per doubling of distance. When added to the geometric spreading, the excess ground attenuation results in an overall



noise attenuation of 4.5 dB per doubling of distance for a line source and 7.5 dB per doubling of distance for a point source.

Sound Attenuation

Noise-related land use issues are typically composed of three basic elements: (1) the noise source, (2) a transmission path, and (3) a receiver.

The appropriate acoustical treatment for a given project should consider the nature of the noise source and the sensitivity of the receiver. When the potential for a noise-related problem is present, either avoidance of the noise-related problem or noise control techniques should be selected to provide an acceptable noise environment for the receiver while remaining consistent with local aesthetic standards and practical structural and economic limits. Fundamental noise control options are described below.

Noise Barriers

Effective noise barriers can reduce noise levels by 10 to 15 dBA, cutting the loudness of traffic noise in half. To achieve that reduction, the barrier must be high enough and long enough to block the line-of-sight of the vehicles on the road. A noise barrier can still achieve up to a 5 dBA noise level reduction when it is tall enough to barely allow a line-of-sight of the vehicles. A noise barrier is most effective when placed close to the noise source or receiver. When the noise barrier is an earthen berm instead of a wall, the noise attenuation can be increased by another 3 dBA.

Setbacks

Noise exposure may be reduced by increasing the setback distance between the noise source and the receiving use. Setback areas can take the form of open space, frontage roads, recreational areas, and storage yards. The available noise attenuation from this technique is limited by the characteristics of the noise source but generally ranges between 4 and 6 dBA.

Site Design

Buildings can be placed on a property to shield other structures or areas affected by noise and to prevent an increase in noise levels caused by reflections. The use of one building to shield another can significantly reduce overall noise control costs, particularly if the shielding structure is insensitive to noise. An example would be placing a detached garage nearest the noise source to shield the house or backyard. Site design should guard against creating reflecting surfaces that may increase onsite noise levels. For example, two buildings placed at an angle facing a noise source may cause noise levels within that angle to increase by up to 3 dBA. The open end of U-shaped buildings should point away from noise sources for the same reason. Landscaping walls or noise barriers located within a development may inadvertently reflect noise to a noise-sensitive area unless carefully located.

Building Facades

When interior noise levels are of concern in a noisy environment, noise reduction may be obtained through the acoustical design of building facades. Standard construction practices provide a noise reduction of 10 to 15 dBA for building facades with open windows, and a noise reduction of approximately 25 dBA when windows are closed; refer to Table 5.13-4, Noise Reduction Afforded by Common Building



Construction. An exterior-to-interior noise reduction of 25 dBA can be obtained by requiring that building design include adequate ventilation systems, which would allow windows facing a noise source to remain closed, even during periods of excessively warm weather.

Where greater noise reduction is required, acoustical treatment of the building facade may be necessary. Reducing relative window area is the most effective control technique, followed by providing acoustical glazing (e.g., thicker glass or increased air space between panes) within frames with low air infiltration rates, using fixed (i.e., non-movable) acoustical glazing, or eliminating windows. Noise transmitted through walls can be reduced by increasing wall mass (e.g., using stucco or brick in lieu of wood siding), or isolating wall members by using double or staggered stud walls, while noise transmitted through doorways can be lessened by reducing door area, using solid-core doors, or sealing door perimeters with suitable gaskets. Noise-reducing roof treatments include using plywood sheathing under roofing materials.

**Table 5.13-4
Noise Reduction Afforded by Common Building Construction**

Construction Type	Typical Occupancy	General Description	Range of Noise Reduction (dB) ¹
1	Residential, Commercial, Schools	Wood frame, stucco, or wood sheathing exterior. Interior drywall or plaster. Sliding glass windows, with windows partially open.	15-20
2	Same as 1 above	Same as 1 above, but with windows closed.	25-30
3	Commercial, Schools	Same as 2 above, but with fixed 0.25-inch plate glass windows.	30-35
4	Commercial, Industrial	Steel or concrete frame, curtain wall, or masonry exterior wall. Fixed 0.25-inch plate glass windows.	35-40

Source: California Department of Transportation (Caltrans), *California Airport Land Use Planning Handbook*, January 2002.

Landscaping

While the use of trees and other vegetation is often thought to provide significant noise attenuation, approximately 100 feet of dense foliage – with no visual path extending through the foliage – is required to achieve a 5 dBA attenuation of traffic noise. Thus, the use of vegetation as a noise barrier is not considered a practical method of noise control unless large tracts of dense foliage are part of the existing landscape.

Vegetation can be used, however, to acoustically “soften” intervening ground between a noise source and a receiver, increasing ground absorption of sound, and thus, increasing the attenuation of sound with distance. Planting trees and shrubs also offers aesthetic and psychological value, and it may reduce adverse public reaction to a noise source by removing the source from view, even though noise levels would be largely unaffected.



GROUND-BORNE VIBRATION FUNDAMENTALS

Ground-borne vibrations consist of rapidly fluctuating motions within the ground that have an average motion of zero. The effects of ground-borne vibrations typically only cause a nuisance to people, but at extreme vibration levels, damage to buildings may occur. Although ground-borne vibration can be felt outdoors, it is typically only an annoyance to people indoors where the associated effects of the shaking of a building can be notable. Ground-borne noise is an effect of ground-borne vibration and mainly exists indoors since it is produced from noise radiated from the motion of the walls and floors of a room and may also consist of the rattling of windows or dishes on shelves. Several different methods are used to quantify vibration amplitude. Typical human reaction and effect on buildings due to ground-borne vibration is shown in Table 5.13-5, *Typical Human Reaction and Effect on Buildings Due to Ground-Borne Vibration*.

PPV. Known as the peak particle velocity (PPV) which is the maximum instantaneous peak in vibration velocity, typically given in inches per second.

RMS. Known as root mean squared (RMS) can be used to denote vibration amplitude.

VdB. A commonly used abbreviation to describe the vibration level (VdB) for a vibration source.

**Table 5.13-5
Typical Human Reaction and Effect on Buildings Due to Ground-Borne Vibration**

Vibration Level Peak Particle Velocity (PPV)	Human Reaction	Effect on Buildings
0.006–0.019 in/sec	Threshold of perception, possibility of intrusion	Vibrations unlikely to cause damage of any type
0.08 in/sec	Vibrations readily perceptible	Recommended upper level of vibration to which ruins and ancient monuments should be subjected
0.10 in/sec	Level at which continuous vibration begins to annoy people	Virtually no risk of “architectural” (i.e., not structural) damage to normal buildings
0.20 in/sec	Vibrations annoying to people in buildings	Threshold at which there is a risk to “architectural” damage to normal dwelling – houses with plastered walls and ceilings
0.4–0.6 in/sec	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Vibrations at a greater level than normally expected from traffic, but would cause “architectural” damage and possibly minor structural damage
Source: California Department of Transportation (Caltrans), <i>Transportation and Construction Vibration Guidance Manual</i> , April 2020.		



Vibration Perception

Typically, developed areas are continuously affected by vibration velocities of 50 VdB or lower. These continuous vibrations are not noticeable to humans whose threshold of perception is around 65 VdB. Outdoor sources that may produce perceptible vibrations are usually caused by construction equipment, steel-wheeled trains, and traffic on rough roads, while smooth roads rarely produce perceptible ground-borne noise or vibration.

The California Department of Transportation has published one of the seminal works for the analysis of ground-borne noise and vibration relating to transportation- and construction-induced vibrations and although the Project is not subject to these regulations, it serves as useful tools to evaluate vibration impacts.

Vibration Propagation

There are three main types of vibration propagation: surface, compression, and shear waves. Surface waves, or Rayleigh waves, travel along the ground's surface. These waves carry most of their energy along an expanding circular wave front, similar to ripples produced by throwing a rock into a pool of water. P-waves, or compression waves, are body waves that carry their energy along an expanding spherical wave front. The particle motion in these waves is longitudinal (i.e., in a "push-pull" fashion). P-waves are analogous to airborne sound waves. S-waves, or shear waves, are also body waves that carry energy along an expanding spherical wave front. However, unlike P-waves, the particle motion is transverse, or side-to-side and perpendicular to the direction of propagation. As vibration waves propagate from a source, the vibration energy decreases in a logarithmic nature and the vibration levels typically decrease by 6 VdB per doubling of the distance from the vibration source. This drop-off rate can vary greatly depending on the soil, but has been shown to be effective enough for screening purposes, in order to identify potential vibration impacts that may need to be studied through actual field tests.

TRAFFIC NOISE PREDICTION MODEL

The FHWA Highway Traffic Noise Prediction model (FHWA-RD 77-108) was used to model and compare existing traffic noise levels to General Plan 2045 Buildout noise levels. The FHWA model arrives at the predicted noise level through a series of adjustments to the Reference Energy Mean Emission Level (REMEL). Roadway modeling assumptions utilized for the technical study are provided in Tables 8 and 9 of the Noise Impact Study provided in [Appendix E](#). The vehicle mix indicates the percentage of automobiles, medium trucks, and heavy trucks for each segment.

EXISTING NOISE ENVIRONMENT

General Land Use Noise

Existing land uses within the Planning Area include single- and multi-family residential development, commercial, industrial, open space, and public facility land uses. Noise sources associated with existing land uses include residential maintenance, parking lot noise, heating, and cooling system (HVAC) noise, property maintenance noise, trash truck noise, loading and unloading noise, and recreational noise.



Noise Measurements

Three long-term 24-hour noise measurements and 10 short-term 15-minute noise measurements were conducted throughout the Planning Area to document the existing noise environment. Figure 5.13-1, *Noise Measurement Locations*, shows the locations of these measurements.

Short-Term Noise Measurements

Ten short-term noise measurements (15-minute) were taken on May 24 and May 26, 2023, in order to document the daytime Leq level at different locations throughout the Planning Area. Measured noise levels ranged between 57.4 and 72.3 dBA Leq. Vehicle noise associated with Hawthorne Boulevard, Marine Avenue, and Rosecrans Avenue was the primary sources of ambient noise. Short-term noise measurement results are presented in Table 5.13-6, *Short-Term Noise Measurement Summary*.



Table 5.13-6
Short-Term Noise Measurement Summary

Noise Measurement Location	Approximate Location	Start Time	A-Weighted Sound Level (dBA)							
			Leq	Lmax	Lmin	L(2)	L(8)	L(25)	L(50)	L(90)
ST1	4317 Rosecrans Avenue	5:37 PM	72.3	80.4	54.4	77.9	76.3	73.9	70.7	63.4
ST2	4221 Marine Avenue	4:25 PM	69.7	82.7	53.7	74.9	73.1	70.9	68.3	61.8
ST3	15300 Hawthorne Boulevard	4:03 PM	67.6	75.9	55.0	73.6	72.2	70.1	63.9	57.1
ST4	4241 Redondo Beach Boulevard	2:48 PM	64.9	78.5	49.0	71.0	69.0	66.2	62.8	55.0
ST5	16607 Hawthorne Boulevard	12:43 PM	66.4	79.4	51.1	72.2	70.6	67.9	64.4	55.7
ST6	16605 Osage Avenue	3:15 PM	60.4	66.5	57.0	63.5	61.9	60.8	60.1	58.9
ST7	4521 W 147th Street	5:14 PM	57.8	75.7	47.5	66.0	60.7	56.1	52.9	49.3
ST8	4604 Marine Avenue	4:50 PM	66.0	82.7	50.6	71.8	70.1	66.8	62.8	56.3
ST9	16725 Firmona Avenue	1:27 PM	57.4	72.8	42.4	64.3	61.3	57.9	54.0	45.7
ST10	4130 154th Street	3:42 PM	59.9	78.2	47.2	68.8	63.0	57.5	53.2	48.9

Source: MD Acoustics, LLC, *General Plan Update Noise Impact Study – City of Lawndale*, July 12, 2023.
Notes: 15-minute duration.
dBA = A-weighted decibels; Leq = equivalent noise level; Lmax = maximum noise level; Lmin = minimum noise level; Ln = noise level exceeded n percent of the measurement period.

Long-Term Noise Measurements

Three long-term noise measurements (24 consecutive hours) were taken in order to document the Community Noise Equivalent Level (CNEL) at different locations throughout the Planning Area. As shown in [Table 5.13-7, Long-Term Noise Measurement Summary](#), the measured CNEL was 77.7 dBA CNEL at 55 feet from the centerline of Manhattan Beach Boulevard and 120 feet from the centerline of I-405, 74.8 dBA CNEL at 20 feet from the centerline of Freeman Avenue and 170 feet from the centerline of I-405, and 61.6 dBA CNEL at 50 feet from the railroad and 160 feet from the centerline of Artesia Boulevard. The primary noise source was vehicle traffic. [Table 5.13-7](#) also outlines the daytime (7:00 a.m. to 7:00 p.m.), evening (7:00 p.m. to 10:00 p.m.), and nighttime (10:00 p.m. to 7:00 a.m.) Leq levels at each location. These represent the average level over each time period (day/evening/night).



**Table 5.13-7
Long-Term Noise Measurement Summary**

Noise Measurement Location	Approximate Location	Date	Description	A-Weighted Sound Level (dBA)			
				Daytime Leq	Evening Leq	Nighttime Leq	CNEL
LT1	4538 Manhattan Beach Boulevard	05/24/23 - 05/25/23	I-405 & Manhattan Beach Boulevard traffic noise	72.8	72.8	70.4	77.7
LT2	16310 Freeman Avenue	05/24/23 - 05/25/23	I-405 traffic noise	72.4	70.2	66.7	74.8
LT3	4626 W 173rd Street	05/31/23 - 06/01/23	Artesia Boulevard traffic noise	62.9	51.5	50.2	61.6

Source: MD Acoustics, LLC, *General Plan Update Noise Impact Study – City of Lawndale*, July 12, 2023.
Notes: 24hour duration.
dBA = A-weighted decibels; Leq = equivalent noise level; Lmax = maximum noise level; Lmin = minimum noise level; Ln = noise level exceeded n percent of the measurement period.

Existing Noise Modeling

The primary sources of noise in Lawndale are transportation-related noises. Major roadways create ambient noise levels that affect the overall quality of life in the community. Modeled existing noise levels provided in [Table 5.13-8, Existing Exterior Noise Levels Along Roadways](#), and on [Figure 5.13-2, Existing Roadway Noise Level Contours](#), confirm that there are currently sensitive land uses in the Planning Area that are exposed to noise levels above 65 dBA CNEL.

It should be noted that the modeled noise contours do not take into account factors such as existing buildings, walls, etc., that may reduce or, in some cases, amplify or reduce noise sources. The model also assumes hard site, when in reality, some of the City has soft site ground such as grass or dirt, which will reduce the noise levels. Measured noise levels provided in [Table 5.13-6](#) and [Table 5.13-7](#) do take into account existing structures as well as other existing noise sources.

Those areas in the City that currently experience sound levels greater than 65 dBA CNEL are typically near major vehicular transportation corridors. Traffic noise levels typically depend on three factors: (1) the volume of traffic, (2) the average speed of traffic, and (3) the vehicle mix (i.e., the percentage of trucks versus automobiles in the traffic flow). Vehicle noise includes noises produced by the engine, exhaust, tires, and wind generated by taller vehicles. Other factors that affect the perception of traffic noise include the distance from the highway, terrain, heavy vegetation, and natural and structural obstacles. While tire noise from automobiles is generally located at ground level, some truck noise sources may emanate from 12 feet or more above the ground.



**Table 5.13-8
Existing Exterior Noise Levels Along Roadways**

Roadway	Segment Limits	CNEL, dBA	Distance to Contour (feet)			
		@50 ft ¹	70 dBA	65 dBA	60 dBA	55 dBA
Inglewood Ave	Marine Ave to 153rd Pl	73.3	107	338	1,068	3,378
Inglewood Ave	I-405 S Entrance to Manhattan Beach Blvd	75.4	172	544	1,720	5,439
Inglewood Ave	Manhattan Beach Blvd to Artesia Blvd	75.5	178	562	1,777	5,619
Manhattan Beach Blvd	Inglewood Ave to Hawthorne Blvd	73.0	99	313	989	3,127
Artesia Blvd	Inglewood Ave to Grevillea Ave	73.9	123	390	1,234	3,901
Hawthorne Blvd	Marine Ave to Manhattan Beach Blvd	71.3	136	430	1,361	4,303
Hawthorne Blvd	Manhattan Beach Blvd to 160th St	71.6	145	460	1,455	4,600
Hawthorne Blvd	162nd St to 166th St	72.6	184	582	1,839	5,816
Hawthorne Blvd	169th St to Redondo Beach Blvd	72.3	170	538	1,703	5,384
Rosecrans Ave	Hawthorne Blvd to Prairie Ave	75.3	168	531	1,678	5,308
Redondo Beach Blvd	Hawthorne Blvd to Prairie Ave	71.8	75	237	749	2,369
Manhattan Beach Blvd	Freeman Ave to Prairie Ave	72.0	78	248	784	2,480
Prairie Ave	Marine Ave to Manhattan Beach Blvd	73.0	100	316	999	3,160
Manhattan Beach Blvd	Prairie Ave to Crenshaw Blvd	70.7	59	187	591	1,867
Crenshaw Blvd	Marine Ave to Manhattan Beach Blvd	71.9	78	246	778	2,461
I-405	West of Hawthorne Blvd	85.4	3,480	11,003	34,795	110,033
I-405	East of Hawthorne Blvd	85.2	3,315	10,483	33,152	104,835

Source: MD Acoustics, LLC, *General Plan Update Noise Impact Study – City of Lawndale*, July 12, 2023.

Notes: Exterior noise levels calculated at 5-feet above ground. Noise levels calculated from centerline of subject roadway. Contour distances do not take into account potential noise reduction from existing barriers such as buildings, walls or berms as a worst-case scenario for planning screening purposes. Overall levels are likely lower at sensitive receptors.

1. Hawthorne Boulevard & I-405 were calculated at 100 ft away.

Airport and Aircraft Noise

There are no airports located within the Planning Area, and the Planning Area is not located within any airport noise contours. The closest airport to the Planning Area is the Hawthorne Municipal Airport, also known as Jack Northrop Field, located approximately 1.4 miles northeast of the Planning Area. The Los Angeles International Airport is 2.5 miles from the Planning Area. The noise contours associated with these airports do not encroach into the Planning Area.

Vibration Sources

The main sources of vibration in the Planning Area are related to vehicles, construction, and railway. Typical roadway traffic, including heavy trucks, rarely generates vibration amplitudes high enough to cause structural or cosmetic damage. Although not specifically within Lawndale, there have been cases in which heavy trucks traveling over potholes or other discontinuities in the pavement have caused vibration



high enough to result in complaints from nearby residents. These types of issues typically can be resolved by smoothing the roadway surface.

Construction activities that produce vibration that can be felt by adjacent land uses include the use of vibratory equipment, large bulldozers, and pile drivers. The primary source of vibration during construction is usually from a bulldozer. A large bulldozer has a peak particle velocity of 0.089 inches per second (87 VdB) at 25 feet.

One freight rail line runs through the City of Lawndale. According to the Federal Railroad Administration Crossing Inventory Forms, there are two daytime and two nighttime freight trains that pass through the City each day at a maximum of 20 miles per hour (mph). Existing buildings are about 50 feet from the centerline of the railway. Therefore, the expected maximum vibration at these buildings is 76 VdB (0.025 inches per second).

5.13.3 REGULATORY SETTING

FEDERAL

Noise Control Act of 1972

The Federal Office of Noise Abatement and Control originally was tasked with implementing the Noise Control Act. However, it was eventually eliminated leaving other Federal agencies and committees to develop noise policies and programs. Some examples of these agencies are as follows:

- The Department of Transportation (DOT) assumed a significant role in noise control through its various agencies.
- The Federal Aviation Agency (FAA) is responsible to regulate noise from aircraft and airports.
- The Federal Highway Administration (FHWA) is responsible to regulate noise from the interstate highway system.
- The Occupational Safety and Health Administration (OSHA) is responsible for the prohibition of excessive noise exposure to workers.

The Federal government advocates that local jurisdictions use their land use regulatory authority to arrange new development in such a way that “noise sensitive” uses are either prohibited from being constructed adjacent to a highway or that the developments are planned and constructed in such a manner that potential noise impacts are minimized.

Since the Federal government has preempted the setting of standards for noise levels that can be emitted by the transportation source, the City is restricted to regulating the noise generated by the transportation system through nuisance abatement Codes and land use planning.

The intent of a General Plan Noise Element is to set goals to limit and reduce the effects of noise intrusion and to set acceptable noise levels for varying types of land uses. To this end, the City has the authority to set land use noise standards and place restrictions on private activities that generate excessive or intrusive noise. However, it should be recognized that the City does not have the authority to regulate all sources of noise within the City and various other agencies may supersede City authority.



Federal Highway Administration

Federal Highway Administration State routes and freeways that run through the City are subject to Federal funding and, as such, are under the purview of the Federal Highway Administration (FHWA). The FHWA has developed noise standards that are typically used for Federally funded roadway projects or projects that require either Federal or Caltrans review. These noise standards are based on Leq and L10 values and are included in Table 5.13-9, FHWA Design Noise Levels.

**Table 5.13-9
FHWA Design Noise Levels**

Activity Category	Description of Category	Design Noise Levels	
		Leq (dBA)	L10 (dBA)
A	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Examples include natural parks or wildlife habitats.	57 (exterior)	60 (exterior)
B	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.	67 (exterior)	70 (exterior)
C	Developed lands, properties, or activities not included in Categories A or B, above.	72 (exterior)	75 (exterior)
D	Undeveloped lands.	--	--
E	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.	52 (interior)	55 (interior)

Source: FHWA Noise Standard (23 Code of Federal Regulations 772).
Notes: Either Leq or L10 (but not both) design noise levels may be used on a project.

U.S. Department of Housing and Urban Development

The Department of Housing and Urban Development (HUD) issues formal requirements related specifically to standards for exterior noise levels along with policies for approving HUD-supported or assisted housing projects in high noise areas. In general, these requirements established three zones. These include:

- 65 dBA Ldn or less - an acceptable zone where all projects could be approved,
- Exceeding 65 dBA Ldn but not exceeding 75 dBA Ldn - a normally unacceptable zone where mitigation measures would be required, and each project would have to be individually evaluated for approval or denial. These measures must provide 5 dBA of attenuation above the attenuation provided by standard construction required in a 65 to 70 dBA Ldn area and 10 dBA of attenuation in a 70 to 75 dBA Ldn area, and
- Exceeding 75 dBA Ldn - an unacceptable zone in which projects would not, as a rule, be approved.



[The Federal Interagency Committee on Noise](#)

The Federal Interagency Committee on Noise (FICON) developed guidance for the assessment of project-generated increases in noise levels that consider the ambient noise level. The FICON recommendations are based on studies of the percentage of persons highly annoyed by aircraft noise. These recommendations are often used for different types of environmental noise such as traffic noise. A readily perceptible 5 dBA or greater project-related noise level increase is considered a significant impact when the noise criteria for a given land use is exceeded. In areas where the existing noise levels range from 60 to 65 dBA, a 3 dBA barely perceptible noise level increase is considered significant. When the existing noise levels already exceed 65 dBA, any increase in community noise louder than 1.5 dBA or greater is considered a significant impact, since it likely contributes to an existing noise exposure exceedance.

STATE

[California Department of Health Services](#)

The California Department of Health Services (DHS) Office of Noise Control studied the correlation of noise levels and their effects on various land uses. As a result, the DHS established four categories for judging the severity of noise intrusion on specified land uses. These categories are presented in the State Land Use Compatibility for Community Noise Exposure table. As part of the General Plan Update the City has adopted a slightly modified version of this table to use as a planning tool. This table is discussed further and presented below.

[Title 24 of the California Building Code](#)

Section 1206.4 of the 2022 California Building Code (Cal. Code Regs., Title 24, Part 2), Chapter 12 (Interior Environment), establishes an interior noise criterion of 45 dBA CNEL in any habitable room. Per California Building Code, Chapter 2 (Definitions), a habitable space is A space in a building for living, sleeping, eating or cooking. Bathrooms, toilet rooms, closets, halls, storage or utility spaces and similar areas are not considered habitable spaces. This section applies to dwelling and sleeping units.

California Green Building Standards Code (2022), Chapter 5 (Non-residential Mandatory Measures) Section 5.507.4 (Acoustical Control), applies to all proposed buildings that people may occupy but are not residential dwelling units, with the exception of factories, stadiums, storage, enclosed parking structures, and utility buildings.

Buildings must comply with Section 5.507.4.1 or Section 5.507.4.2. Section 5.507.4.1 requires wall and roof-ceiling assemblies exposed to the noise source making up the building, or addition envelope or altered envelope, shall meet a composite Sound Transmission Class (STC) rating of at least 50 or a composite Outdoor to Indoor Transmission Class (OITC) rating of no less than 40, with exterior windows of a minimum STC of 40 or OITC of 30 when within the 65 CNEL noise contour of an airport, freeway, expressway, railroad, industrial source, or fixed-guideway source. If contours are not available, buildings exposed to 65 dB Leq(h) must meet a composite STC rating of at least 45 or OITC of 35 with exterior windows of at least STC 40 or OITC 30. Section 5.507.4.2 requires that the interior noise attributable to exterior sources must not exceed 50 dBA Leq(h) during any hour of operation. Section 5.507.4.3 requires that assemblies separating tenant spaces from tenant spaces or public places must have an STC of at least 40.



LOCAL

City of Lawndale General Plan

The existing City of Lawndale General Plan (1992 General Plan) Noise Element includes goals, policies, and implementation programs that are intended to avoid or reduce noise impacts related to transportation, stationary, and construction related noise sources. Within the 1992 General Plan Noise Element, Exhibit F, *Noise and Land Use Compatibility*, presents a land use compatibility chart for community noise originally prepared by the California Office of Noise Control (1987). Exhibit F identifies “normally acceptable,” “conditionally acceptable,” “normally unacceptable,” and “clearly unacceptable” exterior noise levels for various land uses. A “conditionally acceptable” designation implies new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements for each land use is made and needed noise insulation features are incorporated in the design. By comparison, a “normally acceptable” designation indicates that standard construction can occur with no special noise reduction requirements. This land use compatibility chart is based on the 24-hour descriptor CNEL.

City of Lawndale Municipal Code

The City’s Noise Ordinance is designed to protect people from non-transportation noise sources such as construction activity; commercial, industrial, and agricultural operations; machinery and pumps; and air conditioners. Enforcement of the ordinance ensures that adjacent properties are not exposed to excessive noise from stationary sources. Enforcing the ordinance includes requiring proposed development projects to show compliance with the ordinance, including operating in accordance with noise levels and hours of operations limits placed on the project site. The City also requires construction activity to comply with established work schedule limits. The ordinance is reviewed periodically for adequacy and amended as needed to address community needs and development patterns.

The City of Lawndale’s Noise Ordinance consists of Chapter 8.20, *Noise Control*, of the Lawndale Municipal Code. The City’s Zoning Code (Title 17) also contains specific noise limits relating to specific uses.

Section 8.20.010, *Sound-Amplifying Equipment Defined*, defines sound-amplifying equipment as any machine or device for the amplification of the human voice, music, or any other sound, including automobile radios and warning devices.

Sections 8.20.020, *Noncommercial Sound Trucks*, 8.20.030, *Commercial Sound Trucks or Advertising Vehicles*, and 8.20.050, *Sound-Producing Vehicles at Night*, outline noise restrictions with regards to non-commercial sound trucks, commercial sound trucks or advertising vehicles, and sound-producing vehicles at night.

Section 8.20.060, *Unnecessary, Annoying sounds Prohibited*, states that “[n]o person shall make, cause or suffer, or permit to be made upon any premises owned, occupied or controlled by that person any noises or sounds which are unreasonably loud or physically annoying to persons of ordinary sensitivity, or which are so harsh or so prolonged or unnatural or unusual in their use, time or place as to occasion physical discomfort to other persons.” This section also states that the previous statement does not apply to noise or sounds generated in connection with any of the following:



1. Emergency vehicle response sounds and/or sounds from necessary equipment utilized by members of law enforcement, the fire department, paramedics or other emergency responders for the purpose of responding to an emergency or necessary to restore, preserve, protect or save lives or property from imminent danger of loss or harm.
2. Safety and warning devices, including but not limited to, train horns and railroad crossing warning systems, which are consistent with applicable state and Federal laws.
3. The installation, maintenance, repair or replacement of public utilities or public infrastructure conducted by the city, other public entity or a public or private utility company, or their agents, contractors and employees, while undertaking a public works project, subject to the restrictions contained in Section 8.20.070 for allowable construction times.
4. School-related activities and/or programs, including, but not limited to, athletic and entertainment events and activities, provided said activities are conducted on the grounds of a public or private school or college or on other public property.
5. Noise from special community events provided said events are conducted by the city or pursuant to a permit or license issued by the city, including, but not limited to, occasional outdoor events/activities, outdoor gatherings, public dances, shows and sporting and entertainment events.
6. Any activity to the extent regulation thereof has been preempted by state or Federal law.

Section 8.20.070, *Construction*, subsection (A) outlines the allowable hours for construction as follows:

Construction activity may be conducted between the hours of seven a.m. and seven p.m., Monday through Friday (except national holidays), and eight a.m. and five p.m. Saturdays. Construction activity is prohibited at all other hours and on Sundays and national holidays. For purposes of this section, “construction” or “construction activity” shall include site preparation, demolition, grading, excavation, and the erection, improvement, remodeling or repair of structures, including operation of equipment or machinery and the delivery of materials associated with those activities.

Section 8.20.070, *Construction*, also lists scenarios where the provisions of subsection A do not apply.

Section 17.48.273, *Construction Standards Regulating Apartment Houses*, subsection (A) specifies that the interior of apartments in the R-4 zone must not exceed 45 dBA CNEL. Subsection (B) states that mechanical equipment in this zone will be screened from view and not exceed a maximum of 50 dBA.

Section 17.44.020, *Encroachment Prohibited—Exceptions*, subsection (K) regulates pool equipment to 40 dBA CNEL as measured from the property line. Subsection (L) regulates air conditioning equipment to 40 dBA CNEL as measured from the property line as well.

Section 17.96.040, *Criteria and Standards*, subsection (A)(12) states that small collection facilities shall not exceed noise levels of 55 dBA as measured at a residential property or 60 dBA as measured at other adjacent properties.

Section 17.80.070, *Criteria and Standards*, subsection (A)(16) states that the interior noise levels of condominiums will not exceed 40 dBA CNEL and sound insulation requirements.



Section 17.94.040, *Findings/Requirements*, subsection (A)(19) limits the noise levels of adult-oriented businesses to 55 dBA as measured on the property line.

5.13.4 SIGNIFICANCE CRITERIA AND THRESHOLDS

Appendix G of the California Environmental Quality Act (CEQA) Guidelines contains the Initial Study Environmental Checklist, which includes questions related to noise and groundborne vibrations. The issues presented in the Initial Study Environmental Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant environmental impact if it would result in:

- Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies (refer to Impact Statement NOI-1);
- Generation of excessive groundborne vibration or groundborne noise levels (refer to Impact Statement NOI-2); and/or
- For a project located within the vicinity of a private airstrip land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise (refer to Impact Statement NOI-3).

5.13.5 IMPACTS AND MITIGATION MEASURES

Transportation Noise Standards

The significance criteria for Transportation Noise Standards are based on published guidance from FICON, which have been incorporated into the proposed General Plan Update under Policy PS-6.4. Transportation noise may result in substantial increases in ambient noise levels if:

- Existing noise levels are within or below the “normally acceptable” noise criteria at the affected land use (see proposed General Plan Update Table PS-1, Land Use Compatibility for Community Noise Exposure) and the project creates a readily perceptible 5 dBA CNEL or greater project-related noise level increase; or
- Existing noise levels fall within the “conditionally acceptable” noise criteria and the project creates a 3 dBA CNEL or greater project-related noise level increase; or
- Existing noise levels exceed the “conditionally acceptable” noise criteria, and the project creates a community noise level impact of greater than 1.5 dBA CNEL.

Stationary Noise Standards

Stationary noise impacts would be considered significant if they exceed the levels outlined in the Lawndale Municipal Code, as outlined in Section 5.13.3.

Construction Noise Standards

Construction noise would be significant if:

- Construction activities occur outside of the permitted construction hours specified in Section 8.20.070(A) of the Lawndale Municipal Code.



- Construction activities are not consistent with proposed General Plan Update Goals, Policies and Actions relative to Noise.

NOI-1: Would the project result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Impact Analysis:

TRANSPORTATION NOISE IMPACTS

Transportation noise includes noise from aircraft, railways, and roadways. The Planning Area is outside of any airport 65 dBA CNEL contours and therefore, there is no aircraft impact.

One freight rail line runs through the City. The General Plan Update would not increase railway operations within the Planning Area; however, existing buildings are about 50 feet from the centerline of the railway and include primarily residential uses. Therefore, there is the potential for sensitive uses to be exposed to railway noise.

The primary noise source in the Planning Area would continue to be vehicle traffic. Table 5.13-10, 2045 No Project Traffic Noise Levels (dBA, CNEL) and Table 5.13-11, 2045 Plus Project Traffic Noise Levels (dBA, CNEL) show the future noise levels at a distance of 50 feet from the centerline of studied roadways by the year 2040 for No Project and With Project conditions. The distances to the 55, 60, 65, and 70 dBA CNEL noise contours are also provided. Future traffic noise level contours are presented in Figure 5.13-3, 2045 No Project Noise Contours (CNEL) and Figure 5.13-4, 2045 With Project Noise Contours.



Table 5.13-10
2045 No Project Traffic Noise Levels (dBA, CNEL)

Roadway	Segment Limits	CNEL, dBA	Distance to Noise Contour			
		@ 50 ft ¹	70 dBA	65 dBA	60 dBA	55 dBA
Inglewood Ave	Marine Ave to 153rd Pl	73.2	105	332	1,051	3,325
Inglewood Ave	I-405 S Entrance to Manhattan Beach Blvd	75.4	172	545	1,724	5,453
Inglewood Ave	Manhattan Beach Blvd to Artesia Blvd	75.4	172	545	1,722	5,446
Manhattan Beach Blvd	Inglewood Ave to Hawthorne Blvd	73.6	115	365	1,155	3,652
Artesia Blvd	Inglewood Ave to Grevillea Ave	73.9	124	392	1,240	3,921
Hawthorne Blvd	Marine Ave to Manhattan Beach Blvd	71.1	128	405	1,282	4,055
Hawthorne Blvd	Manhattan Beach Blvd to 160th St	71.6	145	457	1,445	4,571
Hawthorne Blvd	162nd St to 166th St	72.6	180	571	1,804	5,706
Hawthorne Blvd	169th St to Redondo Beach Blvd	72.3	168	531	1,679	5,309
Rosecrans Ave	Hawthorne Blvd to Prairie Ave	75.7	187	590	1,866	5,900
Redondo Beach Blvd	Hawthorne Blvd to Prairie Ave	72.5	88	279	883	2,794
Manhattan Beach Blvd	Freeman Ave to Prairie Ave	72.8	94	298	943	2,981
Prairie Ave	Marine Ave to Manhattan Beach Blvd	73.5	112	355	1121	3,545
Manhattan Beach Blvd	Prairie Ave to Crenshaw Blvd	71.1	65	205	647	2,046
Crenshaw Blvd	Marine Ave to Manhattan Beach Blvd	72.7	94	298	941	2,977
I-405	West of Hawthorne Blvd	85.4	3,466	10,960	34,658	109,600
I-405	East of Hawthorne Blvd	85.2	3,301	10,440	33,015	104,401

Source: MD Acoustics, LLC, *General Plan Update Noise Impact Study – City of Lawndale*, July 12, 2023.

Notes: Exterior noise levels calculated at 5-feet above ground. Noise levels calculated from centerline of subject roadway. Contour distances do not take into account potential noise reduction from existing barriers such as buildings, walls or berms as a worst-case scenario for planning screening purposes. Overall levels are likely lower at sensitive receptors.

1. Hawthorne Boulevard & I-405 were calculated at 100 ft away.



**Table 5.13-11
2045 Plus Project Traffic Noise Levels (dBA, CNEL)**

Roadway	Segment Limits	CNEL, dBA @ 50 ft ¹	Distance to Noise Contour			
			70 dBA	65 dBA	60 dBA	55 dBA
Inglewood Ave	Marine Ave to 153rd Pl	73.3	107	338	1,069	3,380
Inglewood Ave	I-405 S Entrance to Manhattan Beach Blvd	75.4	173	546	1,728	5,465
Inglewood Ave	Manhattan Beach Blvd to Artesia Blvd	75.4	173	491	1,553	4,911
Manhattan Beach Blvd	Inglewood Ave to Hawthorne Blvd	73.7	116	366	1,159	3,665
Artesia Blvd	Inglewood Ave to Grevillea Ave	73.9	124	392	1,240	3,921
Hawthorne Blvd	Marine Ave to Manhattan Beach Blvd	71.2	133	421	1,330	4,207
Hawthorne Blvd	Manhattan Beach Blvd to 160th St	71.7	149	472	1,494	4,723
Hawthorne Blvd	162nd St to 166th St	72.7	188	593	1,875	5,930
Hawthorne Blvd	169th St to Redondo Beach Blvd	72.3	168	532	1,683	5,323
Rosecrans Ave	Hawthorne Blvd to Prairie Ave	75.7	186	588	1,861	5,884
Redondo Beach Blvd	Hawthorne Blvd to Prairie Ave	72.5	88	279	883	2,794
Manhattan Beach Blvd	Freeman Ave to Prairie Ave	72.8	95	302	955	3,019
Prairie Ave	Marine Ave to Manhattan Beach Blvd	73.6	114	362	1145	3,620
Manhattan Beach Blvd	Prairie Ave to Crenshaw Blvd	71.2	66	208	658	2,080
Crenshaw Blvd	Marine Ave to Manhattan Beach Blvd	72.8	95	300	950	3,004
I-405	West of Hawthorne Blvd	85.7	3,712	11,740	37,124	117,397
I-405	East of Hawthorne Blvd	85.5	3,197	10,111	31,973	101,107

Source: MD Acoustics, LLC, *General Plan Update Noise Impact Study – City of Lawndale*, July 12, 2023.
Notes: Exterior noise levels calculated at 5-feet above ground. Noise levels calculated from centerline of subject roadway. Contour distances do not take into account potential noise reduction from existing barriers such as buildings, walls or berms as a worst-case scenario for planning screening purposes. Overall levels are likely lower at sensitive receptors.
1. Hawthorne Boulevard & I-405 were calculated at 100 ft away.

As shown in [Table 5.13-10](#) and [Table 5.13-11](#) and [Figure 5.13-2](#), [Figure 5.13-3](#) and [Figure 5.13-4](#), by the year 2045, existing land uses adjacent to the studied roadways would be exposed to noise levels that exceed the City’s exterior standards of 65 dBA CNEL for sensitive uses. A significant impact would occur if the Project resulted in levels higher than 65 dBA CNEL and increased the overall roadway noise level by 3 dBA CNEL, which is a noticeable change in noise level.

Compared to existing traffic noise levels, 2045 without Project traffic volumes are expected to be up to 0.8 dBA CNEL louder than existing ambient noise levels at existing land uses and would result in inaudible



increases in ambient noise along the analyzed roadways; refer to [Table 5.13-12, *Change in Noise Along Roadways \(dBA, CNEL @ 50'\)*](#).

Compared to existing traffic noise levels, 2045 with Project traffic volumes are expected to be up to 0.9 dBA CNEL louder than existing ambient noise levels at existing land uses and would result in inaudible increases in ambient noise. Implementation of the Project would therefore result in a less than significant impact to roadway noise levels.

Table 5.13-12
Change in Noise Along Roadways (dBA, CNEL @ 50')

Roadway	Segment	Existing	2045 No Project		2045 With Project	
		CNEL @ 50' dBA ¹	CNEL @ 50' dBA	Change in Noise Level	CNEL @ 50' dBA	Change in Noise Level
Inglewood Ave	Marine Ave to 153rd Pl	73.3	73.2	-0.1	73.3	0.0
Inglewood Ave	I-405 S Entrance to Manhattan Beach Blvd	75.4	75.4	0.0	75.4	0.0
Inglewood Ave	Manhattan Beach Blvd to Artesia Blvd	75.5	75.4	-0.1	75.4	-0.1
Manhattan Beach Blvd	Inglewood Ave to Hawthorne Blvd	73.0	73.6	0.6	73.7	0.7
Artesia Blvd	Inglewood Ave to Grevillea Ave	73.9	73.9	0.0	73.9	0.0
Hawthorne Blvd	Marine Ave to Manhattan Beach Blvd	71.3	71.1	-0.2	71.2	-0.1
Hawthorne Blvd	Manhattan Beach Blvd to 160th St	71.6	71.6	0.0	71.7	0.1
Hawthorne Blvd	162nd St to 166th St	72.6	72.6	0.0	72.7	0.1
Hawthorne Blvd	169th St to Redondo Beach Blvd	72.3	72.3	0.0	72.3	0.0
Rosecrans Ave	Hawthorne Blvd to Prairie Ave	75.3	75.7	0.4	75.7	0.4
Redondo Beach Blvd	Hawthorne Blvd to Prairie Ave	71.8	72.5	0.7	72.5	0.7
Manhattan Beach Blvd	Freeman Ave to Prairie Ave	72.0	72.8	0.8	72.8	0.8
Prairie Ave	Marine Ave to Manhattan Beach Blvd	73.0	73.5	0.5	73.6	0.6
Manhattan Beach Blvd	Prairie Ave to Crenshaw Blvd	70.7	71.1	0.4	71.2	0.5
Crenshaw Blvd	Marine Ave to Manhattan Beach Blvd	71.9	72.7	0.8	72.8	0.9
I-405	West of Hawthorne Blvd	85.4	85.4	0.0	85.7	0.3
I-405	East of Hawthorne Blvd	85.2	85.2	0.0	85.5	0.3

Source: MD Acoustics, LLC, *General Plan Update Noise Impact Study – City of Lawndale*, July 12, 2023; Kittelson & Associates, Inc., 2023.

Notes: An impact would occur if the Project increased the roadway segment level by 3 dB or more (an audible difference) and resulting in a future level above 65 dBA CNEL.

1. Hawthorne Boulevard & I-405 were calculated at 100 ft away.



Where future development projects under the General Plan Update may be exposed to noise levels that exceed the land use compatibility criteria, such as residential developments within the Hawthorne Boulevard Specific Plan area or sensitive land uses developed adjacent to the existing rail line, impacts could be mitigated to a level that is less than significant with the implementation of noise control measures, such as relocating residential outdoor recreational areas away from 60 dBA CNEL or greater areas or shielding outdoor areas using noise barriers. Additionally, the General Plan Update Public Safety Element includes policies and actions intended to minimize exposure to excessive noise, including noise associated with traffic. Specifically, proposed Policies PS-6.1 through PS-6.4 and proposed Action PS-6c would reduce potential noise impacts associated with transportation. Policy PS-6.1 requires adherence to the latest standards related to noise in the most current edition of the California Building Code to avoid or minimize noise pollution in the community. Policy PS-6.2 requires consistency with the land use compatibility standards contained in proposed Table PS-1 and the Lawndale Municipal Code. Policy PS-6.3 requires the use of best practices in new development to mitigate excessive noise to the standards indicated in Table PS-1 and the Lawndale Municipal Code. Policy PS-6.4 requires acoustical studies for new discretionary developments and transportation improvements that have the potential to affect existing noise-sensitive uses, and for projects that would introduce new noise-sensitive uses into an area where existing noise levels may exceed the thresholds identified in the proposed Public Safety Element. Action PS-6c requires new development and transportation projects be reviewed for compliance with the noise requirements established in the proposed General Plan, including the standards established in Table PS-1 and the Lawndale Municipal Code, and, where necessary, mitigate excessive noise through best practices. Following conformance with the existing regulatory framework, including the General Plan and Lawndale Municipal Code, impacts would be less than significant in this regard.

STATIONARY NOISE SOURCES

Implementation of the General Plan Update could result in the future development of land uses that generate noise levels in excess of applicable City noise standards for non-transportation noise sources. While the General Plan Update does not explicitly propose any new noise-generating uses, the proposed Land Use Map would allow for the development of mixed-uses, increased residential development at higher densities, and new commercial development, which may result in new noise sources along major corridors, including Hawthorne Boulevard. Specific development projects and the details of future noise-generating land uses that may be located in the Planning Area are not known at this time. Additionally, noise from existing stationary sources, as identified above, would continue to impact noise-sensitive land uses in the vicinity of the noise sources.

While no specific development projects are proposed under the General Plan Update, changes in land use may allow for more intensive noise-generating uses in closer proximity to noise-sensitive uses. Where this occurs, detailed noise studies would be required to ensure that noise control measures are implemented into the project design. Such measures could include the redesign of stationary noise sources away from sensitive uses, construction of sound walls or berms between noise generating uses and sensitive uses, using buildings to create additional buffer distance and screening, or other site design measures to ensure that non-transportation (stationary) noise sources do not cause exterior and interior noise levels to exceed allowable standards at sensitive receptors.



The General Plan Update Public Safety Element includes policies and actions that are intended to reduce noise associated with stationary sources. Specifically, proposed Policies PS-6.3, PS-6.4, PS-6.8, and proposed Actions PS-6c, PS-6d, and PS-6e would reduce noise associated with stationary sources. Policy PS-6.3 requires the use of best practices in new development to mitigate excessive noise to the standards indicated in Table PS-1 and the Lawndale Municipal Code. Policy PS-6.4 requires acoustical studies for new discretionary developments and transportation improvements that have the potential to affect existing noise-sensitive uses, and for projects that would introduce new noise-sensitive uses into an area where existing noise levels may exceed the thresholds identified in the proposed Public Safety Element. Policy PS-6.8 requires the use of noise attenuation measures for all new commercial development expected to produce excessive noise. In existing cases where the City's noise standards are exceeded, Policy PS-6.8 directs Code Enforcement to require compliance. Action PS-6c requires new development and transportation projects be reviewed for compliance with the noise requirements established in the proposed General Plan, including the standards established in Table PS-1 and the Lawndale Municipal Code, and, where necessary, mitigate excessive noise through best practices. Action PS-6d requires acoustical studies for all new discretionary projects, including those related to development and transportation, which have the potential to generate noise impacts which exceed the standards identified in the proposed General Plan. The studies must include representative noise measurements, estimates of existing and projected noise levels, and mitigation measures necessary to facilitate compliance with the proposed Public Safety Element. Action PS-6e requires review of locations of proposed projects with the potential to generate stationary noise in relation to sensitive receptors through the discretionary project review process, and limits delivery or service hours for stores and businesses with loading areas, docks, or trash bins that front, side, border, or gain access on driveways next to residential and other noise sensitive areas. Exceptions may only be approved if full compliance with the nighttime limits of the noise regulations is achieved. Implementation of the proposed policies and actions of the General Plan Update would reduce noise impacts from stationary noise sources to a less than significant level.

CONSTRUCTION NOISE

The degree of construction noise may vary for different projects associated with implementation of the General Plan, depending on the construction activities. Noise levels associated with construction also vary with the different phases of construction. In accordance with Section 8.20.070(A) of the Lawndale Municipal Code, construction is prohibited between the hours of 7:00 p.m. and 7:00 a.m. on weekdays, between the hours of 5:00 p.m. and 8:00 a.m. on Saturdays, or any time on Sunday or a Federal holiday. Construction noise is exempt from the noise ordinance outside of those times.

The Environmental Protection Agency (EPA) has compiled data regarding the noise-generated characteristics of typical construction activities. The data is presented in [Table 5.13-13, *Typical Construction Noise Levels*](#). These noise levels would diminish rapidly with distance from the construction site at a rate of 6 dBA per doubling of distance. For example, a noise level of 86 dBA measured 50 feet from the noise source would reduce to 80 dBA at 100 feet. At 200 feet from the noise source, the noise level would reduce to 74 dBA. At 400 feet, the noise source would reduce by another 6 dBA to 68 dBA.



Table 5.13-13
Typical Construction Noise Levels

Equipment Powered by Internal Combustion Engines	
Type	Noise Levels (dBA) at 50 Feet
Earth Moving	
Compactors (Rollers)	73 - 76
Front Loaders	73 - 84
Backhoes	73 - 92
Tractors	75 - 95
Scrapers, Graders	78 - 92
Pavers	85 - 87
Trucks	81 - 94
Materials Handling	
Concrete Mixers	72 - 87
Concrete Pumps	81 - 83
Cranes (Movable)	72 - 86
Cranes (Derrick)	85 - 87
Stationary	
Pumps	68 - 71
Generators	71 - 83
Compressors	75 - 86
Impact Equipment	
Saws	71 - 82
Vibrators	68 - 82
Source: U.S. Environmental Protection Agency, <i>Reference Noise Levels</i> .	

Individual projects associated with implementation of the General Plan Update would result in short-term noise impacts associated with construction activities. Two types of short-term noise impacts could occur during construction activities, on-site and off-site.

Construction crew commute and the transport of construction equipment and materials to the site for future development projects would incrementally increase noise levels on access roads leading to the site. Truck traffic associated with project construction would be limited to within the permitted construction hours, as listed in the City’s Municipal Code Section 8.20.070(A). Although there would be a relatively high single-event noise exposure potential at a maximum of 87 dBA L_{max} at 50 feet from passing trucks, causing possible short-term intermittent annoyances, the effect on ambient noise levels would be less than 1 dBA when averaged over one hour or 24 hours. In other words, the changes in noise levels over one hour or 24 hours attributable to passing trucks would not be perceptible to the normal human ear. Therefore, short-term construction-related impacts associated with worker commute and equipment transport on local streets leading to the project site would result in a less than significant impact on noise-sensitive receptors along the access routes.

The site preparation phase, which includes grading and paving, tends to generate the highest noise levels, since the noisiest construction equipment is earthmoving equipment. Earthmoving equipment includes



excavating machinery such as backhoes, bulldozers, and front loaders. Earthmoving and compacting equipment includes compactors, scrapers, and graders. Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three or four minutes at lower power settings. Site-specific construction activities associated with future development is expected to require the use of scrapers, bulldozers, motor graders, and water and pickup trucks. The maximum noise level generated by each scraper is assumed to be approximately 87 dBA Lmax at 50 feet from the scraper in operation. Each bulldozer would also generate approximately 85 dBA Lmax at 50 feet. The maximum noise level generated by the sound sources with equal strength increases the noise level by 3 dBA. The potential for noise reduction is project and site-specific. Construction noise would be an impact if construction occurred outside of the hours outlined in Section 8.20.070(A) of the Lawndale Municipal Code. Potential impacts would be site-specific, depending on the equipment used and distances to sensitive receptors.

The General Plan Update Public Safety Element includes policies and actions intended to reduce exposure to excessive noise, including construction noise. Policy PS-6.9 requires construction activities to reduce noise impacts on adjacent uses to the criteria identified to the maximum extent feasible by complying with Chapter 8.20 of the Lawndale Municipal Code and use best practices. Action PS-6f requires all construction activity to comply with the limits (maximum noise levels, hours and days of allowed activity) established in the Lawndale Municipal Code in order to reduce impacts associated with temporary construction noise to the extent feasible. With implementation of the General Plan Update policies and actions, and compliance with Section 8.20.070(A) of the Lawndale Municipal Code, impacts would be less than significant in this regard.

Proposed General Plan Update Goals, Policies, and Actions:

General Plan Public Safety Element Table PS-1, *Land Use Compatibility for Community Noise Exposure*, presents a land use compatibility chart for community noise derived from a similar table originally prepared by the California Office of Noise Control (2017). This table is proposed to be included in the General Plan Update Public Safety Element. The table identifies “normally acceptable,” “conditionally acceptable,” “normally unacceptable,” and “clearly unacceptable” exterior noise levels for various land uses. A “conditionally acceptable” designation implies new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements for each land use is made and needed noise insulation features are incorporated in the design. By comparison, a “normally acceptable” designation indicates that standard construction can occur with no special noise reduction requirements.

PUBLIC SAFETY ELEMENT

Policy PS-6.1: California Building Code. Adhere to the latest standards related to noise in the most current edition of the California Building Code to avoid or minimize noise pollution in the community.

Policy PS-6.2: Noise Exposure. Consider the noise compatibility of existing and future development when making land use planning decisions. Require development and infrastructure projects to be consistent with the land use compatibility standards contained in Table PS-



1 and the Lawndale Municipal Code to facilitate acceptable noise exposure levels for existing and future development.

Policy PS-6.3: Noise Mitigation. Require new development to mitigate excessive noise to the standards indicated in Table PS-1 and the Lawndale Municipal Code through best practices, including building location and orientation, building design features, placement of noise-generating equipment away from sensitive receptors, shielding of noise-generating equipment, placement of noise-tolerant features between noise sources and sensitive receptors, and use of noise-minimizing materials.

Policy PS-6.4: Acoustical Studies. Require acoustical studies for new discretionary developments and transportation improvements that have the potential to affect existing noise-sensitive uses such as schools, hospitals, libraries, care facilities, and residential areas; and for projects that would introduce new noise-sensitive uses into an area where existing noise levels may exceed the thresholds identified in this element. For projects that are required to prepare an acoustical study, the following mobile and stationary noise source criteria shall be used to determine the significance of those impacts.

A. Mobile Noise Sources:

- Where existing traffic noise levels are within or below the “normally acceptable” noise criteria at the affected land use (see Table PS-1), a readily perceptible 5 dBA CNEL or greater increase in roadway noise will be considered significant;
- Where existing traffic noise levels falls within the “conditionally acceptable” noise criteria at the sensitive land use, a +3 dBA CNEL or greater increase in roadway noise levels will be considered significant; and
- Where existing traffic noise levels exceed the “conditionally acceptable” noise criteria at the sensitive land use, a + 1.5 dBA CNEL or greater increase in roadway noise levels will be considered significant

B. Stationary and Non-Transportation Noise Sources

- A significant impact will occur if the project results in an exceedance of the noise level standards contained in this element, or the project will result in an increase in ambient noise levels by more than 3 dB, whichever is greater.

Policy PS-6.8: Commercial Noise. Require the use of noise attenuation measures, including screening and buffering techniques, for all new commercial development expected to produce excessive noise; in existing cases where the City’s noise standards are exceeded, work with Code Enforcement to require compliance.

Policy PS-6.9: Construction Noise. Require construction activities to reduce noise impacts on adjacent uses to the criteria identified to the maximum extent feasible by complying with Chapter 8.20 of the Lawndale Municipal Code and use best practices.



- Action PS-6c:** Review new development and transportation projects for compliance with the noise requirements established in this General Plan, including the standards established in Table PS-1 and the Lawndale Municipal Code. Where necessary, require new development to mitigate excessive noise through best practices, including building location and orientation, building design features, placement of noise-generating equipment away from sensitive receptors, shielding of noise-generating equipment, placement of noise-tolerant features between noise sources and sensitive receptors, and use of noise-minimizing materials such as rubberized asphalt.
- Action PS-6d:** Require acoustical studies for all new discretionary projects, including those related to development and transportation, which have the potential to generate noise impacts which exceed the standards identified in this General Plan. The studies shall include representative noise measurements, estimates of existing and projected noise levels, and mitigation measures necessary to facilitate compliance with this element.
- Action PS-6e:** Review the locations of proposed projects with the potential to generate stationary noise in relation to sensitive receptors through the discretionary project review process. Limit delivery or service hours for stores and businesses with loading areas, docks, or trash bins that front, side, border, or gain access on driveways next to residential and other noise sensitive areas. Only approve exceptions if full compliance with the nighttime limits of the noise regulations is achieved.
- Action PS-6f:** Require all construction activity to comply with the limits (maximum noise levels, hours and days of allowed activity) established in the Lawndale Municipal Code in order to reduce impacts associated with temporary construction noise to the extent feasible.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

NOI-2: Would the project result in the generation of excessive groundborne vibration or groundborne noise levels?

Impact Analysis: The main sources of vibration in the Planning Area are related to vehicles, railways and construction. Typical roadway traffic, including heavy trucks, rarely generates vibration amplitudes high enough to cause structural or cosmetic damage. Although not specifically within Lawndale, there have been cases in which heavy trucks traveling over potholes or other discontinuities in the pavement have caused vibration high enough to result in complaints from nearby residents. These types of issues typically can be resolved by smoothing the roadway surface.

TRANSPORTATION VIBRATION

One freight rail line runs through the City of Lawndale. Existing buildings are about 50 feet from the centerline of the railway and include primarily residential uses. With regards to vibration impacts on new development near railroads, human disturbance is the primary concern. It is extremely rare for vibration levels from trains passing to result in structural damage to buildings. In addition, buses and other transit



vehicles are not anticipated to generate excessive vibration levels that would disturb sensitive receptors because these vehicles are traveling at lower speeds and do not generate substantial vibrations. The General Plan Update would not increase railway operations within the Planning Area. Additionally, the Project does not include any specific development proposals. The General Plan Update includes proposed Action PS-6h, which would require future residential projects located adjacent to railroad lines to follow Federal Transit Administration vibration screening distance criteria to prevent residential uses from being exposed to vibrations exceeding 72 VdB for frequent events (more than 70 events per day), 75 VdB for occasional events (30-70 events per day), or 80 VdB for infrequent events (less than 30 events per day). With implementation of proposed Action PS-6h, this impact would be reduced to less than significant.

CONSTRUCTION VIBRATION

Construction activities that produce vibration that can be felt by adjacent land uses include the use of vibratory equipment, large bulldozers, and pile drivers. The primary sources of vibration during construction are usually vibratory rollers and large bulldozers. As shown in [Table 5.13-14, *Vibration Source Levels for Construction Equipment*](#), a vibratory roller has a peak particle velocity (inches/second) of 0.21 and a large bulldozer has a peak particle velocity of 0.089 (inches per second) at 25 feet. The use of pile driving equipment can generate a peak particle velocity of 1.5 (inches per second) depending on the size and model.

Table 5.13-14
Vibration Source Levels for Construction Equipment

Equipment	Peak Particle Velocity	Approximate Vibration Level
	(inches/second) at 25 feet	LV (VdB) at 25 feet
Pile driver (impact)	1.518 (upper range)	112
	0.644 (typical)	104
Pile driver (sonic)	0.734 upper range	105
	0.170 typical	93
Clam shovel drop (slurry wall)	0.202	94
Hydromill	0.008 in soil	66
(slurry wall)	0.017 in rock	75
Vibratory Roller	0.21	94
Hoe Ram	0.089	87
Large bulldozer	0.089	87
Caisson drill	0.089	87
Loaded trucks	0.076	86
Jackhammer	0.035	79
Small bulldozer	0.003	58

Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, May 2006.



Table 5.13-15, *Guidelines Vibration Damage Potential Threshold Criteria*, provides maximum PPV levels (inches/second) to be used to determine if groundborne vibration may result in damage, depending on the type of structure. When evaluated in light of the estimated groundborne vibration levels presented in Table 5.13-14, it can be determined that construction activities in the Planning Area have the potential to result in significant impacts related to groundborne vibration associated with construction activities. This impact would be reduced to less than significant with the implementation of the General Plan Update Public Safety Element Policy PS-6.14 and Action PS-6k, which require vibration impact studies when construction utilizes pile drivers within 200 feet of existing buildings or vibratory rollers within 50 feet of existing buildings.

**Table 5.13-15
Guidelines Vibration Damage Potential Threshold Criteria**

Structure and Condition	Maximum PPV (inches/second)	
	Transient Sources	Continuous/Frequent Intermittent Source
Extremely fragile historic buildings, ruins, ancient monuments	0.1	0.1
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.3
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5
Source: California Department of Transportation, <i>Transportation and Construction Vibration Guidance Manual</i> , April 2020. Note: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.		

Proposed General Plan Update Goals, Policies, and Actions:

PUBLIC SAFETY ELEMENT

Policy PS-6.14: Vibration Studies. Require vibration impact studies for new discretionary development and transportation improvements whose construction utilizes pile drivers within 200 feet of existing buildings or vibratory rollers within 50 feet of existing buildings.

Action PS-6h: Require new residential projects located adjacent to railroad lines to follow the FTA vibration screening distance criteria to prevent residential uses from being exposed to vibrations exceeding 72 VdB for frequent events (more than 70 events per day), 75 VdB for occasional events (30-70 events per day), or 80 VdB for infrequent events (less than 30 events per day).

Action PS-6k: Require vibration impact studies for all new discretionary projects, including those related to development and transportation, whose construction utilizes pile drivers within 200 feet of existing buildings or vibratory rollers within 50 feet of existing buildings. The



studies shall include a detailed mitigation plan to avoid any potential significant impacts to existing structures due to groundborne vibrations, based on the California Department of Transportation's Construction Vibration Guidance Manual.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

NOI-3: For a project located within the vicinity of a private airstrip land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise?

Impact Analysis: Hawthorne Municipal Airport, also known as Jack Northrop Field, is an FAA-designated general aviation reliever airport owned by the City of Hawthorne. The airport is located approximately 1.4-miles northeast of the northeastern-most portion of the Planning Area. The City of Hawthorne General Plan Noise Element provides noise contours (Figures 5A and 5B) for Hawthorne, which include the airport. The noise contours associated with the airport do not extend beyond the municipal boundaries of the City of Hawthorne. The Planning Area is not located within any adopted airport land use plan and is located outside of any airport 65 dBA CNEL contours. As such, there are no impacts related to private airports, public airports, airstrips, or adopted airport land use plans.

Proposed General Plan Update Goals, Policies, and Actions: There are no relevant proposed General Plan Update goals, policies, and actions.

Mitigation Measures: No mitigation measures are required.

Level of Significance: No Impact.

5.13.6 CUMULATIVE IMPACTS

Section 4.0, *Basis of Cumulative Analysis*, establishes growth and development within Los Angeles County as anticipated by SCAG as having the potential to interact with the proposed Project to the extent that a significant cumulative effect may occur. The geographic setting for noise is typically localized and considers development within the City.

Would the project, combined with other related cumulative projects, generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Impact Analysis:

TRANSPORTATION NOISE IMPACTS

Table 5.13-11 shows the cumulative noise levels associated with traffic on the local roadway network, including projects within the Planning Area. Cumulative conditions include traffic due to 2045 buildout of



the General Plan Update in addition to pass-through traffic from other jurisdictions. [Table 5.13-12](#) shows the estimated noise level increases which may occur under cumulative conditions. As shown in [Table 5.13-11](#) and [Table 5.13-12](#), by the year 2045, existing land uses adjacent to the studied roadways would be exposed to noise levels that exceed the City's exterior standards of 65 dBA CNEL for sensitive uses. A significant impact would occur if the Project resulted in levels higher than 65 dBA CNEL and increased the overall roadway noise level by 3 dBA CNEL, which is a noticeable change in noise level. As shown in [Table 5.13-12](#), compared to existing traffic noise levels, 2045 without Project traffic volumes are expected to be up to 0.8 dBA CNEL louder than existing ambient noise levels at existing land uses and would result in inaudible increases in ambient noise along the analyzed roadways. Compared to existing traffic noise levels, 2045 with Project traffic volumes are expected to be up to 0.9 dBA CNEL louder than existing ambient noise levels at existing land uses and would result in inaudible increases in ambient noise. Implementation of the Project would therefore not result in a cumulatively considerable impact relative to traffic noise.

STATIONARY NOISE

While the Project does not explicitly propose any new noise-generating uses, implementation of the Project could result in the future development of land uses that generate noise levels in excess of applicable City noise standards for non-transportation noise sources. Implementation of land use planning and policies and actions can minimize cumulative noise impacts related to stationary sources by avoiding the placement of noise generating equipment near noise-sensitive land uses and where unavoidable, including design measures to the degree practicable to avoid violating the noise criteria presented in Table PS-1 of the General Plan Update and the Lawndale Municipal Code. The General Plan Update includes policies and actions that are intended to reduce noise associated with stationary sources. Applicants of future development projects would be required to demonstrate compliance with the City's Noise Ordinance and the policies and actions in the proposed General Plan Update Public Safety Element, including proposed Policies PS-6.3, PS-6.4, PS-6.8, and proposed Actions PS-6c, PS-6d, and PS-6e. Conformance with the existing regulatory framework would reduce cumulative noise impacts from stationary noise sources to a less than significant level. Therefore, the proposed Project's incremental contribution to cumulative impacts associated with stationary noise would not be cumulatively considerable.

CONSTRUCTION NOISE

Short-term construction noise and vibration is a localized activity and would affect only land uses that are immediately adjacent to a specific project site. Each construction project would have to comply with the local noise ordinance and General Plan Update policies and actions, including Policy PS-6.9, which requires construction activities to reduce noise impacts on adjacent uses to the criteria identified to the maximum extent feasible by complying with Chapter 8.20 of the Lawndale Municipal Code and use best practices, and Action PS-6f, which requires all construction activity to comply with the limits established in the Lawndale Municipal Code in order to reduce impacts associated with temporary construction noise to the extent feasible. Additionally, projects would comply with mitigation measures that may be prescribed pursuant to CEQA provisions that require significant impacts to be reduced to the extent feasible. Further, it is unlikely that all construction projects would occur simultaneously within the City. Therefore, the



proposed Project's incremental contribution to cumulative impacts associated with construction noise would not be cumulatively considerable.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.

Mitigation Measures: No mitigation is required.

Level of Significance: Less Than Significant Impact.

Would the project, combined with other related cumulative projects, generate excessive groundborne vibration or groundborne noise levels?

Impact Analysis: Short-term construction noise and vibration is a localized activity and would affect only land uses that are immediately adjacent to a specific project site. The General Plan Update includes policies and actions that are intended to reduce groundborne vibration and groundborne noise levels. In order to reduce potentially significant impacts related to groundborne vibration associated with construction activities of future site-specific development, project applicants would be required to comply with proposed General Plan Update Public Safety Element Policy PS-6.14 and Action PS-6k, which require vibration impact studies when construction utilizes pile drivers within 200 feet of existing buildings or vibratory rollers within 50 feet of existing buildings. The vibration impact studies would be required to include a detailed mitigation plan to avoid any potential significant impacts to existing structures due to groundborne vibrations. With implementation of the General Plan Update, potential significant impacts associated with the proposed Project related to construction vibration would be reduced to less than significant. Cumulative development projects within the City would also be reviewed to ensure project-specific construction activities would not generate excessive groundborne vibration or noise levels. If it is determined that site-specific development associated with the cumulative projects would result in groundborne vibration or noise impacts, mitigation measures would be required to reduce the impact. As the Project's potential for vibration impacts would be reduced to a less than significant level, the proposed Project's incremental contribution to cumulative impacts associated with construction vibration would not be cumulatively considerable.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.

Mitigation Measures: No mitigation is required.

Level of Significance: Less Than Significant Impact.

For a project located within the vicinity of a private airstrip land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project, combined with other related cumulative projects, expose people residing or working in the project area to excessive noise?

Impact Analysis: As discussed above, the noise contours associated with the airport do not extend beyond the municipal boundaries of the City of Hawthorne. The Planning Area is not located within any adopted



airport land use plan and is located outside of any airport 65 dBA CNEL contours. As such, there are no impacts related to private airports, public airports, airstrips, or adopted airport land use plans. Therefore, proposed Project's incremental contribution to cumulative impacts associated with airport noise would not be cumulatively considerable.

Proposed General Plan Update Goals, Policies, and Actions: There are no relevant proposed General Plan Update goals, policies, and actions.

Mitigation Measures: No mitigation measures are required.

Level of Significance: No Impact.

5.13.7 SIGNIFICANT UNAVOIDABLE IMPACTS

Noise impacts associated with implementation of the General Plan Update would be less than significant. No significant unavoidable noise impacts would occur as a result of the General Plan Update.

5.13.8 REFERENCES

California Department of Transportation (Caltrans), *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013.

California Department of Transportation (Caltrans), *California Airport Land Use Planning Handbook*, January 2002.

California Department of Transportation (Caltrans), *Transportation and Construction Vibration Guidance Manual*, April 2020.

California Department of Transportation (Caltrans), *Transportation and Construction Vibration Guidance Manual*, April 2020.

Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, May 2006.

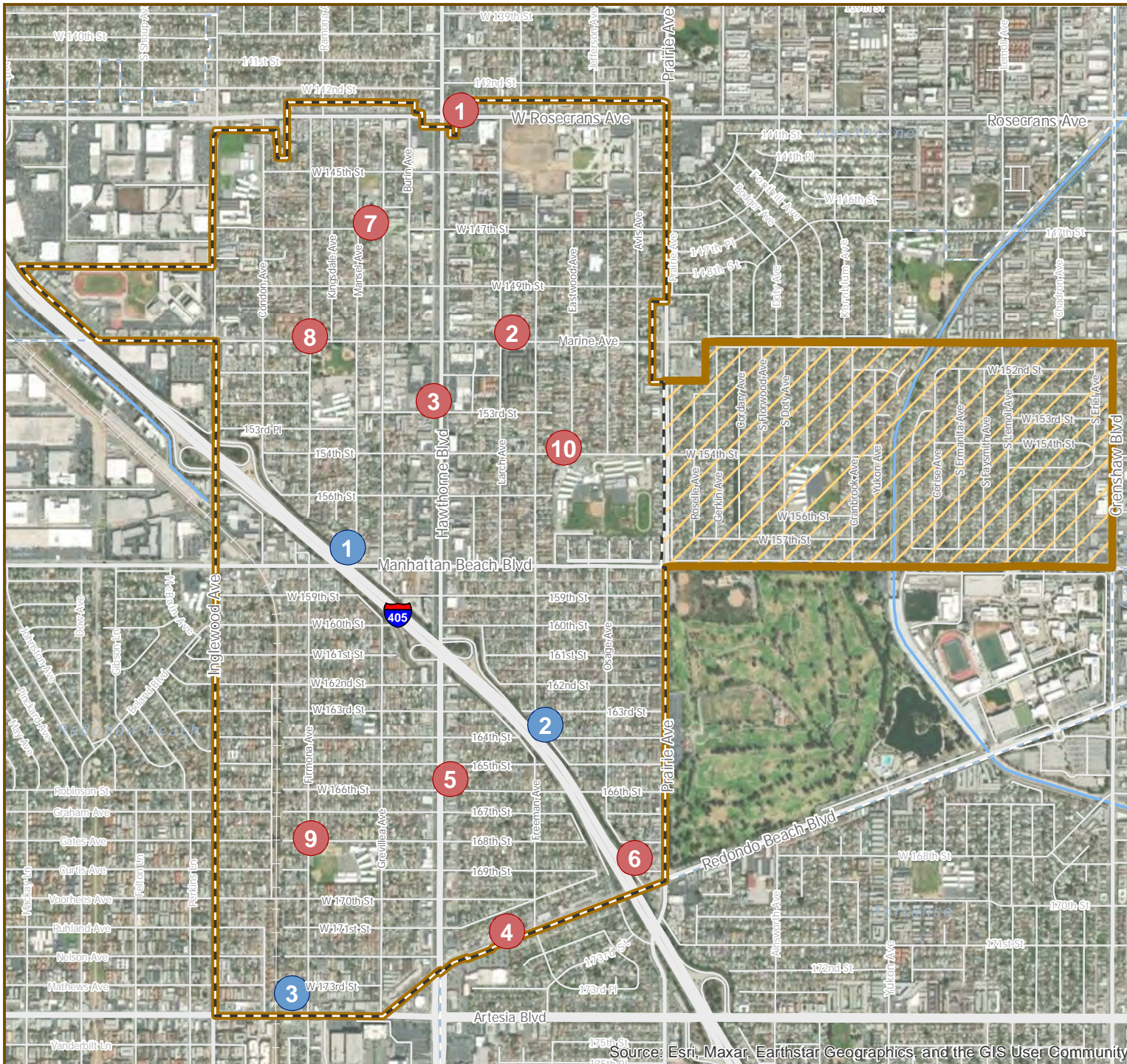
Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, September 2018.

MD Acoustics, LLC, *General Plan Update Noise Impact Study – City of Lawndale*, July 12, 2023.



This page intentionally left blank.

Figure 5.13-1.
Noise Measurement
Locations



LEGEND

- City of Lawndale
- Sphere of Influence
- Planning Area
- Adjacent Incorporated Area
- Short-Term Monitoring Location
- Long-Term Monitoring Location



Sources: MD Acoustics, LLC, 6/29/2023; City of Lawndale; Los Angeles County; ArcGIS Online World Imagery Map Service, Date: July 10, 2023.

City of Lawndale
The Heart of the Southbay

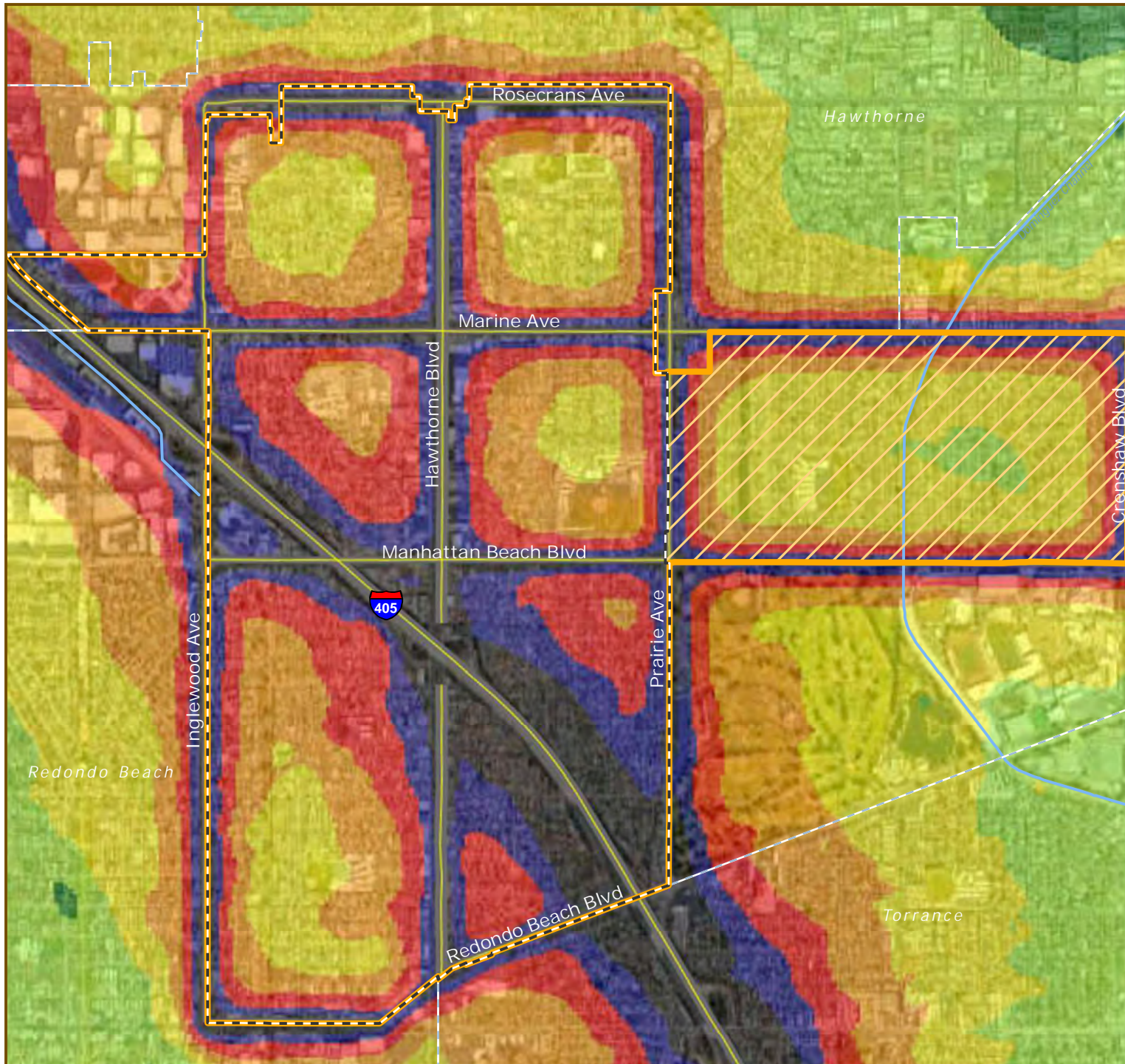


2020 GENERAL PLAN &
HAWTHORNE BOULEVARD SPECIFIC PLAN UPDATE



This page intentionally left blank.

Figure 5.13-2.
Existing Roadway
Noise Level Contours



LEGEND

- City of Lawndale
 - Sphere of Influence
 - Planning Area
 - Adjacent Incorporated Area
 - Road
- Levels in dB(A)**
- < 45
 - 45 - 50
 - 50 - 55
 - 55 - 60
 - 60 - 65
 - 65 - 70
 - ≥ 70



Sources: MD Acoustics, LLC, 6/29/2023; City of Lawndale; Los Angeles County; ArcGIS Online World Imagery Map Service.
Date: July 10, 2023.

City of Lawndale
The Heart of the Southbay



2020 GENERAL PLAN &
HAWTHORNE BOULEVARD SPECIFIC PLAN UPDATE



This page intentionally left blank.

Figure 5.13-3.
2045 No Project
Noise Level Contours



LEGEND

- City of Lawndale
- Sphere of Influence
- Planning Area
- Adjacent Incorporated Area
- Road
- Levels in dB(A)**
 - < 45
 - 45 - 50
 - 50 - 55
 - 55 - 60
 - 60 - 65
 - 65 - 70
 - >= 70



Sources: MD Acoustics, LLC, 6/29/2023; City of Lawndale; Los Angeles County; ArcGIS Online World Imagery Map Service.
Date: July 10, 2023.

City of Lawndale
The Heart of the Southbay

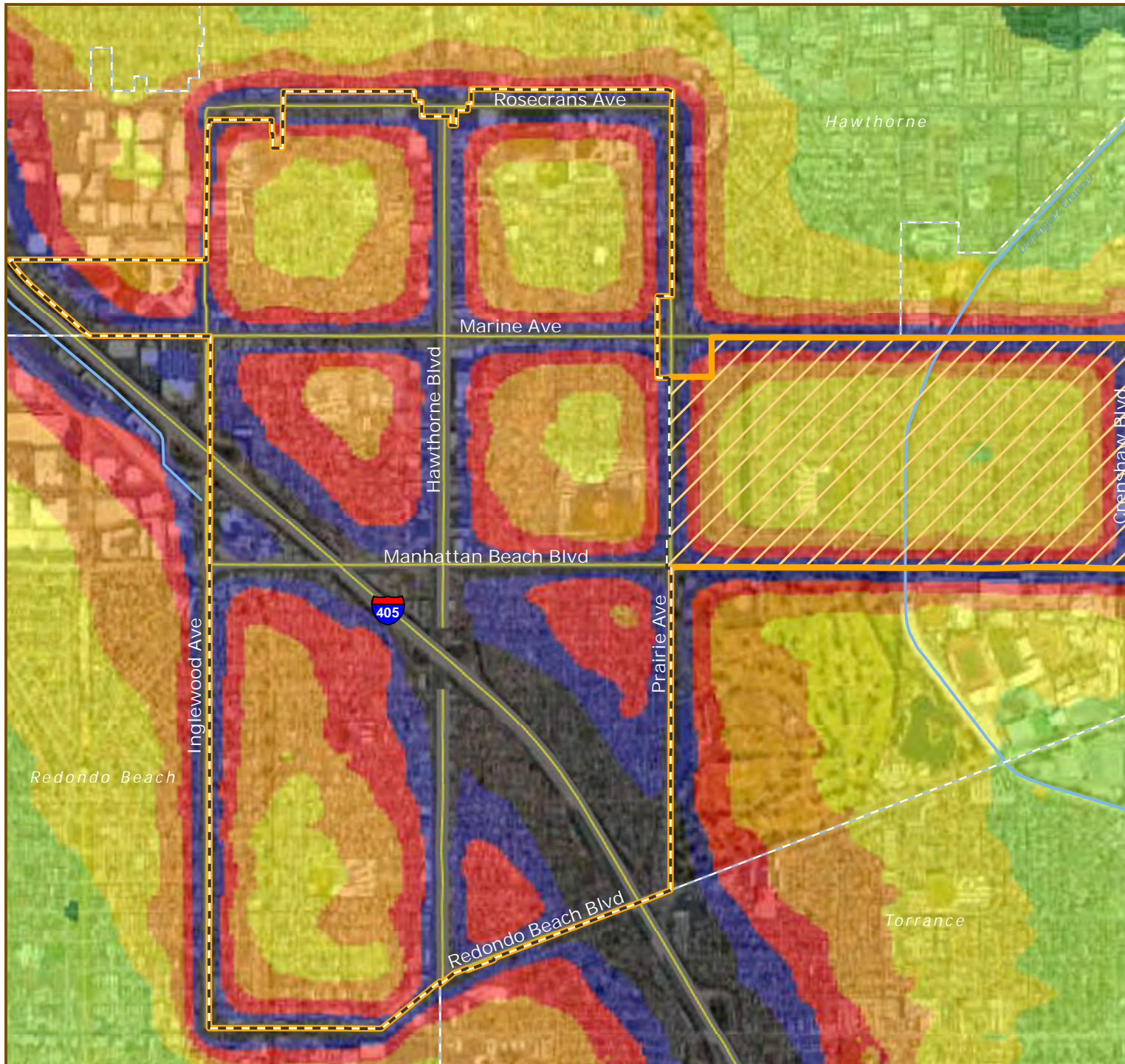


2020 GENERAL PLAN &
HAWTHORNE BOULEVARD SPECIFIC PLAN UPDATE



This page intentionally left blank.

Figure 5.13-4.
2045 With Project
Noise Level Contours



LEGEND

- City of Lawndale
 - Sphere of Influence
 - Planning Area
 - Adjacent Incorporated Area
 - Road
- Levels in dB(A)**
- < 45
 - 45 - 50
 - 50 - 55
 - 55 - 60
 - 60 - 65
 - 65 - 70
 - >= 70



Sources: MD Acoustics, LLC, 6/29/2023; City of Lawndale; Los Angeles County; ArcGIS Online World Imagery Map Service.
Date: July 10, 2023.

City of Lawndale
The Heart of the Southbay



2020 GENERAL PLAN &
HAWTHORNE BOULEVARD SPECIFIC PLAN UPDATE



This page intentionally left blank.



5.14 POPULATION AND HOUSING

5.14.1 PURPOSE

This section identifies the existing population, housing, and employment for the Planning Area and Los Angeles County, as applicable, and provides an analysis of potential population and housing impacts associated with implementation of the General Plan Update.

5.14.2 ENVIRONMENTAL SETTING

POPULATION AND HOUSEHOLD GROWTH

Table 5.14-1, *Population Projections (2022-2045)*, shows the current Los Angeles County and City of Lawndale populations as reported by the Department of Finance (DOF). The DOF population estimates are derived by multiplying the number of occupied housing units by persons per household. The 2022 persons per household estimates are based on 2020 Census benchmark data.

The 2045 population projections are forecasted by the Southern California Association of Governments (SCAG) as part of the Connect SoCal 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS) and the companion technical report, the Demographics and Growth Forecast Report. SCAG's 2020-2045 RTP/SCS, referred to as Connect SoCal, provides population, household, and employment data and projections for the counties in the SCAG region, including Los Angeles County. SCAG's forecasts are based in part on jurisdictions' existing land uses and General Plan land use designations. Population projections are calculated based on household growth and household size. Connect SoCal forecasts that the County and City populations would increase by approximately 18 and 10 percent, respectively, between 2022 and 2045.

**Table 5.14-1
Population Projections (2022-2045)**

Region	Existing Conditions (2022) ¹	Projected Future Conditions (2045) ²	Percent Change
Los Angeles County	9,861,224	11,674,000	18.38%
Lawndale	31,301	34,400	9.90%

Source:

1. California Department of Finance (DOF), *Report E-5 Population and Housing Estimates for Cities, and Counties, and the State*, January 1, 2022.
2. Southern California Association of Governments (SCAG), *2020-2045 RTP/SCS, Demographics and Growth Forecast*, September 3, 2020b.

Notes: Existing conditions population for Lawndale does not include the Sphere of Influence (SOI) area.



HOUSING UNITS

Similar to the region overall, the housing stock in Lawndale consists primarily of single-family homes. This home type makes up approximately two-thirds (66.2 percent) of all housing units in the City, which is a higher proportion than in all of Los Angeles County (54.5 percent). The City’s proportion of units within multifamily buildings—which includes duplexes and four-plexes as well as larger apartment buildings—is approximately 31.4 percent. In comparison, similar unit types make up 43.9 percent of housing in Los Angeles County. The breakdown of housing unit types is shown in [Table 5.14-2, *Existing Housing Supply Mix*](#).

**Table 5.14-2
Existing Housing Supply Mix**

Category	2022 ¹	
	Los Angeles County	Lawndale
Single-family units	1,981,094	6,818
Multi-family units	1,595,006	3,236
Mobile home	59,035	248
Total Housing Units	3,635,136	10,302
Occupied	3,443,284	9,971
Vacancy Rate	5.3%	3.2%
Persons per household	2.80	3.12
Source: 1. California Department of Finance (DOF), <i>Report E-5 Population and Housing Estimates for Cities, and Counties, and the State</i> , January 1, 2022. Notes: Housing supply for Lawndale does not include the SOI area.		

The DOF estimates housing units by adding new construction and land annexations; subtracting housing that is removed (e.g., demolition); and, adjusting for units lost or gained by conversions. Annual housing unit change data is supplied to the DOF by local jurisdictions and the U.S. Census Bureau. As indicated in [Table 5.14-2](#), based on DOF estimates, the City’s housing stock as of January 2022 was an estimated 10,302 housing units.

Vacancy rates are a measure of general availability of housing. They also indicate how well the types of available units meet the housing market demand. The availability of vacant housing units provides households with choices of type and price to accommodate their specific needs. Low vacancy rates can result in higher prices, limited choices, and settling with inadequate housing. It may also contribute to overcrowding. A vacancy rate between 4.0 and 6.0 is considered “healthy.” As indicated in [Table 5.14-2](#), the City’s 2022 vacancy rate was 3.2 percent. A low vacancy rate suggests households may have difficulty finding housing within their price range.

SCAG’s Connect SoCal (2020-2045 RTP/SCS) projects housing unit stock estimates for 2045. For Lawndale, the number of projected housing units in 2045 is 10,200; for Los Angeles County, the number of projected



housing units is 4,119,000. SCAG forecasts total housing need for each community in southern California based on three general factors:

- (1) The number of housing units needed to accommodate future population and employment growth;
- (2) The number of additional units needed to allow for housing vacancies; and
- (3) The number of very low, low, moderate, and above moderate-income units needed in the community.

Additional factors used to determine the Regional Housing Needs Assessment (RHNA) include tenure, the average rate of units needed to replace housing units demolished, proximity to high quality transit areas, and other factors.

EMPLOYMENT

As shown in [Table 5.14-3, *Labor Force Participation and Unemployment*](#), the County's current employment totals 4,767,204 jobs and is forecast to increase by approximately 12.9 percent to 5,382,000 jobs between 2022 and 2045. Employment numbers are forecasted to increase from approximately 7,407 jobs to 8,300 jobs in 2045 within the City, an increase of approximately 12.1 percent.

**Table 5.14-3
Labor Force Participation and Unemployment**

Category	Existing Jobs (Employment)	Future Jobs (Employment) ³	2045 SCAG: Existing Conditions % Difference
Los Angeles County	4,767,204 ¹	5,382,000	12.89%
Lawndale	7,407 ²	8,300	12.06%

Source:

1. Southern California Association of Governments (SCAG), *SCAG Local Profiles Report County of Los Angeles*, May 2019.
2. Southern California Association of Governments (SCAG), *SCAG Local Profiles Report City of Lawndale*, May 2019.
3. Southern California Association of Governments (SCAG), *2020-2045 RTP/SCS, Demographics and Growth Forecast*, September 3, 2020.

SCAG states that “a balance between jobs and housing in a metropolitan region can be defined as a provision of an adequate supply of housing to house workers employed in a defined area (i.e., community or subregion). Alternatively, a jobs/housing balance can be defined as an adequate provision of employment in a defined area that generates enough local workers to fill the housing supply.” Jobs and housing are considered in balance when a subregion has enough employment opportunities for most people who live there and enough housing opportunities for most of the people who work there. The jobs/housing balance is one indicator of a project’s effect on growth and quality of life in a project area. SCAG uses the jobs/housing ratio to assess the relationship between housing and employment growth.

More specifically, Connect SoCal states that “an imbalance between employment and housing in a community is a key contributor to local traffic congestion. These types of origin/destination disparities may also be considered an impediment to environmental justice.” According to SCAG, improvements in



the jobs to housing balance may result in a reduction of transportation congestion and related air quality problems. Communities with more than 1.5 jobs per dwelling unit (DU) are considered “jobs rich” and those with fewer than 1.5 jobs per DU are considered “housing rich.” As identified in [Table 5.14-4, *Jobs to Housing Ratio*](#), under existing conditions and projected 2045 conditions, both the County and City are considered housing rich. However, under existing conditions and projected 2045 conditions, the City has a much lower ratio of jobs to housing than the County. Both the County and the City would need more job growth to provide greater balance.

**Table 5.14-4
Jobs to Housing Ratio**

Municipality	Existing Conditions (2022)	Projected Conditions (2045) ³
Los Angeles County		
Jobs	4,767,204 ¹	5,382,000
Housing units	3,635,136 ²	4,119,000
Jobs/house ratio	1.31	1.31
Lawndale		
Jobs	7,407 ⁴	8,300
Housing units	10,302 ²	10,200
Jobs/house ratio	0.72	0.81
Source: 1. Southern California Association of Governments (SCAG), <i>SCAG Local Profiles Report County of Los Angeles</i> , May 2019. 2. California Department of Finance (DOF), <i>Report E-5 Population and Housing Estimates for Cities, and Counties, and the State</i> , January 1, 2022. 3. Southern California Association of Governments (SCAG), <i>2020-2045 RTP/SCS, Demographics and Growth Forecast</i> , September 3, 2020. 4. Southern California Association of Governments (SCAG), <i>SCAG Local Profiles Report City of Lawndale</i> , May 2019.		

5.14.3 REGULATORY SETTING

STATE

[Regional Housing Needs Assessment \(RHNA\)](#)

State law requires that jurisdictions provide their fair share of regional housing needs. The State of California Department of Housing and Community Development (HCD) is mandated to determine the State-wide housing need. In cooperation with HCD, local governments and Councils of Governments (COGs) are charged with making a determination of the existing and projected housing needs as a share of the State-wide housing need of their city or region.

The Regional Housing Needs Assessment (RHNA) quantifies the housing need by income group within each jurisdiction during specific planning periods. The RHNA is incorporated into local General Plans. The RHNA allows communities to anticipate growth, so that collectively the region can grow in ways that



enhance quality of life, improve access to jobs, promote transportation mobility, and address social equity and fair share housing needs. The 6th Cycle Final RHNA Allocation Plan was adopted by the SCAG Regional Council on March 4, 2021 and covers the planning period from October 15, 2021 to October 15, 2029. Table 5.14-5, Lawndale 6th Cycle Regional Housing Needs Allocation, shows the City's 6th Cycle RHNA for the 2021-2029 planning period.

**Table 5.14-5
Lawndale 6th Cycle Regional Housing Needs Allocation**

Income Level	Dwelling Unit Allocation
Very-low income	732
Low income	311
Moderate income	371
Above-moderate income	1,083
Total	2,497
Source: Southern California Council of Governments (SCAG), <i>Pre-Certified Local Housing Data For the City of Lawndale</i> , April 2021.	

LOCAL

[Southern California Association of Governments](#)

Regional planning agencies such as SCAG recognize that planning issues extend beyond the boundaries of individual cities. Efforts to address regional planning issues such as affordable housing, transportation, and air pollution have resulted in the adoption of regional plans that affect the Planning Area.

SCAG has evolved as the largest council of governments in the United States, functioning as the Metropolitan Planning Organization (MPO) for six counties (Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial) and 191 cities. The region encompasses an area more than 38,000 square miles. As the designated MPO, the Federal government mandates SCAG research and develop plans for transportation, growth management, hazardous waste management, and air quality. As a result, SCAG prepares comprehensive regional plans to address these concerns.

SCAG is responsible for the maintenance of a continuous, comprehensive and coordinated planning process resulting in a Regional Transportation Plan (RTP) and a Regional Transportation Improvement Program. SCAG is responsible for development of demographic projections and is also responsible for development of the integrated land use, housing, employment, transportation programs, measures, and strategies for the Air Quality Management Plan.

[Regional Transportation Plan/Sustainable Communities Strategy \(RTP/SCS\)](#)

The passage of California Senate Bill (SB) 375 in 2008 requires that an MPO, such as SCAG, prepare and adopt a Sustainable Communities Strategy (SCS) that sets forth a forecasted regional development pattern which, when integrated with the transportation network, measures, and policies, will reduce greenhouse gas emissions from automobiles and light duty trucks (Government Code Section 65080(b)(2)(B)). The SCS outlines certain land use growth strategies that provide for more integrated land use and transportation



planning and maximize transportation investments. The SCS is intended to provide a regional land use policy framework that local governments may consider and build upon.

On September 3, 2020, SCAG's Regional Council approved and fully adopted Connect SoCal (2020-2045 Regional Transportation Plan/Sustainable Communities Strategy). Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. Connect SoCal outlines more than \$638 billion in transportation system investments through 2045. It was prepared with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura.

The 2020 RTP/SCS considers the role of transportation in the broader context of economic, environmental, and quality-of-life goals for the future, identifying regional transportation strategies to address mobility needs. The 2020 RTP/SCS describes how the region can attain the GHG emission-reduction targets set by CARB by achieving a 19 percent reduction by 2035 compared to the 2005 level. Although the focus of the 2020 RTP/SCS is on GHG emission-reduction, compliance with and implementation of 2020 RTP/SCS policies and strategies would also have co-benefits of reducing per capita criteria air pollutant and TAC emissions associated with reduced per capita vehicle miles traveled (VMT). Improved air quality with implementation of the 2020 RTP/SCS policies would decrease reactive organic gases (ROG) (i.e., VOCs), CO, NO_x, and PM_{2.5}.

SCAG's 2020 RTP/SCS builds on the land use policies that were incorporated into the 2016 RTP/SCS, and provides specific strategies for successful implementation. These strategies include implementing the Sustainable Communities Program (SCP) – Housing and Sustainable Development (HSD) which will both accelerate housing production as well as enable implementation of the Sustainable Communities Strategy of Connect SoCal; encouraging use of active transportation, or human powered transportation such as bicycles, tricycles, wheelchairs, electric wheelchairs/scooters, skates, and skateboards; and supporting alternative fueled vehicles. The 2020 RTP/SCS overall land use pattern reinforces the trend of focusing new housing and employment in infill areas well served by transit.

In addition, the 2020 RTP/SCS includes goals and strategies to promote active transportation and improve transportation demand management (TDM). The 2020 RTP/SCS strategies support local planning and projects that serve short trips, increase access to transit, expand understanding and consideration of public health in the development of local plans and projects, and support improvements in sidewalk quality, local bike networks, and neighborhood mobility areas. The 2020 RTP/SCS proposes to better align active transportation investments with land use and transportation strategies, increase competitiveness of local agencies for Federal and State funding, and to expand the potential for all people to use active transportation.

Growth Forecasts

SCAG's Forecasting Section is responsible for producing socio-economic estimates and projections at multiple geographic levels and in multiple years. The Forecasting Section develops, refines, and maintains SCAG's regional and small area socio-economic forecasting/allocation models. Adopted 2020 RTP/SCS



Growth Forecasts provide population, household, and employment data for 2045. The socio-economic estimates and projections are used by Federal and State mandated long-range planning efforts such as the RTP, Air Quality Management Plan, Regional Transportation Improvement Program, and the Regional Housing Needs Assessment. SCAG's Adopted 2020 RTP/SCS Growth Forecasts are used to assess a project's consistency with adopted plans that have addressed growth management from a local and regional standpoint; refer to [Section 6.3, *Growth-Inducing Impacts*](#).

[City of Lawndale 2021-2029 Housing Element](#)

The Housing Element is one of the seven General Plan Elements that are mandated by the State of California (California Government Code Sections 65580 to 65589.8). California State law requires that the Housing Element consists of, "an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, financial resources, and scheduled programs for the preservation, improvement, and development of housing" (Government Code Section 65580).

The Housing Element is a guide for housing within Lawndale and provides an indication of the need for housing in the community in terms of affordability, availability, adequacy, and accessibility. The Housing Element provides a strategy to address housing needs and identifies a series of specific housing programs to meet community needs.

The City's 6th Cycle Housing Element was adopted on September 19, 2022 and specifically addresses housing needs for Lawndale from October 15, 2021 through October 15, 2029, in line with the RHNA planning period adopted by SCAG. Lawndale's share of the regional housing need for the 2021-2029 RHNA period was allocated by SCAG based on factors such as existing need, recent growth trends, income distribution, and capacity for future growth. The Housing Element identifies adequate land with appropriate zoning and development standards to accommodate its allocation of the regional housing need. [Table 5.14-5](#), shows the City's 6th Cycle RHNA for the 2021-2029 planning period.

The City introduced two new mechanisms to allow for residential development to be created to implement the Housing Element on sites considered viable for housing development. The first is "Housing Overlay 100", which will be applied to 16 nonresidential sites outside of the Hawthorne Boulevard Specific Plan area and allow for residential densities of up to 100 dwelling units per acre. The second is "Housing Overlay 150" which will be applied to 68 nonresidential sites inside the Hawthorne Boulevard Specific Plan area, will allow for residential densities up to 150 dwelling units per acre.

[City of Lawndale Municipal Code](#)

Title 17 of the Lawndale Municipal Code contains the City's Zoning Ordinance (Zoning Code). The Zoning Code carries out the policies of the General Plan by classifying and regulating the uses of land and structures within the City, consistent with the General Plan. Zoning provides a legal mechanism for local government regulation of the land uses described in the General Plan Land Use Map. In addition to providing specific regulations related to minimum lot size, building heights, setbacks, lot coverage, etc., for each zoning district, the Zoning Code also lists the uses that would be acceptable or could be considered in each district, as well as those that would be considered unacceptable. For some uses, further regulations are established. Zoning regulations designate the permitting process that applies for approval of land uses in the zoning district.



Chapter 12.34, *Park Development Fees*, provides for the payment of park facilities impact fees applicable to dwelling units constructed, enlarged, or remodeled in the City.

The City of Lawndale Municipal Code Chapter 3.14, *Utility Users Tax*, imposes a tax for users of various utilities within the City in order to fund municipal utility services. Section 3.14.090, *Water Users Tax*, imposes a tax on every person in the City using water which is delivered through mains or pipes.

5.14.4 SIGNIFICANCE CRITERIA AND THRESHOLDS

Appendix G of the California Environmental Quality Act (CEQA) Guidelines contains the Initial Study Environmental Checklist, which includes questions related to population and housing. The issues presented in the Initial Study Environmental Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant environmental impact if it would:

- Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure) (refer to Impact Statement POP-1); and
- Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere (refer to Impact Statement POP-2).

5.14.5 IMPACTS AND MITIGATION MEASURES

POP-1: Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Impact Analysis: The City and surrounding area, are highly urbanized and considered to be built-out. At buildout, the General Plan Update would accommodate approximately 3,942 new housing units and 808,864 square feet of new non-residential building square footage within the Planning Area compared to existing conditions, as shown in [Table 3-4](#) in [Section 3.0, Project Description](#). This new growth may increase the City’s population by approximately 9,482 residents and 2,738 jobs compared to the existing condition. The land uses allowed under the proposed General Plan ([Figure 3-4](#) in [Section 3.0](#)) provide opportunities for cohesive new growth at infill locations primarily within the Hawthorne Boulevard Specific Plan area. Overall, the proposed Project would provide new development opportunities to support the vision for development consistent with the General Plan Update and the State’s Housing Element Law, including accommodating the City’s RHNA. This is primarily accommodated through the implementation of the “Housing Opportunity Overlay” on sites currently identified for non-residential development and through the Hawthorne Boulevard Specific Plan.

Given the historical and current population, housing, and employment trends, growth in the City, as well as the entire State, is inevitable. The primary factors that account for population growth are natural increase and net migration. Other factors that affect growth include the cost of housing, the location of jobs, the economy, the climate, and transportation. Residential growth within the City would continue to occur based primarily on the demand of the housing market. Existing development within the City is served by existing roads, transit, infrastructure, and public services. Further, the area surrounding the



Planning Area is developed. There is the potential for infrastructure improvements within the Planning Area associated with site-specific development and overall development growth; however, General Plan implementation would not require the extension of roads or other infrastructure into an area that is not already served.

Potential growth inducing impacts are also assessed based on a project’s consistency with adopted plans that have addressed growth management from a local and regional standpoint. As discussed above, SCAG is the responsible agency for developing and adopted regional housing, population, and employment growth forecasts for local Los Angeles County governments, among other counties. SCAG provides household, population, and employment projection estimates in five-year increments through 2045.

Table 5.14-6, *General Plan Update Compared to SCAG*, compares the General Plan Update growth projections with SCAG’s 2045 households, dwelling units, population and employment growth forecasts for the City.

**Table 5.14-6
General Plan Update Compared to SCAG**

Forecast Category	2045 General Plan Update	SCAG 2045 Growth Forecast	GPU Difference	Percent Change
Population	47,948	34,400	+13,548	39.4%
Households	14,882 ¹	10,200	+4,682	45.9%
Dwelling Units	15,405	11,128 ¹	+4,277	38.4%
Employment	9,208	8,300	+908	10.9%
Notes: 1. Based on 3.4% vacancy rate (California Department of Finance 2023).				

As indicated in Table 5.14-6, SCAG projects that the City’s population will reach 34,400 persons by 2045. The General Plan Update is projected to result in a population of approximately 47,948 persons (2045). The City’s projected population would be approximately 39.4 percent greater than SCAG’s forecast. Similarly, the City’s projected housing stock and employment would be approximately 38.4 percent and 10.9 percent greater than SCAG forecasts, respectively. As discussed above, the SCAG projections, which are compiled using a number of sources including adopted plans, historical trends, and interviews with local jurisdictions, tend to be more accurate on a regional level than on a local or city level. It is likely that through a combination of market changes, catalytic projects, updated land use direction in the General Plan, and other factors, Lawndale could capture either more or less of expected regional growth than forecasted by SCAG. Discrepancies between Project and regional forecasts can also be attributed to the RHNA process. The proposed Project is intended to implement the City’s 2021-2029 Housing Element; SCAG’s Connect SoCal growth forecasts through 2045 do not consider the regional housing need for the 2021-2029 period, as jurisdictional allocations were not known at the time of SCAG’s Connect SoCal adoption. The regional housing needs would be included as part of SCAG’s future growth forecasts.

The General Plan Update growth projections would exceed SCAG’s 2045 population, housing stock, and employment projections for the City of Lawndale. General Plan Update growth projections form the basis



of SCAG’s planning and policy documents, including regional growth forecasts. Thus, the growth anticipated with the General Plan Update would be considered in SCAG’s updated growth forecasts for the City.

The proposed General Plan Update includes policies and actions that mitigate environmental impacts associated with growth, such as air quality, noise, traffic, water supply, and water quality effects. Sections 5.1 through 5.20 and 6.0 provide a discussion of environmental effects associated with development allowed under the proposed General Plan Update. Each of these EIR sections include relevant policies and action items that would mitigate potential environmental impacts associated with growth, to the greatest extent feasible. Further, the General Plan Update accounts for the proposed Project’s anticipated population growth and establishes goals, policies, and actions to accommodate such growth. The proposed Land Use Element Goal LU-2 seeks to manage and direct growth so that the community and its neighborhoods are protected and enhanced.

With implementation of General Plan Update policies and actions intended to guide growth to appropriate areas and provide services necessary to accommodate growth, the land uses allowed under the proposed General Plan Update, the infrastructure anticipated to accommodate proposed land uses, and the goal and policy framework would not induce growth that would exceed adopted thresholds beyond those disclosed and analyzed throughout this EIR. Therefore, population and housing growth associated with the proposed General Plan Update would result a less than significant impact, as there are no additional potential environmental impacts beyond those analyzed and disclosed in this EIR that would result from growth accommodated by the proposed project. No additional mitigation is required.

Proposed General Plan Update Goals, Policies, and Actions:

LAND USE ELEMENT

Policy LU-1.1: Sustainable Land Use Pattern. Provide an appropriate land use plan that promotes efficient development; fosters and enhances community livability and public health; sustains economic vitality; promotes efficient development and multiple transportation options; reduces pollution, greenhouse gas emissions, and the expenditure of energy and other resources; and ensures compatibility between uses consistent with the land use designations identified in this Element and Land Use Map (LU-1).

Policy LU-1.2: Balance Jobs and Housing. Balance levels of employment and housing within the community to provide more opportunities for Lawndale residents to work locally, reduce commute times, and improve air quality.

Action LU-1e Initiate a coordinated process to regularly review and adjust population assumptions and forecasts in conjunction with the Department of Finance, Southern California Association of Governments (SCAG), and the County of Los Angeles in order to adequately plan for growth, including jobs-housing balance projections.

Goal LU-2: Managed Growth. A City that manages and directs growth to strategic locations so that the community and its neighborhoods are protected and enhanced.



Policy LU-2.2: Focused Areas for New Development. Encourage new development to be focused within the Hawthorne Boulevard Specific Plan area and within the City’s Housing Opportunity Overlay sites to preserve the character of the community’s existing single-family uses, promote active transportation options, and create vibrant mixed-use activity nodes.

Policy LU-3.1: Surrounding Uses. Consider as part of the development review process the compatibility of new development with surrounding uses and the ability of new development to enhance the character of the surrounding area.

Action LU-3c: Through the development review process, evaluate development proposals for land use and transportation network compatibility with existing surrounding or abutting development and neighborhoods.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

POP-2: Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Impact Analysis: While no specific development projects are proposed as part of the Lawndale General Plan Update, the General Plan Update will accommodate future growth in Lawndale, including new businesses, expansion of existing businesses, and new residential uses. New growth is anticipated to occur primarily within the Hawthorne Boulevard Specific Plan area. Overall, the proposed Project would provide new development opportunities to support the vision for development consistent with the General Plan Update and the State’s Housing Element Law, including accommodating the City’s 2021-2029 RHNA. This is primarily accommodated through the implementation of the “Housing Opportunity Overlay” on sites currently identified for non-residential development and through the Hawthorne Boulevard Specific Plan.

The Project does not propose any site-specific development at this time; therefore, no existing residents would be displaced. Development and redevelopment of the identified parcels would occur gradually over time. The General Plan Update establishes goals, policies, and actions to ensure the compatibility of new and existing development, including housing. The proposed Land Use Element Goal LU-2 seeks to manage and direct growth so that the community and its neighborhoods are protected and enhanced. Goal LU-3 supports new development to be sensitively integrated with existing development. Policy LU-3.1 ensures the City considers the compatibility of new development with surrounding uses and the ability of new development to enhance the character of the surrounding area. Therefore, impacts of the proposed General Plan Update on the displacement of people or housing are considered less than significant and no mitigation is required. The policies listed below would further ensure that a range of housing types are provided in the City, and that housing conditions are evaluated as the housing supply ages.

Proposed General Plan Update Goals, Policies, and Actions:

LAND USE ELEMENT

Policy LU-1.1: Sustainable Land Use Pattern. Provide an appropriate land use plan that promotes efficient development; fosters and enhances community livability and public health;



sustains economic vitality; promotes efficient development and multiple transportation options; reduces pollution, greenhouse gas emissions, and the expenditure of energy and other resources; and ensures compatibility between uses consistent with the land use designations identified in this Element and Land Use Map (LU-1).

Goal LU-2: Managed Growth. A City that manages and directs growth to strategic locations so that the community and its neighborhoods are protected and enhanced.

Policy LU-2.2: Focused Areas for New Development. Encourage new development to be focused within the Hawthorne Boulevard Specific Plan area and within the City’s Housing Opportunity Overlay sites to preserve the character of the community’s existing single-family uses, promote active transportation options, and create vibrant mixed-use activity nodes.

Policy LU-2.3 Hawthorne Boulevard Specific Plan. Facilitate the redevelopment of Hawthorne Boulevard through implementation of the Hawthorne Boulevard Specific Plan which encourages a mixture of quality multi-family housing development, local- and destination-type commercial uses, eateries, and civic uses such as cultural and performing art facilities in innovative development formats.

Action LU-2e Implement the Hawthorne Boulevard Specific Plan to guide future development in this area. This includes reviewing and revising the implementation strategies identified in the Specific Plan as part of the Specific Plan’s comprehensive update, and prioritizing the most critical actions for funding and staff resources.

Policy LU-3.1: Surrounding Uses. Consider as part of the development review process the compatibility of new development with surrounding uses and the ability of new development to enhance the character of the surrounding area.

Policy LU-3.3 Code Compliance. Require land use compatibility through adherence to the policies, standards, and regulations in the Municipal Code, Zoning Code, and other regulations or administrative procedures that manage the form and relationship of projects and uses.

Policy LU-3.4 Residential Uses. Require that new residential development be designed to protect residents from potential conflicts with adjacent land uses, and other features including transportation facilities.

Action LU-3c: Through the development review process, evaluate development proposals for land use and transportation network compatibility with existing surrounding or abutting development and neighborhoods.

Action LU-3e Analyze land use compatibility through the development review process to require adequate buffers and/or architectural enhancements that protect sensitive receptors from intrusion of development activities that may cause unwanted nuisances and health risks.

Mitigation Measures: No mitigation measures are required.



Level of Significance: Less Than Significant Impact.

5.14.6 CUMULATIVE IMPACTS

Section 4.0, *Basis of Cumulative Analysis*, establishes growth and development within Los Angeles County as anticipated by SCAG as having the potential to interact with the proposed Project to the extent that a significant cumulative effect may occur. The geographic setting for population and housing considers the SCAG region and the City.

Would the project, combined with other related cumulative projects, induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes, and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Impact Analysis: As discussed, although implementation of the General Plan Update would provide for increased population growth within the Planning Area when compared to SCAG’s growth forecasts, the proposed Project is intended to accommodate the City’s fair share of statewide housing needs, which are allocated by SCAG, based on regional numbers provided by HCD on a regular basis (every five to eight years). SCAG’s Connect SoCal growth forecasts through 2045 do not currently consider the regional housing need for the 2021-2029 period, as jurisdictional allocations were not known at the time of SCAG’s Connect SoCal adoption. However, the regional housing needs and associated General Plan growth projections will be included as part of SCAG’s future growth forecasts.

The land uses allowed under the proposed General Plan Update provide opportunities for infill development in the Planning Area, primarily in the Hawthorne Boulevard Specific Plan area, but would not create physical division within existing communities. New development and redevelopment projects would be designed to complement the character of existing neighborhoods and provide connectivity between existing development and new development within the cumulative analysis area. The proposed General Plan Update does not include any new roadways, infrastructure, or other features that would divide existing communities. Moreover, with implementation of General Plan Update policies and actions intended to guide growth to appropriate areas and provide services necessary to accommodate growth, the land uses allowed under the proposed General Plan Update, the infrastructure anticipated to accommodate proposed land uses, and the goal and policy framework would not induce growth that would exceed adopted thresholds, beyond those disclosed and analyzed throughout this EIR. Therefore, the proposed General Plan Update's incremental contribution to cumulative population impacts would be less than cumulatively considerable.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.



Would the project, combined with other related cumulative projects, displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Impact Analysis: As discussed, implementation of the General Plan Update would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. Sites designated with the Housing Opportunity Overlay have existing non-residential uses. The Project does not propose any site-specific development at this time; therefore, no existing residents would be displaced. Development and redevelopment of the identified parcels would occur gradually over time. The General Plan Update establishes goals, policies, and actions to ensure the compatibility of new and existing development, including housing. Therefore, the proposed General Plan Update's incremental contribution to cumulative impacts associated with displacement of people or housing would be less than cumulatively considerable.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.14.7 SIGNIFICANT UNAVOIDABLE IMPACTS

Population and housing impacts associated with the implementation of the General Plan Update would be less than significant. No significant unavoidable population and housing impacts would occur as a result of the General Plan Update.

5.14.8 REFERENCES

California Department of Finance (DOF), *Report E-5 Population and Housing Estimates for Cities, and Counties, and the State*, January 1, 2023.

Southern California Association of Governments (SCAG), *2020-2045 RTP/SCS, Demographics and Growth Forecast*, September 3, 2020.

Southern California Association of Governments (SCAG), *SCAG Local Profiles Report County of Los Angeles*, May 2019a.

Southern California Association of Governments (SCAG), *SCAG Local Profiles Report City of Lawndale*, May 2019b.

Southern California Council of Governments (SCAG), *Pre-Certified Local Housing Data For the City of Lawndale*, April 2021.



5.15 PUBLIC SERVICES

This section identifies the existing public services within the Planning Area and provides an analysis of potential impacts associated with implementation of the General Plan Update.

Public Services include fire protection, police protection, schools, public parks, and libraries. Public parks are discussed in [Section 5.16, *Parks and Recreation*](#), of this EIR.

5.15.1 ENVIRONMENTAL SETTING

FIRE PROTECTION AND EMERGENCY SERVICES

[Fire Protection Services](#)

The Los Angeles County Fire Department (LACoFD) provides full-service firefighting and emergency medical services to the Planning Area. LACoFD serves over four million residents in 60 cities and the unincorporated areas of the County, along with the City of La Habra located in Orange County (Los Angeles County Fire Department 2022). Fire protection services include fire, emergency medical, urban search and rescue, hazardous materials prevention and response, air operations, and other emergency response resources. In 2021, the LACoFD received a total of 403,924 calls within the LACoFD service area, including: 312,550 calls (77 percent) for emergency medical services (EMS); 11,373 calls (3 percent) for fire; 63,702 (16 percent) miscellaneous calls; 13,478 (3.3 percent) false alarm calls; 2,144 (0.5 percent) mutual aid calls; and 677 (0.2 percent) hazardous materials calls (Los Angeles County Fire Department 2022).

The Kenny Hahn Memorial Lawndale Fire Station No. 21 (Station 21), located at 4312 West 147th Street, serves the Planning Area; refer to [Figure 5.15-1, *Public Safety Facilities*](#). Station 21 is staffed with a three-person engine company (one Captain, one Fire Fighter Specialist, one Fire Fighter) and a two-person paramedic squad (two Fire Fighter/Paramedics) (Los Angeles County Fire Department 2023a).

According to LACoFD, during 2022, the average response time in the City was five minutes, two seconds, which is within the acceptable response time goals of the LACoFD (Los Angeles County Fire Department 2023a).

[Los Angeles County Fire Department Programs](#)

The LACoFD provides a number of educational programs to reduce fire risk and prepare residents for emergency response (Los Angeles County Fire Department 2023b).

[Ready! Set! Go!](#)

The LACoFD distributes an informational Ready! Set! Go! brochure, which provides residents with critical information on creating defensible space around their home, retrofitting homes with fire-resistant materials, and preparing to safely evacuate well ahead of a wildfire.



F.I.R.E.

The LACoFD provides a Family Instructions for Rapid Escape (F.I.R.E.) guide and coloring book, so families can make their homes F.I.R.E. ready and learn how to safely escape. The F.I.R.E. guide contains instructions and a checklist to prepare one's home for quick escape in the event of a fire.

Community Emergency Response Team (CERT) Training

The LACoFD offers a free Federal Emergency Management Agency (FEMA)-approved 20-hour Community Emergency Response Team (CERT) training program to resident volunteers. CERT training provides residents with the skills and tools necessary to take care of themselves, their families, neighbors, and coworkers in the event of a disaster. In the event of an emergency, some CERT volunteers may become part of the disaster plan for local authorities.

POLICE PROTECTION

The City contracts with the Los Angeles County Sheriff's Department (LASD) for its law enforcement services. Lawndale is served by a local substation (Lawndale Sheriff's Center) located at 15331 Prairie Avenue; refer to [Figure 5.15-1](#). The Lawndale Sheriff's Center provides general law enforcement services specifically to the citizens and visitors of Lawndale. The South Los Angeles Sheriff's Station, located at 1310 West Imperial Highway, Los Angeles, provides additional police protection services to the City and serves unincorporated El Camino Village within the Planning Area.

The Lawndale Sheriff's Center provides the City with general law enforcement services including field patrol deputies, supervision, and traffic services. Specialized services such as Detective Bureau, Narcotics Bureau, Commercial Crimes Bureau, Family Crimes Bureau, Special Weapons Teams, and other such services are provided to the City by the South Los Angeles Station and/or other Los Angeles County Sheriff's Department resources.

The City does not have an adopted target officer-to-population service ratio. However, the City works closely with the Sheriff's Department to determine and meet the community needs for adequate personnel and equipment to effectively combat crime, and meet existing and projected service demands. As of April 2023, the Lawndale Sheriff's Center was staffed with 19 sworn personnel and two professional staff (Los Angeles County Sheriff's Department 2023). As of April 2023, the South Los Angeles Sheriff's Station was staffed with 141 sworn personnel and 38 professional staff. The Sheriff's Department provides 24-hour per day coverage (Los Angeles County Sheriff's Department 2023).

The LASD generally adheres to the following, widely-accepted industry standard among law enforcement agencies for responding to emergent, priority, and routine calls for service: 10 minutes, 20 minutes, and 60 minutes, respectively (Los Angeles County Sheriff's Department 2023). Current average response times for emergency, priority, and routine calls for service received from the proposed Planning Area are five, 20, and 60 minutes, respectively (these are approximate time ranges only and could be affected by traffic conditions; these response times are variable because the responding unit may be elsewhere within the Station's service area and not necessarily dispatched from the Station itself) (Los Angeles County Sheriff's Department 2023).



Crime Statistics

Available crime statistics were obtained for the most recent years available. In 2019, approximately 536 crimes (125 violent crimes and 411 property crimes) were reported in the City (Federal Bureau of Investigation 2023a). As such, the City had approximately 16.4 crimes per 1,000 people over the course of the year. This is lower than the rate for the Los Angeles-Long Beach-Glendale Metropolitan Division, which had approximately 27.9 crimes per 1,000 people in 2019 (Federal Bureau of Investigation 2023b).

SCHOOLS

The Planning Area is primarily served by the Lawndale Elementary School District (LES D) and Centinela Valley Union High School District (CVUHSD). Environmental Charter High School leases a site in the City of Lawndale from LES D and provides a grade 9-12 program with emphasis on experiential, project-based learning. As shown in Table 5.15-1, Lawndale Schools, LES D includes six elementary and two middle schools; and CVUHSD includes two comprehensive high schools, two alternative high school, and one adult education school. For the 2021-2022 school year, 9,251 students were enrolled in grades kindergarten through 12 in schools within the Planning Area. LES D and CVUHSD also serve portions of the City of Hawthorne and unincorporated Los Angeles County.

**Table 5.15-1
Lawndale Schools**

School	Grades	Address	Enrollment (2021-2022)
Lawndale Elementary School District (LES D)			
Jane Addams Middle School	6-8	4535 West 153rd Place	795
F. D. Roosevelt Elementary ¹	K-5	3533 West Marine Ave.	497
William Anderson Elementary	K-7	4130 West 154th Street	596
William Green Elementary	K-5	4520 West 168th Street	586
Billy Mitchell Elementary	K-5	14429 Condon Avenue	417
Will Rogers Middle School	6-8	4110 West 154th Street	852
Lucille Smith Elementary	K-5	4521 West 147th Street	363
Mark Twain Elementary	K-5	3728 West 154th Street	564
Centinela Valley Union High School District (CVUHSD)			
Lawndale High School	9-12	14901 Inglewood Avenue	1,984
Leuzinger High School	9-12	4118 West Rosecrans Avenue	1,836
Lloyd High School (Alternative)	10-12	4951 Marine Avenue	220
Centinela Valley Independent Study School (Alternative)	9-12	4951 Marine Avenue	26
Centinela Valley Adult School	9-12	4951 Marine Avenue	--
Other			
Environmental Charter High School	9-12	16315 Grevillea Avenue	515
Source: California Department of Education, <i>DataQuest</i> , https://dq.cde.ca.gov/dataquest/ , accessed March 8, 2023.			
Notes:			
1. F. D. Roosevelt Elementary School is located outside of the Planning Area but is a part of the LES D and serves the Planning Area.			



As described in the CVUHSD Level I Developer Fee Study, the CVUHSD has calculated the costs of modernized/expanded school facilities based on anticipated growth generated by new development within the CVUHSD district area, which includes the City of Lawndale (Jack Schreder & Associates 2017). The CVUHSD Fee Study notes that school facility buildings typically have a useful life span of 20 years before modernization is needed; therefore, the CVUHSD Fee Study estimates modernization need over a 20-year period. Based on the adopted Housing Elements for Los Angeles County (Lennox and Alondra Park areas), the City of Hawthorne, and the City of Lawndale, the CVUHSD Fee Study anticipates 4,667 residential units to be constructed within the CVUHSD district area over a 20-year period. The CVUHSD Fee Study is based on the Statewide student yield averages calculated by the Office of Public School Construction, which utilizes a student yield factor of 0.2 students per household for high school students and 0.5 students per household for elementary/middle school students (Jack Schreder & Associates 2017; California Department of General Services 2012). The CVUHSD Fee Study also provides generation factors for commercial and industrial development. Projections are based on an average of 2.55 employees generated for every 1,000 square feet of commercial/industrial development and 0.27 district households generated for every employee. Development fees are shared between the CVUHSD and its elementary feeder districts, including the LESD, with 35 percent of fees allocated to the high school district and 65 percent of fees allocated to the feeder districts.

LIBRARY FACILITIES

The County of Los Angeles Public Library (LA County Library) provides library services to the County through its 85 library locations, four cultural resources centers, and three bookmobiles. The LA County Library services over 3.4 million residents living in unincorporated areas and 49 incorporated cities in Los Angeles County (Los Angeles County Library 2023a).

The Lawndale Library is a 17,360 square foot facility located at 14615 Burin Avenue within the City (Los Angeles County Library 2023b). It is a part of, and is operated by, the LA County Library system. The library principally serves City residents, though its users may also be drawn from adjacent cities and unincorporated areas.

PARKS

There are six parks, one community center, and one community garden within Lawndale; refer to [Section 5.16](#) of this EIR for more information.

5.15.2 REGULATORY SETTING

FIRE PROTECTION & EMERGENCY SERVICES

State

California Building Code and California Fire Code

The California Building Code is a compilation of building standards, including fire safety standards for new buildings, which are provided in the California Fire Code. The California Fire Code is Chapter 9 of Title 24 of the California Code of Regulations. The California Fire Code provides regulations for safeguarding life and property from fire and explosion hazards derived from the storage, handling, and use of hazardous substances, materials, and devices. The provisions of this code apply to construction, alteration,



movement, enlargement, replacement, repair, equipment, use and occupancy, location, maintenance, removal, and demolition of every building or structure or any appurtenance connected or attached to such building structures throughout the state.

[California Department of Forestry and Fire Protection](#)

Under Title 14 of the Natural Resources of the California Code of Regulations (CCR), the California Department of Forestry and Fire Protection (CAL FIRE) has the primary responsibility for implementing wildfire planning and protection for State Responsibility Area (SRA) lands. CAL FIRE develops fire safe regulations and issues fire safe clearances for land within the SRA. The CAL FIRE Resource Management Program manages more than 31 million acres of California's privately-owned wildlands, and provides emergency services in 36 of the State's 58 counties via contracts with local governments.

In addition to fighting and planning for wildland fires, CAL FIRE's responsibilities involve responding to other types of emergencies that may occur on a daily basis, including residential or commercial structure fires, automobile accidents, heart attacks, drowning victims, lost hikers, hazardous material spills on highways, train wrecks, floods, and earthquakes.

Under CCR Title 24, Regulations Development, the Office of the State Fire Marshal is responsible for promulgating regulations that promote fire and life safety for inclusion into the State Building Codes, including the California Building Code, California Fire Code, California Electrical Code, California Mechanical Code, California Plumbing Code, and California Historical Building Code. The process incorporates a great deal of public participation and is guided by the State Building Standards Law.

[California Occupational Safety and Health Administration](#)

In compliance with CCR, Title 8, Sections 1270, Fire Prevention, and 6773, Fire Protection and Fire Equipment, the California Occupational Safety and Health Administration (Cal/OSHA) has established minimum standards for fire suppression and emergency medical services. The standards include guidelines on the handling of highly combustible materials, fire hose sizing requirements, restrictions on the use of compressed air, access roads, and the testing, maintenance, and use of firefighting and emergency medical equipment, among others.

[Office of Emergency Services](#)

The State of California passed legislation authorizing the Office of Emergency Services (OES) to prepare a Standard Emergency Management System (SEMS) program, which sets forth measures by which a jurisdiction should handle emergency disasters. Non-compliance with SEMS could result in the State withholding disaster relief from the non-complying jurisdiction in the event of an emergency disaster.

[Mutual Aid Agreements of the California Emergency Services Act](#)

The California Disaster and Civil Defense Master Mutual Aid Agreement, as provided by the California Emergency Services Act, provides statewide mutual aid between and among local jurisdictions and the state. The statewide mutual aid system exists to ensure that adequate resources, facilities, and other supports are provided to jurisdictions whenever resources prove to be inadequate for a given situation. Each jurisdiction controls its own personnel and facilities but can give and receive help whenever needed.



[Assembly Bill 1600 Mitigation Fee Act](#)

A development impact mitigation fee is a monetary exaction other than a tax or special assessment that is charged by a local governmental agency to an applicant in connection with an approval of a development project for the purpose of defraying all or a portion of the cost of public facilities related to the development project (Government Code Section 66000(b)). The legal requirements for enactment of development impact fee program are set forth in Government Code Sections 66000-66025 (the "Mitigation Fee Act"), the bulk of which were adopted as AB 1600 and thus are commonly referred to as "AB 1600 requirements." A development impact fee is not a tax or special assessment; by its definition, a fee is voluntary and must be reasonably related to the cost of the service provided by the local agency.

AB 1600 mitigation fees imposed by county ordinance are required to be adjusted on an annual basis, with the exception of the Quimby and Fire fees. The mitigation fees are adjusted automatically on July 1st of each fiscal year, by a percentage equal to the appropriate engineering Construction Cost Index as published by Engineering News Record (ENR) for the preceding twelve months.

[Local](#)

[County of Los Angeles All-Hazard Mitigation Plan \(AHMP\)](#)

The 2020 County of Los Angeles All-Hazard Mitigation Plan (AHMP) conforms to the requirements of Federal Emergency Management Agency (FEMA) Disaster Mitigation Act of 2000. The 2020 AHMP replaces the AHMP that was approved in 2014. The County developed the 2020 AHMP to cover mitigation responsibilities of County departments (including LACoFD). It helps ensure the most effective allocation of resources for the maximum benefit and protection of the public in time of emergency.

[City of Lawndale Local Hazard Mitigation Plan \(LHMP\)](#)

The City adopted the Local Hazard Mitigation Plan (LHMP) in 2016 to assess natural hazard risk and incorporate mitigation strategies to reduce the potential impact from hazards. It complies with the Federal Disaster Mitigation Act (2000), and Federal Register 44 CFR Parts 201 and 206. The City's Emergency Preparedness Coordinator managed preparation of the LHMP in cooperation with the City's other departments, community stakeholders, partner jurisdictions, agencies and organizations, and members of the public.

[City of Lawndale Emergency Operations Plan \(EOP\)](#)

The City adopted the Emergency Operations Plan (EOP) in 2011, which was updated in 2015. The EOP addresses the City's planned response to natural or human-caused disasters, provides an overview of operational concepts, and identifies components of the City's emergency/disaster management organization within the Standardized Emergency Management System (SEMS), the National Incident Management System (NIMS) and the Incident Command System (ICS). The EOP also describes the organizational structures, roles, responsibilities, policies and protocols for providing emergency support.



City of Lawndale Municipal Code

Lawndale Municipal Code Chapter 2.44, *Disaster Council*, provides for the preparation and carrying out of plans for the protection of persons and property within the City in the event of an emergency; the direction of the emergency organization; and the coordination of the emergency functions of the City with all other public agencies, corporations, organizations and affected private persons.

Municipal Code Chapter 15.20, *Fire Code*, adopts and incorporates the California Fire Code, as amended by Title 32 the Los Angeles County Fire Code. The Fire Code sets fire safety related building standards and practices to safeguard life and property.

POLICE PROTECTION

State

California Penal Code

The California Penal Code establishes the basis for the application of criminal law in California.

SCHOOLS

State

Kindergarten-University Public Education Facilities Bond Act of 2002 (Prop 47)

This act was approved by California voters in November 2002 and provides for a bond issue to fund necessary education facilities to relieve overcrowding and to repair older schools. Funds will be targeted at areas of greatest need and must be spent according to strict accountability measures. Funds will also be used to upgrade and build new classrooms in the California Community Colleges, the California State University, and the University of California in order to provide adequate higher education facilities to accommodate growing student enrollment.

Assembly Bill 2926

The State of California has traditionally been responsible for the funding of local public schools. To assist in providing facilities to serve students generated by new development projects, the State passed Assembly Bill (AB) 2926 in 1986. AB 2926 allowed school districts to collect impact fees from developers of new residential and commercial/industrial building space. Development impact fees were also referenced in the 1987 Leroy Greene Lease-Purchase Act, which required school districts to contribute a matching share of project costs for construction, modernization, or reconstruction.

Senate Bill 50 & Proposition 1A

Senate Bill (SB) 50 and Proposition 1A provide comprehensive school facilities financing and reform program, in part by authorizing a school facilities bond issue, school construction cost containment provisions, and an eight-year suspension of the Mira, Hart, and Murrieta court cases, which allowed local governments to deny new development on the basis of inadequate schools. Specifically, the bond funds were to provide for new construction and for reconstruction/modernization needs.

The provisions of SB 50 prohibit local agencies from denying either legislative or adjudicative land use approvals on the basis that school facilities are inadequate and reinstates the school facility fee cap for



legislative actions (e.g., General Plan amendments, specific plan adoption, zoning plan amendments) as was allowed under the Mira, Hart, and Murrieta court cases. SB 50 states that these fees are the exclusive means of considering as well as mitigating school impacts caused by new development. Accordingly, these fees limit the scope of impact review in an EIR, the mitigation that can be imposed, and the findings a lead agency must make in justifying its approval of a Project (Government Code Sections 65995-65996). According to Government Code Section 65996, the development fees authorized by SB 50 are deemed to be “full and complete school facilities mitigation.” These provisions remain in place as long as subsequent State bonds are approved and available.

SB 50 also establishes three levels of Developer Fees that may be imposed upon new development by the governing board of a school district depending upon certain conditions within a district. Level One Fees are the statutory fees, which can be adjusted for inflation every two years. Level Two Fees allow school districts to impose fees beyond the base statutory cap, under specific circumstances. Level Three Fees come into effect if the State runs out of bond funds after 2006, which would allow school districts to impose 100 percent of the cost of the school facility or mitigation minus any local dedicated school monies. The school fee amounts provided for in Government Code Sections 65995, 65995.5, and 65995.7 would constitute full and complete mitigation for school facilities.

In order to accommodate students from new development projects, school districts may alternatively finance new schools through special school construction funding resolutions and/or agreements between developers, the affected school districts, and occasionally, other local governmental agencies. These special resolutions and agreements often allow school districts to realize school mitigation funds in excess of the developer fees allowed under SB 50.

The passage of Proposition 1A in 1998 created the School Facility Program (SFP), in order to streamline the process districts go through to obtain State funding. Pursuant to the SFP, funding for new construction and modernization is provided by the State in the form of per-pupil grants. Generally, projects also require local matching funds. The SFP also implemented numerous reforms intended to streamline the application process, simplify the State facilities program, and create a more transparent and equitable funding mechanism.



5.15.3 SIGNIFICANCE CRITERIA AND THRESHOLDS

Appendix G of the California Environmental Quality Act (CEQA) Guidelines contains the Initial Study Environmental Checklist, which includes questions related to public services. A significant impact will occur if implementation of the proposed Project would:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response to times or other performance objectives for any of the public services:
 - Fire Protection (refer to Impact Statement PS-1);
 - Police Protection (refer to Impact Statement PS-2);
 - Schools (refer to Impact Statement PS-3);
 - Parks (refer to EIR [Section 5.16](#)); and
 - Other Public Facilities (refer to Impact Statement PS-4).

5.15.4 IMPACTS AND MITIGATION MEASURES

PS-1: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

- **FIRE PROTECTION AND EMERGENCY SERVICES**

Impact Analysis: Development accommodated under the General Plan Update would result in additional residents and businesses in the City. Based on the anticipated growth, as described in [Section 3.0, Project Description](#), and summarized in [Table 3-4, General Plan 2045 Buildout by Land Use Designation](#), 2045 buildout under the General Plan Update could yield a net change over existing conditions of an additional 3,942 housing units, an additional population of 9,482 people, an additional 808,864 square feet of non-residential building square footage, and an additional 2,738 jobs within the Planning Area.

According to LACoFD, there are no plans to expand Station 21 and/or develop a new fire station for Lawndale. Future development projected in the General Plan Update may result in the need for additional LACoFD resources (i.e., additional staffing, equipment, expanded/new facilities). At this time, it is unknown whether LACoFD would need to expand or construct new facilities to meet the demand of future development in the Planning Area. Future development is assumed to occur over time through 2045; thus, any increase in demand for fire protection services would occur gradually as additional development and associated population growth is added to the City. The General Plan Update includes a range of policies and actions to ensure that fire protection and emergency services are provided in a timely fashion, are adequately funded, are coordinated between the City and the LACoFD, and that new development funds its fair share of services. Proposed Land Use Element Policy LU-1.5 directs the City to maintain appropriate sites for institutional and public facility uses that can accommodate the infrastructure and facilities



needed to serve the community. Action LU-1e directs the City to initiate a coordinated process to regularly review and adjust population assumptions and forecasts in conjunction with the DOF, SCAG, and County in order to adequately plan for growth. Policy LU-2.6 provides notification to adjacent jurisdictions and agencies of proposed land use actions within the Planning Area that may affect them and takes appropriate action to consider and respond to their concerns. Proposed Public Safety Element Policy PS-1.5 supports policies and programs that facilitate the availability of adequate resources to respond to health, fire, and police emergencies. Action PS-1e directs the investigation and pursuit of available funding sources to fund safety programs, provide services, upgrade/construct facilities, and purchase equipment. Policy PS-4.1 coordinates fire protection services with LACoFD so that sufficient capacity, stations, personnel, and equipment are available to meet needs in Lawndale for fire protection and related emergency services. Proposed Community Facilities Element Policy PF-1.1 requires that the capital improvement program be maintained and financed to ensure the timely implementation of the General Plan and the adequate and efficient provision of public facility and municipal improvements. Policy PF-1.2 ensures that new development and major redevelopment provides for and funds its fair share of the costs for the expansion of public infrastructure, public services, and other public facilities. Policy PF-1.10 directs the collaboration with the various regional facility and service providers to deliver high levels of service to Lawndale residents, and to plan for new development. Action PF-1a promotes the coordination with outside service providers and other agencies regarding their public facility plans and provides local input on goals, objectives, and projects. Action PF-1d requires any new development or major redevelopment that would put local and/or regional facilities at or near capacity to upgrade those facilities. Action PF-1e directs the City to participate in regional and sub-regional planning forums that may address matters affecting the quality of life in Lawndale and the region. LACoFD would continue to regularly monitor fire department resources to ensure that adequate facilities, staffing, and equipment are available to serve existing and future development and population increases. Further, as development occurs, a proportional increase in property tax, charges for LACoFD services, and other funding sources would increase and offset impacts of new development on LACoFD's existing resources in the City.

Future site-specific development would be required to comply with applicable City, County, and State code and ordinance requirements for fire protection. The Lawndale Municipal Code Chapter 15.20, *Fire Code*, adopts and incorporates the California Fire Code, as amended by Title 32 the Los Angeles County Fire Code, by reference. As part of the development review process, site-specific development proposals would be required to comply with standard LACoFD conditions of approval. LACoFD Fire Prevention Division reviews site plans to ensure that access and water system requirements, which would enhance the proposed development's fire protection, are adequate. Specifically, LACoFD addresses fire and life safety requirements for project construction at the fire plan check stage. This includes plan review of the design details of the architectural, structural, mechanical, plumbing, and electrical systems. Implementation of all Fire Code requirements would reduce potential impacts concerning fire protection services associated with site-specific development.

As previously stated, new fire facilities would potentially be needed to serve growth contemplated in the General Plan Update. The environmental effect of providing the fire protection and emergency services is associated with the physical impacts of providing new and expanded facilities. The specific impacts of providing new and expanded facilities cannot be determined at this time, as the General Plan Update does



not propose or authorize development nor does it designate specific sites for new or expanded public facilities. However, the facilities would be primarily provided on sites with land use designations that allow such uses and the environmental impacts of constructing and operating the facilities would likely be similar to those associated with new development, redevelopment, and infrastructure projects anticipated under the General Plan Update. These impacts are described in the relevant sections (Sections 5.1 through 5.20, and 6.0) of this Draft EIR. Any future development under the General Plan Update would be required to comply with regulations, policies, and standards included in the General Plan Update, and would be subject to CEQA review as appropriate. Therefore, impacts related to the provision of fire protection and emergency services are less than significant.

Proposed General Plan Update Goals, Policies, and Actions:

LAND USE ELEMENT

Policy LU-1.5: Public Services for Quality of Life. Maintain appropriate sites for institutional and public facility uses that can accommodate the infrastructure and facilities needed to serve the community.

Action LU-1e: Initiate a coordinated process to regularly review and adjust population assumptions and forecasts in conjunction with the Department of Finance, Southern California Association of Governments (SCAG), and the County of Los Angeles in order to adequately plan for growth, including jobs-housing balance projections.

Policy LU-2.6: Regional Growth. Notify adjacent jurisdictions and agencies of proposed land use actions within the Planning Area that may affect them and take appropriate action to consider and respond to their concerns.

PUBLIC SAFETY ELEMENT

Policy PS-1.5: Resources. Support policies and programs that facilitate the availability of adequate resources to respond to health, fire, and police emergencies.

Action PS-1e: Investigate and pursue available funding sources to fund safety programs, provide services, upgrade/construct facilities, and purchase equipment.

Policy PS-4.1: Fire Protection Services. Coordinate fire protection services with LACoFD so that sufficient capacity, stations, personnel, and equipment are available to meet needs in Lawndale for fire protection and related emergency services.

Policy PS-4.2: Development Review. Involve LACoFD in the development review process so that fire safety is addressed in new and modified developments.

Policy PS-4.4: Building Fire Codes. Require that all buildings and facilities within the City comply with local, State, and Federal regulatory standards such as the California Building and Fire Codes, as well as other applicable fire safety standards.

Action PS-4a: Require all new habitable structures be designed in accordance with the most recent California Building and Fire Code with local amendments adopted by the City.



COMMUNITY FACILITIES ELEMENT

- Goal PF-1:** **Infrastructure and Public Services.** A community with adequate, reliable public and quasi-public infrastructure and services to support existing and future development.
- Policy PF-1.1:** **Capital Improvements.** Maintain and finance the capital improvement program to ensure the timely implementation of the General Plan and the adequate and efficient provision of public facility and municipal improvements.
- Policy PF-1.2:** **Fair Share.** Require that new development and major redevelopment provide for and fund its fair share of the costs for the expansion of public infrastructure and services, recreational amenities and facilities, and other public facilities.
- Policy PF-1.3:** **Public Facility Plans.** Maintain and implement public facility master plans, in collaboration with appropriate Regional, State, and Federal laws, to identify infrastructure needs, funding sources, and implement improvements for public facilities and services in Lawndale.
- Policy PF-1.4:** **Revenue Sources.** Identify and proactively pursue all available sources of revenue to meet public infrastructure and services, recreational amenities and facilities, and other public facilities needs.
- Policy PF-1.5:** **Infrastructure Rehabilitation.** Regularly maintain and rehabilitate public facilities and critical infrastructure to extend its useful life; prioritize infrastructure improvements in areas targeted for near-term redevelopment and in areas designated as lower-income and/or disadvantaged communities.
- Policy PF-1.8:** **Regional Issues.** Continue to participate in the preparation of plans and programs addressing regional infrastructure and public services issues.
- Policy PF-1.9:** **Cost Sharing.** Explore equitable methods for sharing the costs of facilities or services that serve multiple jurisdictions in the South Bay Cities Council of Governments and/or Los Angeles County.
- Policy PF-1.10:** **Regional Services Providers.** Collaborate with the various regional facility and service providers to deliver high levels of service to Lawndale residents, and to plan for new development.
- Policy PF-1.11:** **Capital Improvement Planning.** Encourage agencies to carry out long-range capital improvement planning, which includes funding methods for the construction of projects that are compatible with regional land use planning goals and objectives.
- Action PF-1a:** Regularly coordinate with outside service providers and other agencies regarding their public facility plans and provide local input on goals, objectives, and projects.
- Action PF-1b:** Maintain records regarding the quality and status of public facilities and critical infrastructure and use this information to inform the capital improvement planning process.



Action PF-1c: Study mechanisms for funding and phasing of new infrastructure.

Action PF-1d: Require any new development or major redevelopment that would put local and/or regional facilities at or near capacity to upgrade those facilities.

Action PF-1e: Participate in regional and sub-regional planning forums that may address matters affecting the quality of life in Lawndale and the region.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

PS-2: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

- **POLICE PROTECTION**

Impact Analysis: Development accommodated under the General Plan Update would result in additional residents and businesses in the City, which would increase demand for police protection services provided by LASD.

Additional facilities, personnel, and equipment may be required to maintain adequate levels of police protection within the City. Development assumed by the General Plan Update is expected to occur gradually over time through 2045; thus, any increase in demand for police protection services would similarly occur gradually as additional development and associated population growth is added to the Planning Area, which also depends on the economic market demands. As individual projects are proposed within the Planning Area, LASD service levels and staffing requirements would be evaluated on an annual basis to determine if additional staffing and/or facilities would be required. If the General Plan Update is adopted, LASD would utilize the projected growth in population, dwelling units, and nonresidential development to effectively plan for increases in population and police protection service demand.

The General Plan Update includes a range of policies and actions, to ensure that adequate police protection services are provided to serve growth associated with implementation of the General Plan Update. Proposed Land Use Element Policy LU-1.5 directs the City to maintain appropriate sites for institutional and public facility uses that can accommodate the infrastructure and facilities needed to serve the community. Action LU-1e directs the City to initiate a coordinated process to regularly review and adjust population assumptions and forecasts in conjunction with the DOF, SCAG, and County in order to adequately plan for growth. Policy LU-2.6 provides notification to adjacent jurisdictions and agencies of proposed land use actions within the Planning Area that may affect them and takes appropriate action to consider and respond to their concerns. Proposed Public Safety Element Policy PS-1.5 supports policies and programs that facilitate the availability of adequate resources to respond to health, fire, and police emergencies. Action PS-1e directs the investigation and pursuit of available funding sources to fund safety programs, provide services, upgrade/construct facilities, and purchase equipment. Proposed Community



Facilities Element Policy PF-1.1 requires that the capital improvement program be maintained and financed to ensure the timely implementation of the General Plan and the adequate and efficient provision of public facility and municipal improvements. Policy PF-1.2 ensures that new development and major redevelopment provides for and funds its fair share of the costs for the expansion of public infrastructure, public services, and other public facilities. Policy PF-1.10 ensures collaboration with the various regional facility and service providers to deliver high levels of service to Lawndale residents, and to plan for new development. Action PF-1a directs the coordination with outside service providers and other agencies regarding their public facility plans and provides local input on goals, objectives, and projects. Action PF-1d requires any new development or major redevelopment that would put local and/or regional facilities at or near capacity to upgrade those facilities. Action PF-1e directs the City to participate in regional and sub-regional planning forums that may address matters affecting the quality of life in Lawndale and the region.

The environmental effect of providing police protection services is associated with the physical impacts of providing new and expanded facilities. The specific impacts of providing new and expanded facilities cannot be determined at this time, as the General Plan Update does not propose or authorize development, nor does it designate specific sites for new or expanded public facilities. If new police facilities are needed to serve growth associated with future development anticipated by the General Plan Update, the facilities would most likely be provided on sites with land use designations that allow such uses and the environmental impacts of constructing and operating the facilities would likely be similar to those associated with new development, redevelopment, and infrastructure projects anticipated under the General Plan Update. These impacts are described in the relevant sections (Sections 5.1 through 5.20, and 6.0) of this Draft EIR. Any future development under the General Plan Update would be required to comply with regulations, policies, and standards included in the General Plan Update, and would be subject to CEQA review as appropriate. Therefore, impacts related to the provision of police protection services are less than significant.

Proposed General Plan Update Goals, Policies, and Actions:

LAND USE ELEMENT

Policy LU-1.5: Public Services for Quality of Life. Maintain appropriate sites for institutional and public facility uses that can accommodate the infrastructure and facilities needed to serve the community.

Action LU-1e: Initiate a coordinated process to regularly review and adjust population assumptions and forecasts in conjunction with the Department of Finance, Southern California Association of Governments (SCAG), and the County of Los Angeles in order to adequately plan for growth, including jobs-housing balance projections.

Policy LU-2.6: Regional Growth. Notify adjacent jurisdictions and agencies of proposed land use actions within the Planning Area that may affect them and take appropriate action to consider and respond to their concerns.

PUBLIC SAFETY ELEMENT



Policy PS-1.5: Resources. Support policies and programs that facilitate the availability of adequate resources to respond to health, fire, and police emergencies.

Action PS-1e: Investigate and pursue available funding sources to fund safety programs, provide services, upgrade/construct facilities, and purchase equipment.

COMMUNITY FACILITIES ELEMENT

Goal PF-1: Infrastructure and Public Services. A community with adequate, reliable public and quasi-public infrastructure and services to support existing and future development.

Policy PF-1.1: Capital Improvements. Maintain and finance the capital improvement program to ensure the timely implementation of the General Plan and the adequate and efficient provision of public facility and municipal improvements.

Policy PF-1.2: Fair Share. Require that new development and major redevelopment provide for and fund its fair share of the costs for the expansion of public infrastructure and services, recreational amenities and facilities, and other public facilities.

Policy PF-1.3: Public Facility Plans. Maintain and implement public facility master plans, in collaboration with appropriate Regional, State, and Federal laws, to identify infrastructure needs, funding sources, and implement improvements for public facilities and services in Lawndale.

Policy PF-1.4: Revenue Sources. Identify and proactively pursue all available sources of revenue to meet public infrastructure and services, recreational amenities and facilities, and other public facilities needs.

Policy PF-1.5: Infrastructure Rehabilitation. Regularly maintain and rehabilitate public facilities and critical infrastructure to extend its useful life; prioritize infrastructure improvements in areas targeted for near-term redevelopment and in areas designated as lower-income and/or disadvantaged communities.

Policy PF-1.8: Regional Issues. Continue to participate in the preparation of plans and programs addressing regional infrastructure and public services issues.

Policy PF-1.9: Cost Sharing. Explore equitable methods for sharing the costs of facilities or services that serve multiple jurisdictions in the South Bay Cities Council of Governments and/or Los Angeles County.

Policy PF-1.10: Regional Services Providers. Collaborate with the various regional facility and service providers to deliver high levels of service to Lawndale residents, and to plan for new development.

Policy PF-1.11: Capital Improvement Planning. Encourage agencies to carry out long-range capital improvement planning, which includes funding methods for the construction of projects that are compatible with regional land use planning goals and objectives.



- Action PF-1a:** Regularly coordinate with outside service providers and other agencies regarding their public facility plans and provide local input on goals, objectives, and projects.
- Action PF-1b:** Maintain records regarding the quality and status of public facilities and critical infrastructure and use this information to inform the capital improvement planning process.
- Action PF-1c:** Study mechanisms for funding and phasing of new infrastructure.
- Action PF-1d:** Require any new development or major redevelopment that would put local and/or regional facilities at or near capacity to upgrade those facilities.
- Action PF-1e:** Participate in regional and sub-regional planning forums that may address matters affecting the quality of life in Lawndale and the region.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

PS-3: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

- **SCHOOLS**

Impact Analysis: Implementation of the General Plan Update could result in the development of up to 3,942 housing units over existing conditions. School districts typically use student generation factors to determine the potential number of students that would be generated by the amount of residential development in order to accurately anticipate the needs for new/expanded facilities. [Table 5.15-2, LESD/CVUHS School Districts Student Generation Rates](#), identifies the number of potential students that would be generated from development anticipated by the General Plan Update in 2045.

**Table 5.15-2
LESD/CVUHS School Districts Student Generation Rates**

Grade Level	Student Generation Factor	Proposed Net Increase Dwelling Units	Total Students Generated
Elementary/Middle School	0.5	3,942	1,971
High School	0.2	3,942	789
Total			2,760
Source: Jack Schreder & Associates, <i>Level I Developer Fee Study for Centinela Valley Union High School District</i> , May 26, 2017.			



Assuming all new development anticipated under the proposed General Plan Update occurs within the LESD and CVUHSD's school boundary, the Project would generate approximately 2,760 students (1,971 elementary/middle school students and 789 high school students). As mentioned above, the CVUHSD presumes that school facilities have a useful life span of 20 years before modernization is needed in order to maintain the same level of service as previously existed; therefore, the costs of modernized/expanded school facilities are based on anticipated 20-year growth generated by new development within the CVUHSD district area.

The exact location of future development and associated student generation is currently unknown. However, future development projected within the General Plan Update is anticipated to occur gradually through 2045 and would be largely based on market demand. Thus, any increase in demand for school services would occur gradually as additional development occurs in the Planning Area. The General Plan Update includes policies and actions, to ensure that adequate services are provided to serve growth associated with implementation of the General Plan Update. Proposed Land Use Element Policy LU-1.5 directs the City to maintain appropriate sites for institutional and public facility uses that can accommodate the infrastructure and facilities needed to serve the community. Action LU-1e directs the City to initiate a coordinated process to regularly review and adjust population assumptions and forecasts in conjunction with the DOF, SCAG, and County in order to adequately plan for growth. Policy LU-2.6 provides notification to adjacent jurisdictions and agencies of proposed land use actions within the Planning Area that may affect them and takes appropriate action to consider and respond to their concerns. Proposed Community Facilities Element Policy PF-1.1 requires that the capital improvement program be maintained and financed to ensure the timely implementation of the General Plan and the adequate and efficient provision of public facility and municipal improvements. Policy PF-1.2 ensures that new development and major redevelopment provides for and funds its fair share of the costs for the expansion of public infrastructure, public services, and other public facilities. Policy PF-1.10 ensures collaboration with the various regional facility and service providers to deliver high levels of service to Lawndale residents, and to plan for new development. Action PF-1a directs coordination with outside service providers and other agencies regarding their public facility plans and provides local input on goals, objectives, and projects. Action PF-1d requires any new development or major redevelopment that would put local and/or regional facilities at or near capacity to upgrade those facilities. Action PF-1e directs the City to participate in regional and sub-regional planning forums that may address matters affecting the quality of life in Lawndale and the region. Policy PF-6.1 encourages the maintenance of high-quality schools and diverse educational opportunities in Lawndale. Policy PF-6.3 directs the City to work with developers and the school districts to ensure the payment of fees, construction, and expansion of school facilities to address expected increases in school-age population. Action PF-6a directs the City to work with school districts to ensure adequate school facilities are provided and maintained in the community. This includes consultation with school districts during the processing of development proposals and requiring the mitigation of impacts to schools in compliance with State law.

School districts assess development impact fees against residential and non-residential development to mitigate impacts resulting from the increase in demand for school related services. Pursuant to SB 50, payment of fees to the applicable school district is considered full mitigation for project impacts, including impacts related to the provision of new or physically altered governmental facilities, need for new or



physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, or other performance objectives for schools. Therefore, individual development projects in accordance with the General Plan Update would be required to pay the statutory fees, so that school facilities can be constructed/expanded, if necessary, at the nearest sites to accommodate the impact of project-generated students, reducing impacts to a less than significant level.

The environmental effect of providing school services is associated with the physical impacts of providing new and expanded facilities. The specific impacts of providing new and expanded facilities cannot be determined at this time, as the General Plan Update does not propose or authorize development of new or expanded school facilities. If the school districts serving the City determine that new school facilities are needed to serve growth associated with future development anticipated by the General Plan Update, the schools would most likely be provided on sites with land use designations that allow such uses and the environmental impacts of constructing and operating the facilities would likely be similar to those associated with new development, redevelopment, and infrastructure projects anticipated under the General Plan Update. These impacts are described in the relevant sections (Sections 5.1 through 5.20, and 6.0) of this Draft EIR. Any future development under the General Plan Update would be required to comply with regulations, policies, and standards included in the General Plan Update, and development of school facilities would be subject to CEQA review as appropriate. Therefore, impacts related to the provision of schools are less than significant.

Proposed General Plan Update Goals, Policies, and Actions:

LAND USE ELEMENT

Policy LU-1.5: Public Services for Quality of Life. Maintain appropriate sites for institutional and public facility uses that can accommodate the infrastructure and facilities needed to serve the community.

Action LU-1e: Initiate a coordinated process to regularly review and adjust population assumptions and forecasts in conjunction with the Department of Finance, Southern California Association of Governments (SCAG), and the County of Los Angeles in order to adequately plan for growth, including jobs-housing balance projections.

Policy LU-2.6: Regional Growth. Notify adjacent jurisdictions and agencies of proposed land use actions within the Planning Area that may affect them and take appropriate action to consider and respond to their concerns.

COMMUNITY FACILITIES ELEMENT

Goal PF-1: Infrastructure and Public Services. A community with adequate, reliable public and quasi-public infrastructure and services to support existing and future development.

Policy PF-1.1: Capital Improvements. Maintain and finance the capital improvement program to ensure the timely implementation of the General Plan and the adequate and efficient provision of public facility and municipal improvements.



- Policy PF-1.2: Fair Share.** Require that new development and major redevelopment provide for and fund its fair share of the costs for the expansion of public infrastructure and services, recreational amenities and facilities, and other public facilities.
- Policy PF-1.3: Public Facility Plans.** Maintain and implement public facility master plans, in collaboration with appropriate Regional, State, and Federal laws, to identify infrastructure needs, funding sources, and implement improvements for public facilities and services in Lawndale.
- Policy PF-1.4: Revenue Sources.** Identify and proactively pursue all available sources of revenue to meet public infrastructure and services, recreational amenities and facilities, and other public facilities needs.
- Policy PF-1.5: Infrastructure Rehabilitation.** Regularly maintain and rehabilitate public facilities and critical infrastructure to extend its useful life; prioritize infrastructure improvements in areas targeted for near-term redevelopment and in areas designated as lower-income and/or disadvantaged communities.
- Policy PF-1.8: Regional Issues.** Continue to participate in the preparation of plans and programs addressing regional infrastructure and public services issues.
- Policy PF-1.9: Cost Sharing.** Explore equitable methods for sharing the costs of facilities or services that serve multiple jurisdictions in the South Bay Cities Council of Governments and/or Los Angeles County.
- Policy PF-1.10: Regional Services Providers.** Collaborate with the various regional facility and service providers to deliver high levels of service to Lawndale residents, and to plan for new development.
- Policy PF-1.11: Capital Improvement Planning.** Encourage agencies to carry out long-range capital improvement planning, which includes funding methods for the construction of projects that are compatible with regional land use planning goals and objectives.
- Action PF-1a:** Regularly coordinate with outside service providers and other agencies regarding their public facility plans and provide local input on goals, objectives, and projects.
- Action PF-1b:** Maintain records regarding the quality and status of public facilities and critical infrastructure and use this information to inform the capital improvement planning process.
- Action PF-1c:** Study mechanisms for funding and phasing of new infrastructure.
- Action PF-1d:** Require any new development or major redevelopment that would put local and/or regional facilities at or near capacity to upgrade those facilities.
- Action PF-1e:** Participate in regional and sub-regional planning forums that may address matters affecting the quality of life in Lawndale and the region.
-



Policy PF-6.1: Education and Learning. Continue to encourage the maintenance of high-quality schools and diverse educational opportunities in Lawndale.

Policy PF-6.2: Lifelong Learning. Proactively cooperate with the Lawndale Elementary School District and Centinela Valley Union High School District to encourage the provision of lifelong learning opportunities for persons living and working in Lawndale.

Policy PF-6.3: School Facilities. Work with developers and the school districts to ensure the payment of fees, construction, and expansion of school facilities to address expected increases in school-age population.

Action PF-6a: Continue to work with the school districts to ensure adequate school facilities are provided and maintained in the community. Specifically, the City should:

- During the processing of residential and non-residential development proposals, ensure the school districts are consulted regarding the potential impact of the project on educational services and facilities. When proposed developments cannot be served by existing facilities and services, the City shall work with the developer and the school district in exploring options for service provision and facility funding.
- Prior to approving a project that is likely to generate students, require the applicant to mitigate school impacts to the full extent permitted by State law through land dedications, payment of fees, participation in a special assessment district, or any combination of the above.
- Cooperate with school districts to update population projections, student generation formulas, potential school sites, and facilities improvement plans.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

PS-4: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

- **LIBRARY FACILITIES**

Impact Analysis: Development accommodated under the General Plan Update would result in additional residents and businesses in the City, which would potentially increase the demand for public services, including library services. The Lawndale Library is a part of, and is operated by, the LA County Library system.

Future development anticipated by the General Plan Update may result in the need for additional LA County Library resources (i.e., additional staffing, equipment, expanded/new facilities). At this time, it is



unknown whether LA County Library would need to expand or construct new facilities to meet the demand of future development in the Planning Area. Future development is assumed to occur over time through 2045; thus, any increase in demand for library services would occur gradually as additional development and associated population growth is added to the City. The County's library system would continue receiving support for library facilities and resources through the General Plan Update policies and actions. The General Plan Update includes policies and actions to ensure that library services are adequately funded, are coordinated between the City and the LA County Library, and that new development funds its fair share of services. Proposed Land Use Element Policy LU-1.5 directs the City to maintain appropriate sites for institutional and public facility uses that can accommodate the infrastructure and facilities needed to serve the community. Action LU-1e directs the City to initiate a coordinated process to regularly review and adjust population assumptions and forecasts in conjunction with the DOF, SCAG, and County in order to adequately plan for growth. Policy LU-2.6 provides notification to adjacent jurisdictions and agencies of proposed land use actions within the Planning Area that may affect them and takes appropriate action to consider and respond to their concerns. Proposed Community Facilities Element Policy PF-1.1 requires that the capital improvement program be maintained and financed to ensure the timely implementation of the General Plan and the adequate and efficient provision of public facility and municipal improvements. Policy PF-1.2 ensures that new development and major redevelopment provides for and funds its fair share of the costs for the expansion of public infrastructure, public services, and other public facilities. Policy PF-1.10 ensures collaboration with the various regional facility and service providers to deliver high levels of service to Lawndale residents, and to plan for new development. Action PF-1a directs coordination with outside service providers and other agencies regarding their public facility plans and provides local input on goals, objectives, and projects. Action PF-1d requires any new development or major redevelopment that would put local and/or regional facilities at or near capacity to upgrade those facilities. Action PF-1e directs the City to participate in regional and sub-regional planning forums that may address matters affecting the quality of life in Lawndale and the region. Policy PF-6.6 directs the City to work with the LA County Library system to provide library facilities and services necessary to meet the needs of all segments of the community. Action PF-6b directs the City to work with the LA County Library system to ensure that library development keeps pace with overall City development and population growth.

The environmental effect of providing library services is associated with the physical impacts of providing new and expanded facilities. The specific impacts of providing new and expanded facilities cannot be determined at this time, as the General Plan Update does not propose or authorize development nor does it designate specific sites for new or expanded public facilities. However, the facilities would be primarily provided on sites with land use designations that allow such uses and the environmental impacts of constructing and operating the facilities would likely be similar to those associated with new development, redevelopment, and infrastructure projects anticipated under the General Plan Update. These impacts are described in the relevant sections ([Sections 5.1](#) through [5.20](#), and [6.0](#)) of this Draft EIR. Any future development under the General Plan Update would be required to comply with regulations, policies, and standards included in the General Plan Update, and would be subject to CEQA review as appropriate. Therefore, impacts related to the provision of library services are less than significant.

Proposed General Plan Update Goals, Policies, and Actions:



LAND USE ELEMENT

Policy LU-1.5: Public Services for Quality of Life. Maintain appropriate sites for institutional and public facility uses that can accommodate the infrastructure and facilities needed to serve the community.

Action LU-1e: Initiate a coordinated process to regularly review and adjust population assumptions and forecasts in conjunction with the Department of Finance, Southern California Association of Governments (SCAG), and the County of Los Angeles in order to adequately plan for growth, including jobs-housing balance projections.

Policy LU-2.6: Regional Growth. Notify adjacent jurisdictions and agencies of proposed land use actions within the Planning Area that may affect them and take appropriate action to consider and respond to their concerns.

COMMUNITY FACILITIES ELEMENT

Goal PF-1: Infrastructure and Public Services. A community with adequate, reliable public and quasi-public infrastructure and services to support existing and future development.

Policy PF-1.1: Capital Improvements. Maintain and finance the capital improvement program to ensure the timely implementation of the General Plan and the adequate and efficient provision of public facility and municipal improvements.

Policy PF-1.2: Fair Share. Require that new development and major redevelopment provide for and fund its fair share of the costs for the expansion of public infrastructure and services, recreational amenities and facilities, and other public facilities.

Policy PF-1.3: Public Facility Plans. Maintain and implement public facility master plans, in collaboration with appropriate Regional, State, and Federal laws, to identify infrastructure needs, funding sources, and implement improvements for public facilities and services in Lawndale.

Policy PF-1.4: Revenue Sources. Identify and proactively pursue all available sources of revenue to meet public infrastructure and services, recreational amenities and facilities, and other public facilities needs.

Policy PF-1.5: Infrastructure Rehabilitation. Regularly maintain and rehabilitate public facilities and critical infrastructure to extend its useful life; prioritize infrastructure improvements in areas targeted for near-term redevelopment and in areas designated as lower-income and/or disadvantaged communities.

Policy PF-1.8: Regional Issues. Continue to participate in the preparation of plans and programs addressing regional infrastructure and public services issues.

Policy PF-1.9: Cost Sharing. Explore equitable methods for sharing the costs of facilities or services that serve multiple jurisdictions in the South Bay Cities Council of Governments and/or Los Angeles County.



Policy PF-1.10: Regional Services Providers. Collaborate with the various regional facility and service providers to deliver high levels of service to Lawndale residents, and to plan for new development.

Policy PF-1.11: Capital Improvement Planning. Encourage agencies to carry out long-range capital improvement planning, which includes funding methods for the construction of projects that are compatible with regional land use planning goals and objectives.

Action PF-1a: Regularly coordinate with outside service providers and other agencies regarding their public facility plans and provide local input on goals, objectives, and projects.

Action PF-1b: Maintain records regarding the quality and status of public facilities and critical infrastructure and use this information to inform the capital improvement planning process.

Action PF-1c: Study mechanisms for funding and phasing of new infrastructure.

Action PF-1d: Require any new development or major redevelopment that would put local and/or regional facilities at or near capacity to upgrade those facilities.

Action PF-1e: Participate in regional and sub-regional planning forums that may address matters affecting the quality of life in Lawndale and the region.

Policy PF-6.6: Libraries. Work closely with the Los Angeles County Library system to provide library facilities and services necessary to meet the needs of all segments of the community.

Action PF-6b: Continue to work with the Los Angeles County Library system to ensure that library development keeps pace with overall City development and population growth.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.15.5 CUMULATIVE IMPACTS

Section 4.0, *Basis of Cumulative Analysis*, establishes growth and development within Los Angeles County as anticipated by SCAG as having the potential to interact with the proposed Project to the extent that a significant cumulative effect may occur. The geographic setting for public services considers City as well as the service area for LACoFD, LASD, LESD, CVUHSD, and LA County Library.

Would the Project, combined with other relevant cumulative projects, result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

- Fire Protection



Impact Analysis: As discussed, LACoFD provides fire protection services to the Planning Area. In addition, cumulative projects within the City would receive fire protection services from LACoFD. Similar to future development associated with Project implementation, cumulative development projects would be required to comply with standard LACoFD conditions of approval. LACoFD Fire Prevention Division reviews site plans to ensure that access and water system requirements, which would enhance the proposed development's fire protection, are adequate. Specifically, LACoFD addresses fire and life safety requirements for project construction at the fire plan check stage. This includes plan review of the design details of the architectural, structural, mechanical, plumbing, and electrical systems.

Project implementation may require new or the expanded fire protection facilities. The specific impacts of providing new and expanded facilities cannot be determined at this time, as the Project does not propose or authorize development nor does it designate specific sites for new or expanded fire protection facilities. However, it is anticipated that if new facilities or expansion of facilities are determined necessary, the facilities would be primarily provided on sites with land use designations that allow such uses and the environmental impacts of constructing and operating the facilities would likely be similar to those associated with new development projects under the Project. Thus, the Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, or the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts. Future development within the City and LACoFD service area would be reviewed to determine whether the development being proposed would require new or expanded facilities with the potential for causing significant environmental impacts. The provision of specific facilities or the expansion of facilities would undergo review pursuant to CEQA. Further, future projects implemented under the General Plan Update would be required to be consistent with the General Plan Update policies and actions pertaining to the provision of public services, including fire protection, and fire hazards. The polices and actions included within the General Plan Update and compliance with the existing regulatory environment would reduce the cumulative effect of the General Plan Update on the provision of fire facilities to a less than significant level. Thus, the Project's incremental impacts to the provision of fire protection services would not be cumulatively considerable.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact

Would the Project, combined with other relevant cumulative projects, result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

- **Police Protection:**



Impact Analysis: As discussed, LASD provides police protection services to the Planning Area. In addition, cumulative projects within the City would receive police protection services from LASD. Similar to future development associated with the Project, the LASD would review cumulative development projects development plans and applicants would be required to comply with any specific conditions related to safety and security specified by the LASD.

Project implementation may require new or the expanded police protection facilities. The specific impacts of providing new and expanded facilities cannot be determined at this time, as the Project does not propose or authorize development nor does it designate specific sites for new or expanded police facilities. However, it is anticipated that if new facilities or expansion of facilities are determined necessary, the facilities would be primarily provided on sites with land use designations that allow such uses and the environmental impacts of constructing and operating the facilities would likely be similar to those associated with new development projects under the Project. Thus, the Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered police facilities, or the need for new or physically altered police facilities, the construction of which could cause significant environmental impacts. Future development within the City would be reviewed to determine whether the development being proposed would require new or expanded facilities with the potential for causing significant environmental impacts. The provision of specific facilities or the expansion of facilities would undergo review pursuant to CEQA. Further, future projects implemented under the General Plan Update would be required to be consistent with the General Plan Update policies and actions pertaining to the provision of public services, including police protection. The polices and actions included within the General Plan Update and compliance with the existing regulatory environment would reduce the cumulative effect of the General Plan Update on the provision of sheriffs' facilities to a less than significant level. Thus, the Project's incremental impacts to the provision of police protection services would not be cumulatively considerable.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact

Would the Project, combined with other relevant cumulative projects, result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

- **Schools:**

Impact Analysis: Students generated by the implementation of the Project, combined with other relevant cumulative projects within the City and LESD and CVUHSD service areas would combine to result in increased demand on schools within the area. As discussed, CVUHSD has calculated the costs of



modernized/expanded school facilities based on anticipated growth generated by new development within the CVUHSD district area, which includes the City of Lawndale.

As discussed, the exact location of future development and associated student generation is currently unknown. Future development associated with the Project is anticipated to occur gradually through 2045 and would be largely based on market demand. Thus, any increase in demand for school services would occur gradually as additional development occurs in the Planning Area. Future residential development associated with implementation of the Project would be required to comply with SB 50, which would fully mitigate potential impacts related schools. Similarly, the cumulative development projects would be required to pay the statutory fees, so that school facilities can be constructed/expanded, if necessary, to accommodate future students. Further, future projects implemented under the General Plan Update would be required to be consistent with the General Plan Update policies and actions pertaining to the provision of public services. The polices and actions included within the General Plan Update and compliance with the existing regulatory environment would reduce the cumulative effect of the General Plan Update on the provision of school facilities to a less-than-significant level. Therefore, the Project's incremental impacts relative to the provision of schools would not be cumulatively considerable.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact

Would the Project, combined with other relevant cumulative projects, result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

- **Other Public Facilities**

Impact Analysis: Future Project development and cumulative development may result in the need for additional LA County Library resources and other public facilities. As discussed, future development is assumed to occur over time through 2045; thus, any increase in demand for public services would occur gradually as additional development and associated population growth is added to the City. The General Plan Update includes policies to ensure that library services are adequately funded, are coordinated between the City and the LA County Library, and that new development funds its fair share of services.

Similar to the Project, cumulative development projects within the City would be required to comply with the General Plan Update policies and the established regulatory framework regarding the payment of fees. Any future development of library facilities or other public facilities to serve demand associated with implementation of the proposed Project and cumulative projects would be required to comply with applicable regulations, policies, and standards, and would be subject to CEQA review as appropriate.



Further, future projects implemented under the General Plan Update would be required to be consistent with the General Plan Update policies and actions pertaining to the provision of public services. The policies and actions included within the General Plan Update and compliance with the existing regulatory environment would reduce the cumulative effect of the General Plan Update on the provision of libraries and other public facilities to a less than significant level. Thus, the Project's incremental impacts relative to the provision of other public facilities would not be cumulatively considerable.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact

5.15.6 SIGNIFICANT UNAVOIDABLE IMPACTS

Public Services impacts associated with the implementation of the General Plan Update would be less than significant; no significant unavoidable public service impacts would occur as a result of the General Plan Update.

5.15.7 REFERENCES

California Department of General Services, *November 28, 2012 State Allocation Board Program Review Subcommittee*, November 2012.

Federal Bureau of Investigation, *Offenses Known To Law Enforcement, Table 8: California, by City*, <https://ucr.fbi.gov/crime-in-the-u.s/2019/crime-in-the-u.s.-2019/tables/table-8/table-8-state-cuts/california.xls>, accessed July 7, 2023a.

Federal Bureau of Investigation, *Crime in the United States, Table 6: by Metropolitan Statistical Area*, <https://ucr.fbi.gov/crime-in-the-u.s/2019/crime-in-the-u.s.-2019/tables/table-8/table-8-state-cuts/california.xls>, accessed July 7, 2023b.

Jack Schreder & Associates, *Level I Developer Fee Study for Centinela Valley Union High School District*, May 26, 2017.

Los Angeles County Fire Department (LACoFD), *2021 County of Los Angeles Fire Department Annual Report*, July 2022.

Los Angeles County Fire Department (LACoFD), mail correspondence, Ronald Durbin, Chief, Forestry Division Prevention Services Bureau, March 22, 2023a.

Los Angeles County Fire Department, *Educational Programs and Events*, <https://fire.lacounty.gov/>, accessed July 7, 2023b.

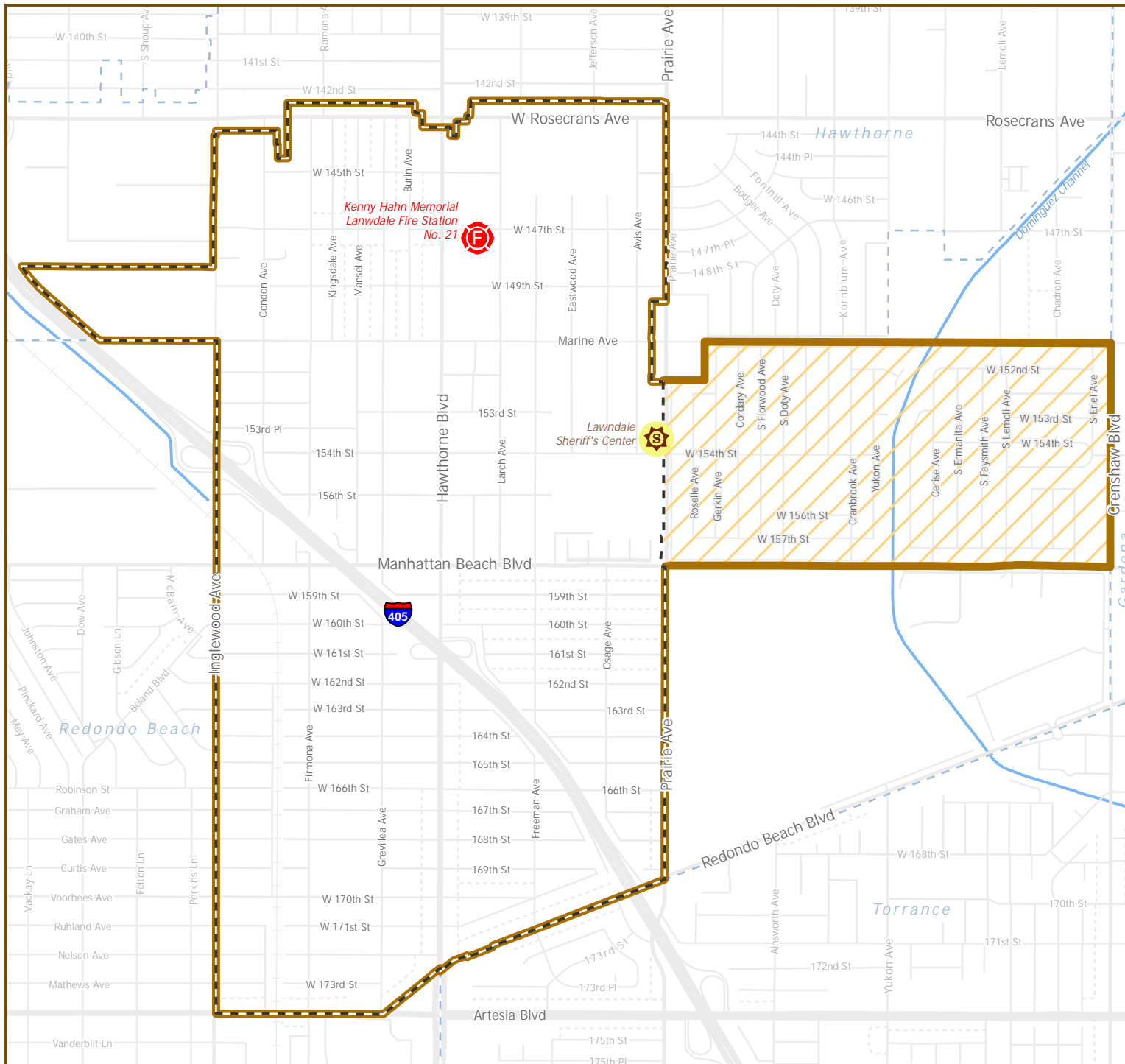
Los Angeles County Sheriff's Department (LASD), mail correspondence, Robert Luna, Sheriff, April 19, 2023.



Los Angeles County Library, *About the Library*, <https://lacountylibrary.org/aboutus/>, accessed March 8, 2023a.

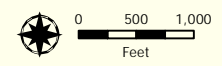
Los Angeles County Library, *Lawndale Library*, <https://lacountylibrary.org/lawndale-library/>, accessed March 8, 2023b.

Figure 5.15-1.
Public Safety Facilities



LEGEND

- City of Lawndale
- Sphere of Influence
- Planning Area
- Adjacent Incorporated Area
- Fire Station
- Sheriff Station



Sources: City of Lawndale; Los Angeles County.
Date: June 26, 2023.

City of Lawndale
The Heart of the Southbay



2020 GENERAL PLAN &
HAWTHORNE BOULEVARD SPECIFIC PLAN UPDATE



This page intentionally left blank.



5.16 PARKS AND RECREATION

This section describes the availability and anticipated demand on parks and recreation opportunities within the Planning Area, and identifies and addresses potential impacts from implementation of the General Plan Update related to parks and recreational facilities.

5.16.1 ENVIRONMENTAL SETTING

The City of Lawndale Parks and Recreation Division, under the Community Services Department, oversees and manages parks and recreational facilities within the City.

PARKS

Similar to many cities in Los Angeles County, Lawndale is a developed community and therefore has limited opportunities to expand its parks and recreation resources. The two primary forms of parkland within the City are City-owned parks and parks that are contracted through a Joint Powers Agreement with the Lawndale Elementary School District for utilization by the City's residents. There are six parks within Lawndale, as shown in [Table 5.16-1, *Existing Parkland and Recreational Uses in the Planning Area*](#). There are no parks located within the City's Sphere of Influence (SOI).

Alondra Community Regional Park, located just outside of the Planning Area along the southern boundary of the SOI, also provides recreation opportunities to residents in Lawndale due to its close proximity. The 53-acre Alondra Park is part of the Los Angeles County parks system and includes amenities such as baseball/softball fields, playgrounds, picnic tables, a skate park, a splash pad, fishing lakes, fitness courses, outdoor stages, and basketball courts (Los Angeles County 2023).



**Table 5.16-1
Existing Parkland and Recreational Uses in the Planning Area**

Name	Acres	Location	Amenities
Hogan Park	0.75	4045 West 167th Street	6 Picnic Tables, 2 Playgrounds, 2 Picnic Shelters, 1 Outdoor Fitness Space, 1 Restroom and Open Green Space.
Hopper Park	0.63	4418 West 162nd Street	2 Covered Picnic Areas, 1 Fitness Zone, 1 Full-size Playground, 1 Mini Playground/Sand Play Area, 1 Restroom and Open Green Space.
Jane Addams Park*	4.59	15114 Firmona Avenue	3 Outdoor Basketball Courts, 3 Baseball Diamonds, 1 Multi-use Athletic Field, 3 Playgrounds, 1 Wading Pool, 1 Recreation Office, 2 Restrooms, 1 Picnic Area and Open Green Space.
Larry R. Rudolph Park	1.44	14725 Larch Avenue	1 Covered Picnic Area, 1 Fitness Zone, 1 Walking Trail, 1 Playground, 1 View Deck, 1 Performance Stage, 1 Restroom and Open Green Space.
Rogers/Anderson Park*	14.73	4161 West Manhattan Beach Boulevard	6 Outdoor Basketball Courts, 1 Full-size Baseball Field, 1 Soccer Field, 1 Multi-use Athletic Field, 2 Playgrounds, 1 Gymnasium, 1 Restroom and Open Green Space.
William Green Park*	4.06	4558 West 168th Street	6 Outdoor Basketball Courts, 1 Skin Softball Diamond, 1 Multi-use Athletic Field, 1 Recreation Office, 1 Community Room, 2 Playgrounds, 1 Restroom and Open Green Space.
<i>Total</i>	<i>26.2</i>		
Sources: City of Lawndale, <i>City Parks and Recreation Facilities</i> , https://www.lawndalecity.org/cms/One.aspx?portalId=16676137&pageId=17108215 , accessed March 8, 2023; Los Angeles County, <i>Los Angeles Countywide Comprehensive Parks & Recreation Needs Assessment</i> , May 2016.			
Notes:			
* Designates parks contracted through Joint Powers Agreement with the Lawndale School District.			

COMMUNITY RECREATION FACILITIES

In addition to the six parks shown in [Table 5.16-1](#), Lawndale has one community recreational center and one community garden. The primary community recreation facility in Lawndale is the Harold E. Hofmann Community Center, located at 14700 Burin Avenue. The approximately 41,000 square foot Community Center features a multi-purpose room with a stage, full-service kitchen, meeting rooms, a dance room, a computer room, an exercise room, common areas, terraces, and offices for the City’s Community Services Department. The Community Center offers programs, classes, and events for families and individuals of all ages. The McKenzie Community Garden, located at 4324 West 160th Street, consists of 44,200-square-foot garden plots available for lease to residents, along with storage sheds, a picnic area, and a restroom.



5.16.2 REGULATORY SETTING

STATE

Mitigation Fee Act

The California Mitigation Fee Act, Government Code Sections 66000, et seq., allows cities to establish fees which would be imposed upon development projects for the purpose of mitigating the impact that the development projects have upon the City's ability to provide specified public facilities. In order to comply with the Mitigation Fee Act, the City must follow four primary requirements: 1) Make certain determinations regarding the purpose and use of a fee and establish a nexus or connection between a development project or class of project and the public improvement being financed with the fee; 2) Segregate fee revenue from the General Fund in order to avoid commingling of capital facilities fees and general funds; 3) For fees that have been in the possession of the City for five years or more and for which the dollars have not been spent or committed to a project, the City must make findings each fiscal year describing the continuing need for the money; and 4) Refund any fees with interest for developer deposits for which the findings noted above cannot be made.

California Public Park Preservation Act of 1971

The California Public Park Preservation Act is the primary measure for protecting and preserving parkland in California. The legislation states that "No city, city and county, county, public district, or agency of the state, including any division department or agency of the state government, or public utility, shall acquire any real property, which property is in use as a public park at the time of such acquisition, for the purposes of utilizing such property for any non-park purpose, unless the acquiring entity pays or transfers to the legislative body of the entity operating the park sufficient compensation or land, or both."

Quimby Act

The Quimby Act of 1975, (California Government Code § 66477), commonly called the "Quimby Act", allows a city or county to pass an ordinance that requires, as a condition of approval of a subdivision, either the dedication of land, the payment of a fee in lieu of dedication, or a combination of both for park and recreational purposes allows a city or county to require a maximum parkland dedication standard of three acres of parkland per 1,000 residents for new subdivision development unless the jurisdiction can demonstrate that the amount of existing neighborhood and community parkland exceeds that limit. In accordance with Section 66477, a jurisdiction may establish a parkland dedication standard based on its existing parkland ratio, provided required dedications do not exceed five acres per 1,000 persons.

LOCAL

Lawndale Municipal Code

Lawndale Municipal Code Chapter 12.34, *Park Development Fees*, provides for the payment of park facilities impact fees applicable to dwelling units constructed, enlarged, or remodeled in the City.



5.16.3 SIGNIFICANCE CRITERIA AND THRESHOLDS

Appendix G of the California Environmental Quality Act (CEQA) Guidelines contains the Initial Study Environmental Checklist, which includes questions related to recreational facilities and amenities as well as parks (listed under Public Services). The issues presented in the Initial Study Environmental Checklist for both parks and recreational facilities have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant environmental impact if it would:

- Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated (refer to Impact Statement PR-1);
- Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment (refer to Impact Statement PR-2); and/or
- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response to times or other performance objectives for any of the public services: Parks (refer to Impact Statement PR-2)?

5.16.4 IMPACTS AND MITIGATION MEASURES

PR-1: Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Impact Analysis: Development accommodated under the General Plan Update is expected to result in increased population and employment growth within the Planning Area, and thus, an overall increase in the demand for parks and recreational facilities. Based on the anticipated growth, as described in [Section 3.0](#), and summarized in [Table 3-4, General Plan 2045 Buildout by Land Use Designation](#), 2045 buildout under the General Plan Update could yield a net change over existing conditions of an additional 3,942 housing units, resulting in an additional population of 9,482 people within the Planning Area. These new residents are expected to use park and recreational facilities, and this additional use may result in greater demands on parks and recreational facilities in the Planning Area such that deterioration of these facilities could occur or be accelerated. The additional demand on existing parks and recreational facilities would increase the need for maintenance and improvements. These improvements could have environmental impacts, although the exact impacts cannot be determined since the potential improvements are currently unknown.

As shown in [Table 5.16-1](#), there are six parks totaling 26.2 acres within the Planning Area, indicating that the City currently provides approximately 0.7 acres of parkland for every 1,000 people, based on the current (2022) Planning Area population of 37,948. The City does not currently have an adopted standard of parkland acreage to residents. However, the General Plan Update does include the adoption of a parkland standard of 3.0 acres of parkland per 1,000 residents. The City's existing parkland deficit, based on the Quimby Act minimum ratio of 3.0 acres of parkland per 1,000 residents, is currently being offset



through dedication fees, pursuant to Lawndale Municipal Code Chapter 12.34, *Park Development Fees*, which provides for the payment of park facilities impact fees applicable to dwelling units constructed, enlarged, or remodeled in the City. The provision of new parks and recreation facilities would help to reduce the potential for adverse impacts and physical deterioration of existing parks and recreation facilities, by providing additional facilities to accommodate the demand for parks and recreation facilities. These new facilities would be provided at a pace and in locations appropriate to serve new development.

Development under the General Plan Update could indirectly lead to the construction of new parks and recreation facilities to serve new growth and to meet existing parks and recreation needs. The General Plan Update supports the creation of new parks and recreation facilities to accommodate a wide range of activities for all age groups. Proposed Resource Management Element Policy RM-1.1 strives to provide residents with a variety of useable and accessible public recreational lands, facilities, trails, open space, and amenities. Policy RM-1.2 strives to achieve a minimum parkland standard of three acres per 1,000 City residents. Policy RM-1.4 directs the City to actively pursue financing for parkland acquisition and maintenance, and allocate sufficient funding to park development to support the community's recreational needs. Policy RM-1.5 directs City collaboration with school districts, local and regional agencies, and private developers to create partnerships and joint-use agreements that broaden the range of recreation facility options available to the public. Policy RM-1.8 recognizes the value of non-traditional public and semi-public open space and encourages creativity and innovation during the development and provision of additional open space or parks to supplement the City's green space and parks. Action RM-1a directs the City to periodically review and update the park development fee ordinance as necessary to better reflect current costs and needs to address park demand generated by infill development. Action RM-1b directs the City to pursue available resources to fund recreation facilities and parkland acquisition, development, and maintenance. Action RM-1c directs the creation of a Master Parks Plan to guide the provision and maintenance of parkland in the City. Action RM-1d works with the Lawndale Elementary School District to maximize the joint use of facilities and pursues additional partnerships with public and private entities, including adjacent jurisdictions, for the joint use of and expanded access to, regional parks, open space, and recreational programs.

The General Plan Update does not specifically propose any development projects, including parks. As a result, site-specific physical impacts of future park development and construction cannot be determined until projects are brought forward for review. As future parks and recreation projects are considered by the City, each project will be evaluated for conformance with the General Plan, Municipal Code, and other applicable regulations. Parks and recreation projects would also be analyzed for potential environmental impacts, consistent with the requirements of CEQA.

In addition to ensuring that new and expanded parks and recreation facilities are provided to accommodate new growth, the General Plan Update includes policies and actions to ensure that parks and recreation facilities are adequately maintained and improved to serve both existing and planned growth. Proposed Land Use Element Policy LU-1.5 requires the City to maintain appropriate sites for institutional and public facility uses that can accommodate the infrastructure and facilities needed to serve the community. Action LU-1e directs the City to regularly review and adjust population assumptions and forecasts in order to adequately plan for growth. Proposed Community Facilities Element Policy CF-1.1 maintains and finances the capital improvement program to ensure the timely implementation of the



General Plan and the adequate and efficient provision of public facility and municipal improvements. Policy CF-1.2 ensures that new development and major redevelopment provides for and funds its fair share of the costs for the expansion of public infrastructure, public services, and other public facilities. Action CF-1d requires any new development or major redevelopment that would put local and/or regional facilities at or near capacity to upgrade those facilities.

Although implementation of the General Plan Update would cause an incremental increase in demand for parks in the future, this increase could be reduced to a less than significant level by the provision of public parkland and private on-site recreational amenities and through the payment of park fees, as established in Municipal Code Chapter 12.34, *Park Development Fees*. Compliance with and the implementation of applicable General Plan Update policies and actions and compliance with the City Municipal Code would ensure parks and recreational facilities would not be overused to the point of substantial deterioration.

As stated, the General Plan Update does not propose or approve the construction or expansion of parks or recreational facilities. Any new parks or recreational facilities that may be constructed in the future would be primarily provided on sites with land use designations that allow such uses and the environmental impacts of constructing and operating the parks and recreational facilities would likely be similar to those associated with new development, redevelopment, and infrastructure projects anticipated under the General Plan. These impacts are described in the relevant chapters (Sections 5.1 through 5.20, and 6.0) of this EIR. Any future development under the General Plan Update would be required to comply with regulations, policies, and standards included in the General Plan Update, and would be subject to CEQA review as appropriate. Therefore, impacts to parks and recreational facilities associated with implementation of the General Plan Update would be less than significant.

Proposed General Plan Update Goals, Policies, and Actions:

LAND USE ELEMENT

Policy LU-1.5: Public Services for Quality of Life. Maintain appropriate sites for institutional and public facility uses that can accommodate the infrastructure and facilities needed to serve the community.

Action LU-1e: Initiate a coordinated process to regularly review and adjust population assumptions and forecasts in conjunction with the Department of Finance, Southern California Association of Governments (SCAG), and the County of Los Angeles in order to adequately plan for growth, including jobs-housing balance projections.

RESOURCE MANAGEMENT ELEMENT

Policy RM-1.1: Recreation Types. Provide residents a variety of useable and accessible public recreational lands, facilities, trails, open space, and amenities.

Policy RM-1.2: Parkland Standard. Achieve a minimum parkland standard of 3 acres per 1,000 City residents.



Policy RM-1.4: Parkland Funding. Actively pursue financing for parkland acquisition and maintenance, and allocate sufficient funding to park development to support the community's recreational needs.

Policy RM-1.5: Partnerships and Joint-Use Agreements. Collaborate with school districts, local and regional agencies, and private developers to create partnerships and joint-use agreements that broaden the range of recreation facility options available to the public.

Policy RM-1.8: Creative Open Space and Parks. Recognize the value of non-traditional public and semi-public open space and encourage creativity and innovation during the development and provision of additional open space or parks, including but not limited to plazas, parklets, pedestrian paths, patios, rooftop gardens, community gardens, parkways, green space integrated into parking structures, and temporary or semi-permanent gathering spaces, to supplement the City's green space and parks.

Action RM-1a: Periodically review and update the park development fee ordinance as necessary to better reflect current costs and needs to address park demand generated by infill development.

Action RM-1b: Pursue available resources to fund recreation facilities and parkland acquisition, development, and maintenance, including but not limited to, State and Federal grants, special districts, private donations, gifts, and endowments.

Action RM-1c: Prepare and adopt a Master Parks Plan to guide the provision and maintenance of parkland. The Master Park Plan should be designed to serve as a statement of general policy and desired City standards for location and development of public parks and community open space areas, with definite time frames outlined.

Action RM-1d: Continue to work with the Lawndale Elementary School District to maximize the joint use of facilities and pursue additional partnerships with public and private entities, including adjacent jurisdictions, for the joint use of and expanded access to, regional parks, open space, and recreational programs.

Action RM-1h: Consider the creative use of space for the median along Hathorne Boulevard to expand available open space and opportunities for physical fitness, including but not limited to, greenways, parklets, bike or pedestrian paths, and a fitness trail.

COMMUNITY FACILITIES ELEMENT

Goal CF-1: Infrastructure and Public Services. A community with adequate, reliable public and quasi-public infrastructure and services to support existing and future development.

Policy CF-1.1: Capital Improvements. Maintain and finance the capital improvement program to ensure the timely implementation of the General Plan and the adequate and efficient provision of public facility and municipal improvements.



- Policy CF-1.2: Fair Share.** Require that new development and major redevelopment provide for and fund its fair share of the costs for the expansion of public infrastructure and services, recreational amenities and facilities, and other public facilities.
- Policy CF-1.3: Public Facility Plans.** Maintain and implement public facility master plans, in collaboration with appropriate Regional, State, and Federal laws, to identify infrastructure needs, funding sources, and implement improvements for public facilities and services in Lawndale.
- Policy CF-1.4: Revenue Sources.** Identify and proactively pursue all available sources of revenue to meet public infrastructure and services, recreational amenities and facilities, and other public facilities needs.
- Policy CF-1.5: Infrastructure Rehabilitation.** Regularly maintain and rehabilitate public facilities and critical infrastructure to extend its useful life; prioritize infrastructure improvements in areas targeted for near-term redevelopment and in areas designated as lower-income and/or disadvantaged communities.
- Action CF-1b:** Maintain records regarding the quality and status of public facilities and critical infrastructure and use this information to inform the capital improvement planning process.
- Action CF-1c:** Study mechanisms for funding and phasing of new infrastructure.
- Action CF-1d:** Require any new development or major redevelopment that would put local and/or regional facilities at or near capacity to upgrade those facilities.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

PR-2: Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Parks?

Impact Analysis: No site-specific projects are proposed under the General Plan Update. As stated, 2045 buildout under the General Plan Update could yield a net change over existing conditions of an additional 3,942 housing units and an additional population of 9,482 people. Based on the General Plan Update's proposed standard of three acres per 1,000 residents, the increase in population due to implementation of the Project would require approximately 96.1 acres of additional parkland, for a total of 122.3 acres of parkland.



Construction of these future parks could result in environmental impacts. At the time future parks are proposed, they would require a separate environmental review and compliance with regulations in existence at that time, which would address potential environmental impacts related to the construction and operation of new parks. Furthermore, these future parks would be subject to General Plan Update policies and actions intended to protect the environment and the programmatic mitigation framework established in this EIR. Proposed Land Use Element Policy LU-1.5 requires the City to maintain appropriate sites for institutional and public facility uses that can accommodate the infrastructure and facilities needed to serve the community. Action LU-1e directs the City to regularly review and adjust population assumptions and forecasts in order to adequately plan for growth. Policy LU-2.6 provides notification to adjacent jurisdictions and agencies of proposed land use actions within the Planning Area that may affect them and takes appropriate action to consider and respond to their concerns. Proposed Resource Management Element Policy RM-1.1 strives to provide residents a variety of useable and accessible public recreational lands, facilities, trails, open space, and amenities. Policy RM-1.4 directs the City to actively pursue financing for parkland acquisition and maintenance, and allocates sufficient funding to park development to support the community's recreational needs. Policy RM-1.5 directs City collaboration with school districts, local and regional agencies, and private developers to create partnerships and joint-use agreements that broaden the range of recreation facility options available to the public. Action RM-1a directs the City to periodically review and update the park development fee ordinance as necessary to better reflect current costs and needs to address park demand generated by infill development. Action RM-1b directs the City to pursue available resources to fund recreation facilities and parkland acquisition, development, and maintenance. Action RM-1c directs the creation of a Master Parks Plan to guide the provision and maintenance of parkland in the City. Action RM-1d works with the Lawndale Elementary School District to maximize the joint use of facilities and pursues additional partnerships with public and private entities, including adjacent jurisdictions, for the joint use of and expanded access to, regional parks, open space, and recreational programs. Proposed Community Facilities Element Policy CF-1.1 maintains and finances the capital improvement program to ensure the timely implementation of the General Plan and the adequate and efficient provision of public facility and municipal improvements. Policy CF-1.2 ensures that new development and major redevelopment provides for and funds its fair share of the costs for the expansion of public infrastructure, public services, and other public facilities. Action CF-1d requires any new development or major redevelopment that would put local and/or regional facilities at or near capacity to upgrade those facilities. Therefore, upon compliance with environmental regulations established at the time future park and recreational projects are proposed, and adherence to General Plan Update policies and actions, the environmental impacts associated with the construction or expansion of recreational facilities would be less than significant.

Proposed General Plan Update Goals, Policies, and Actions:

LAND USE ELEMENT

Policy LU-1.5: Public Services for Quality of Life. Maintain appropriate sites for institutional and public facility uses that can accommodate the infrastructure and facilities needed to serve the community.



Action LU-1e: Initiate a coordinated process to regularly review and adjust population assumptions and forecasts in conjunction with the Department of Finance, Southern California Association of Governments (SCAG), and the County of Los Angeles in order to adequately plan for growth, including jobs-housing balance projections.

Policy LU-2.6: Regional Growth. Notify adjacent jurisdictions and agencies of proposed land use actions within the Planning Area that may affect them and take appropriate action to consider and respond to their concerns.

RESOURCE MANAGEMENT ELEMENT

Policy RM-1.1: Recreation Types. Provide residents a variety of useable and accessible public recreational lands, facilities, trails, open space, and amenities.

Policy RM-1.4: Parkland Funding. Actively pursue financing for parkland acquisition and maintenance, and allocate sufficient funding to park development to support the community's recreational needs.

Policy RM-1.5: Partnerships and Joint-Use Agreements. Collaborate with school districts, local and regional agencies, and private developers to create partnerships and joint-use agreements that broaden the range of recreation facility options available to the public.

Action RM-1a: Periodically review and update the park development fee ordinance as necessary to better reflect current costs and needs to address park demand generated by infill development.

Action RM-1b: Pursue available resources to fund recreation facilities and parkland acquisition, development, and maintenance, including but not limited to, State and Federal grants, special districts, private donations, gifts, and endowments.

Action RM-1c: Prepare and adopt a Master Parks Plan to guide the provision and maintenance of parkland. The Master Park Plan should be designed to serve as a statement of general policy and desired City standards for location and development of public parks and community open space areas, with definite time frames outlined.

Action RM-1d: Continue to work with the Lawndale Elementary School District to maximize the joint use of facilities and pursue additional partnerships with public and private entities, including adjacent jurisdictions, for the joint use of and expanded access to, regional parks, open space, and recreational programs.

COMMUNITY FACILITIES ELEMENT

Goal CF-1: Infrastructure and Public Services. A community with adequate, reliable public and quasi-public infrastructure and services to support existing and future development.

Policy CF-1.1: Capital Improvements. Maintain and finance the capital improvement program to ensure the timely implementation of the General Plan and the adequate and efficient provision of public facility and municipal improvements.



- Policy CF-1.2: Fair Share.** Require that new development and major redevelopment provide for and fund its fair share of the costs for the expansion of public infrastructure and services, recreational amenities and facilities, and other public facilities.
- Policy CF-1.3: Public Facility Plans.** Maintain and implement public facility master plans, in collaboration with appropriate Regional, State, and Federal laws, to identify infrastructure needs, funding sources, and implement improvements for public facilities and services in Lawndale.
- Policy CF-1.4: Revenue Sources.** Identify and proactively pursue all available sources of revenue to meet public infrastructure and services, recreational amenities and facilities, and other public facilities needs.
- Policy CF-1.5: Infrastructure Rehabilitation.** Regularly maintain and rehabilitate public facilities and critical infrastructure to extend its useful life; prioritize infrastructure improvements in areas targeted for near-term redevelopment and in areas designated as lower-income and/or disadvantaged communities.
- Action CF-1b** Maintain records regarding the quality and status of public facilities and critical infrastructure and use this information to inform the capital improvement planning process.
- Action CF-1c:** Study mechanisms for funding and phasing of new infrastructure.
- Action CF-1d:** Require any new development or major redevelopment that would put local and/or regional facilities at or near capacity to upgrade those facilities.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.16.5 CUMULATIVE IMPACTS

Section 4.0, *Basis of Cumulative Analysis*, establishes growth and development within Los Angeles County as anticipated by SCAG as having the potential to interact with the proposed Project to the extent that a significant cumulative effect may occur. The geographic setting for parks and recreation facilities considers the City and County.

Would the project, combined with other relevant cumulative projects, result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Parks?



Would the Project, combined with other relevant cumulative projects, increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Would the Project, combined with other relevant cumulative projects, include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Impact Analysis: Future development associated with the General Plan Update, combined with other relevant cumulative projects, would bring new residents to the Planning Area. These new residents are expected to use existing park and recreational facilities, and this additional use may result in greater demands on parks and recreational facilities in the Planning Area such that deterioration of these facilities could occur or be accelerated. Additionally, the additional demand on existing parks and recreational facilities would increase the need for maintenance and improvements. These improvements could have potential environmental impacts, although the exact impacts cannot be determined since the potential improvements are currently unknown. As future parks and recreation projects are considered by the City, each project will be evaluated for conformance with the General Plan Update, Municipal Code, and other applicable regulations. Parks and recreation projects would also be analyzed for potential environmental impacts, consistent with the requirements of CEQA.

As discussed, although implementation of the Project would cause an increase in demand for parks in the future, potential impacts could be reduced to a less than significant level through the payment of park fees, as established in Municipal Code Chapter 12.34, and adherence to local regulations established in the Municipal Code and General Plan Update policies and actions, which support the creation of new parks and recreation facilities, to accommodate a wide range of activities for all age groups. Similarly, cumulative development projects would be required to comply with Municipal Code and General Plan Update policies regarding parks and recreation facilities, including compliance with CEQA associated with any site-specific development of parks or recreational facilities. Thus, the Project's incremental impacts associated with parks and recreational facilities would not be cumulatively considerable.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.16.6 SIGNIFICANT UNAVOIDABLE IMPACTS

Park and recreation impacts associated with implementation of the General Plan Update would be less than significant. No significant unavoidable impacts to parks and recreation facilities would occur as a result of the General Plan Update.



5.16.7 REFERENCES

City of Lawndale, City Parks & Recreation Facilities,

<https://www.lawndalecity.org/cms/One.aspx?portalId=16676137&pageId=17108215>, accessed March 8, 2023.

City of Lawndale. Personal correspondence, Mike Estes, Director of Community Services. April 20, 2022.

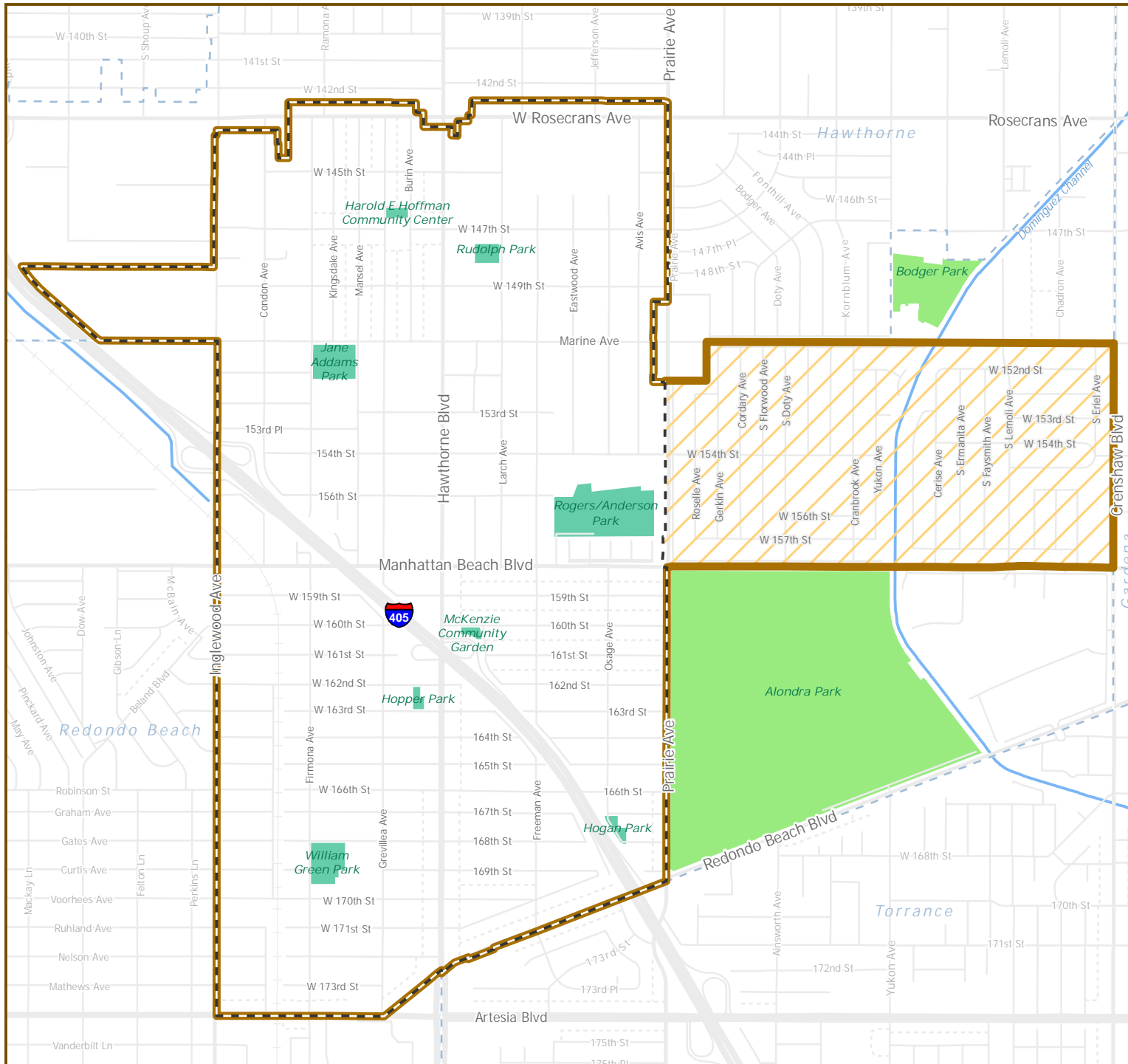
Los Angeles County, *Alondra Community Regional Park*, <https://parks.lacounty.gov/alondra-community-regional-park/#>, accessed July 7, 2023.

Los Angeles County, *Los Angeles Countywide Comprehensive Parks & Recreation Needs Assessment, Appendix A*, May 2016.



This page intentionally left blank.

Figure 5.16-1.
Parks and Recreation
Facilities



LEGEND

- City of Lawndale
- Sphere of Influence
- Planning Area
- Adjacent Incorporated Area
- Lawndale City Park
- Los Angeles County Park



Sources: City of Lawndale; Los Angeles County.
Date: June 26, 2023.

City of Lawndale
The Heart of the Southbay



2020 GENERAL PLAN &
HAWTHORNE BOULEVARD SPECIFIC PLAN UPDATE



This page intentionally left blank.



5.17 TRANSPORTATION

5.17.1 PURPOSE

This section describes the existing physical and operational conditions for the transportation system and provides an analysis of potential impacts to the transportation system associated with adoption and implementation of the General Plan Update. The impact analysis examines the roadway, transit, bicycle, and pedestrian components of the City's transportation system. This section is based on the *Lawndale General Plan CEQA Transportation Analysis*, prepared by Kittelson & Associates, Inc., dated July 12, 2023, and included as [Appendix F, *Transportation Impact Analysis*](#).

Under Senate Bill 743 as of July 1, 2020, local agencies may no longer rely on roadway/intersection delay and capacity-based analyses for California Environmental Quality Act (CEQA) purposes. Agencies must analyze transportation impacts utilizing vehicle miles travelled (VMT), which measures the number of vehicle trips generated by a project and their average distance of travel to and from a project. These are calculated and assessed as rates (e.g., per capita for residential projects or per employee for commercial projects). The previous method of analyzing transportation impacts measured travel time delay at intersections and roadway segments and was assessed using a Level-of-Service (LOS) grade from LOS A to LOS F. Travel delay as measured by LOS is no longer a CEQA-related topic and is not discussed in this EIR.

5.17.2 ENVIRONMENTAL SETTING

EXISTING ROADWAY NETWORK

Freeways

Interstate 405 (I-405) is a major north-south interstate freeway that connects I-5 to coastal cities within the Los Angeles Basin, between west Los Angeles and Orange County. The freeway traverses the City of Lawndale from the northwest to the southeast.

Local Roadways

The City is supported by a network of core regional streets, including Hawthorne Boulevard, Inglewood Avenue, Prairie Avenue, Manhattan Beach Boulevard, Marine Avenue, Rosecrans Avenue, Redondo Beach Boulevard, and Artesia Boulevard, plus several smaller connecting streets that provide local connectivity. Much of the street network was designed to prioritize cars over other modes of transportation. This is demonstrated by the abundance of public parking, wide streets and travel lanes, and limited pedestrian and bicycle connectivity and amenities. Key streets within the City are discussed below.

Hawthorne Boulevard is a major north-south roadway that spans the length of the City. It is a six to eight lane corridor (with three to four lanes in each direction) with on-street parking and a wide center median which is used for parking in some sections. The travel lanes are generally 12 to 14 feet wide, with wider outside lanes to accommodate on-street parking. On-street curbside parallel parking is permitted on both sides of Hawthorne Boulevard during specific timeframes. Two-hour parking is permitted in the center median outside the hours of 2:00 a.m. to 4:00 a.m. The surrounding land issues are primarily commercial, and the corridor provides direct access to I-405 south of Manhattan Beach Boulevard. Hawthorne



Boulevard acts as a major transit corridor, serving transit riders through LA Metro lines 40 and 740 (Rapid), as well as through Lawndale Beat's Express and Residential Routes. The posted speed limit is 35 miles per hour. South of I-405, Hawthorne Boulevard is also known as California State Route 107 (SR-107). Hawthorne Boulevard is under Caltrans jurisdiction; however, the City of Lawndale maintains it within City limits.

Inglewood Avenue is a major north-south connection through the City and forms the majority of Lawndale's western boundary. Inglewood Avenue includes an interchange with I-405 south of Marine Avenue. South of I-405, where Inglewood Avenue abuts mostly residential land uses, the corridor is divided by a median. Three travel lanes are provided in each direction, with the outside lanes serving as flex lanes between through travel lanes and on-street parking. On-street parking is not permitted in the northbound direction from 7:00 a.m. to 9:00 a.m. daily and Monday and Thursdays from 4:00 p.m. to 7:00 a.m. In the southbound direction, on-street parking is not permitted from 3:00 p.m. to 7:00 p.m. and on Wednesdays from 11:00 a.m. to 2:00 p.m. North of I-405, the surrounding land use include commercial properties, and the roadway has two to three lanes in each direction with a center turn lane and no on-street parking. Between Marine Avenue and Rosecrans Avenue, there are several schools and a major commercial/shopping center. The posted speed limit is 40 miles per hour south of I-405 and 35 miles per hour north of I-405.

Prairie Avenue runs in the north-south direction and forms the eastern boundary of Lawndale. It primarily includes two travel lanes in each direction with a two-way center left-turn lane. On-street parking is available throughout the corridor, except for northbound, north of Manhattan Beach Boulevard. South of Marine Avenue, Prairie Avenue is mostly residential and is adjacent to Alondra Park and Golf Course, Will Rogers Middle School, and Anderson Elementary School. North of Marine Avenue, the roadway is surrounded by commercial uses, including a major shopping area at Rosecrans Avenue. The posted speed limit is 40 miles per hour.

Manhattan Beach Boulevard is an east-west corridor that connects Lawndale to Manhattan Beach to the west and Gardena to the east. It has two lanes in each direction, divided by a median. On-street parking is available on both sides of the street. Manhattan Beach Boulevard passes through an industrial area between Inglewood Avenue and I-405, crossing the Harbor Subdivision railway line. East of I-405, it provides access to residential areas and intermittent commercial development. Manhattan Beach Boulevard does not provide direct access to I-405. The posted speed limit is 40 miles per hour.

Marine Avenue is an east-west corridor with two lanes in each direction, undivided with an intermittent center left-turn lane. On-street parking is available in both directions except on Tuesday and Fridays from 4:00 a.m. to 7:00 a.m. Marine Avenue is mostly adjacent to commercial and light industrial land uses and provides access to several key destinations, including the LA Metro C Line (Green Line) station, Lawndale High School, and Jane Addams Park. The posted speed limit is 40 miles per hour.

Rosecrans Avenue is a major east-west corridor that forms the northern boundary of the City. Rosecrans Avenue has three travel lanes in each direction with a continuous center left-turn lane. On-street parking is available outside the hours of 6:30 a.m. to 6:00 p.m. on both sides of the road. Major commercial and residential developments and schools, including Leuzinger High School, are present along the corridor. The posted speed limit is 40 miles per hour.



Redondo Beach Boulevard runs along the southern boundary of the City and is a major thoroughfare connecting Lawndale to Gardena in the east. The corridor has two travel lanes in each direction with a continuous center left-turn lane. On-street parking is permitted throughout from 7:00 a.m. to 6:00 p.m., except Tuesdays and Fridays from 4:00 a.m. to 7:00 a.m. Land uses along the corridor are primarily a mix of multi-family residential and commercial. The corridor also provides access to the I-405 freeway. The posted speed limit is 35 miles per hour.

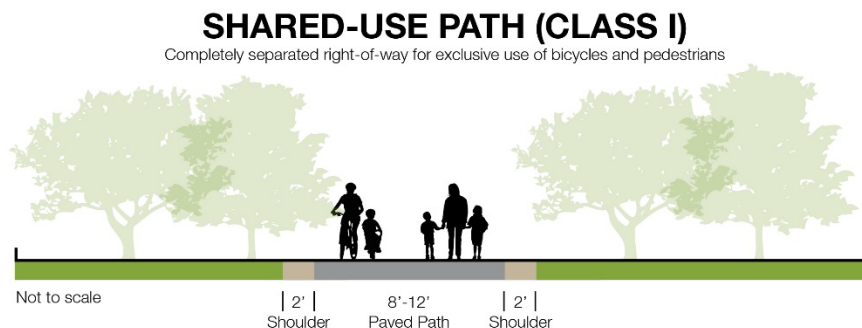
Artesia Boulevard is an east-west corridor along the southern boundary of the city. Artesia Boulevard has three travel lanes in the eastbound direction and two travel lanes in the westbound direction with a raised center median. On-street parking is available in the westbound direction only. The corridor provides direct access to numerous commercial uses, including the South Bay Galleria mall. The posted speed limit is 35 miles per hour.

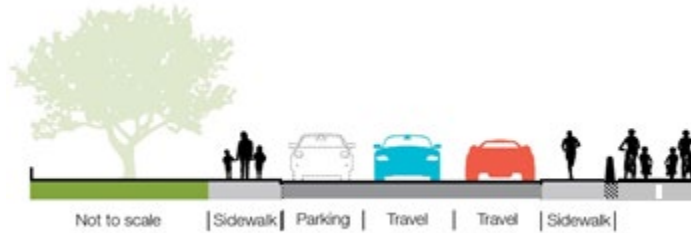
BICYCLE FACILITIES

The City of Lawndale does not currently provide any bicycle facilities on its street network. Facilities have been proposed through several documents and plans, including the South Bay Bicycle Master Plan (2011), the Los Angeles County Bicycle Master Plan (2012), and the LA Metro Bicycle Transportation Strategic Plan (2006). However, there are currently no bike-related projects included in Lawndale’s Capital Improvements Program.

Figure 5.17-1, *Existing and Planned Bicycle Facilities*, displays existing and planned bicycle facilities in the City and its immediate vicinity. The California Department of Transportation (Caltrans) categorizes bicycle facilities into four types, as described and depicted in the illustrations below. Note that while the graphics include typical widths for the various facilities, the exact configuration of a bike facility can vary depending on its location and the jurisdiction’s preferences.

- **Class I Bikeway (Bike Path).** Also known as a shared path or multi-use path, a bike path is a paved right-of-way for bicycle travel that is completely separate from any street or highway.

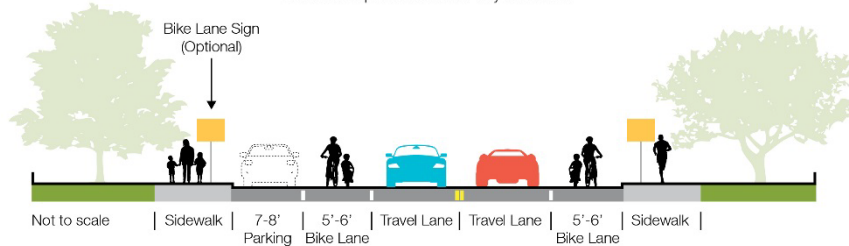




- **Class II Bikeway (Bike Lane).** A striped and stenciled lane for one-way bicycle travel on a street or highway. This facility could include a buffered (typically painted) space between the bike lane and vehicle lane and the bike lane could be adjacent to on-street parking.

BICYCLE LANE (CLASS II)

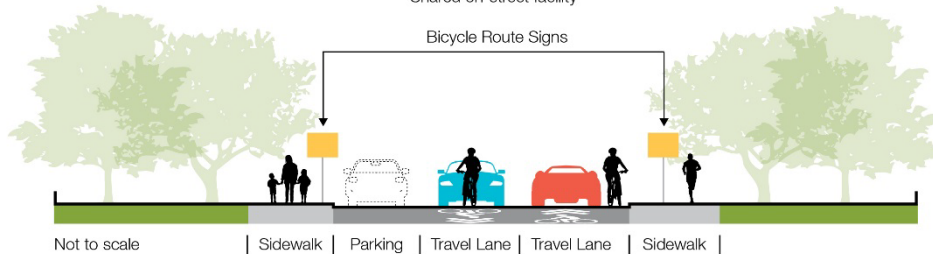
On-street striped lane for one-way bike travel



- **Class III Bikeway (Bike Route).** A signed route along a street where the bicyclist shares the right-of-way with motor vehicles. This facility can also be designated using a shared-lane marking (sharrow).

BICYCLE ROUTE (CLASS III)

Shared on-street facility

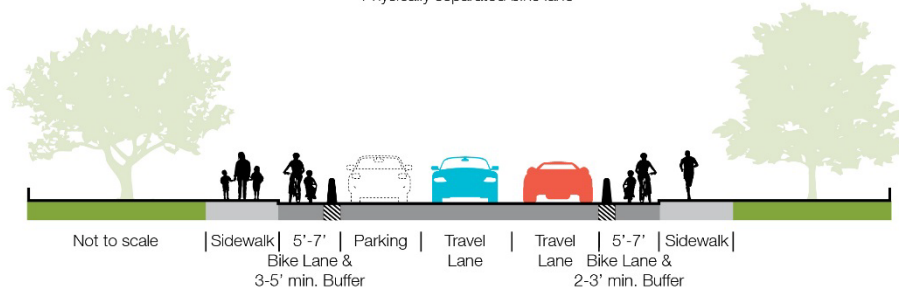


- **Class IV Bikeway (Separated Bike Lane).** A bikeway for the exclusive use of bicycles including a separation required between the separated bikeway and the through vehicular traffic. The separation may include, but is not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking.



CYCLE TRACK/SEPARATED BIKEWAY (CLASS IV)

Physically separated bike lane



I-405 represents a major barrier for bicyclists in both the north/south and east/west directions. The only roadways that provide access under the freeway are Inglewood Avenue, Hawthorne Boulevard, Manhattan Beach Boulevard, 166th Street, and Redondo Beach Boulevard. The Metro rail right-of-way (ROW) also presents a challenge to bicyclists, especially in the residential area south of Manhattan Beach Boulevard. The only available railway crossings south of Manhattan Beach Boulevard are at 159th Street, 160th Street, 161st Street, 162nd Street, and 170th Street.

















PEDESTRIAN FACILITIES

Most streets have paved sidewalks on both sides of the street. Crosswalks are generally provided at signalized or stop-controlled intersections on the arterial and collector roads. They are generally standard crosswalks and on all four approaches. Skewed crossings are common along principal arterials and cause longer pedestrian crossing times and distances. The City's overall automobile-centric design creates long walking distances due to the nature of larger block sizes.

The City of Lawndale offers several types of facilities and amenities that support walking in the City. The availability and quality of pedestrian facilities vary throughout the City and were analyzed using seven key factors as shown in [5.17-1, *Pedestrian Facility Conditions in Lawndale*](#).



**Table 5.17-1
Pedestrian Facility Conditions in Lawndale**

Factor	Assessment	Overview of Conditions
 Sidewalk Availability		Sidewalks are generally provided on both sides of streets across the City. No significant gaps were identified across the City.
 Sidewalk Conditions		Sidewalks on local streets in residential neighborhoods throughout the City are generally in good condition, free of cracks or uplifts. While sidewalks are present along major corridors (such as Redondo Beach Boulevard, Manhattan Beach Boulevard, Inglewood Avenue, and Marine Avenue) conditions range from poor to fair, with some areas experiencing uplifts, cracks, and uneven surfaces.
 Crosswalk Availability		Marked crosswalks are consistently provided at major intersections across the City. While marked crosswalks are provided at major intersections, approximately half of the intersections have faded markings.
 Shading		Shading is provided across the City in the form of tree landscaping on both sides of local streets. Less shading is observed, however, on Rosecrans Avenue, Prairie Avenue, and Crenshaw Boulevard.
 Flat Grade		The City road network is generally flat without steep grade changes at the pedestrian level.
 Buffer		Within Lawndale’s residential neighborhoods, buffers consist of grass, trees, and other landscaping. Along major corridors, however, sidewalks are generally constructed adjacent to the roadways; many streets allow on-street parking.
 Amenities		Within Lawndale’s residential neighborhoods, the primary amenity is street landscaping. There are six neighborhood parks, including William Green Park, Roger Anderson Park, and Jane Addams Park, that are accessible to pedestrians. Major roads, however, offer few pedestrian-level amenities, and retail is generally not pedestrian-facing.
Legend		
	Facilities are generally present and in good condition	
		Facilities are generally not present or in poor condition
Source: De Novo Planning, <i>City of Lawndale General Plan Existing Conditions Report</i> , 2023.		



TRANSIT SERVICE

Transit service in the Planning Area is provided primarily by the Los Angeles County Metropolitan Transportation Authority (LA Metro) and the Lawndale Beat. LA Metro provides bus and passenger rail service throughout Los Angeles County. The Lawndale Beat runs a fixed-route bus service throughout the City of Lawndale. The adjacent cities of Gardena and Torrance also provide local transit options that operate through Lawndale. [Figure 5.17-2, *Existing and Planned Transit Routes*](#), displays existing and planned transit routes that serve Lawndale.

[Los Angeles County Metropolitan Transportation Authority \(LA Metro\)](#)

LA Metro provides bus, light rail, and heavy rail service for travel within Los Angeles County. LA Metro currently offers bus service throughout the City, including local and rapid fixed-route services. LA Metro's transit stops are often shared stops with the Lawndale Beat. Three major shared transit stops are located just outside of the City limits: at the LA Metro C Line (Green Line) terminus near Marine Avenue and Redondo Beach Avenue; on Douglas Street north of Rosecrans Avenue; and at South Bay Galleria south of Artesia Boulevard.

[Table 5.17-2, *LA Metro Bus Service in Lawndale*](#), describes the local LA Metro Bus routes in the City. While LA Metro does not offer rail service through Lawndale, the C Line (Green Line) ends just west of the City limits at the Redondo Beach Station on Marine Avenue, west of I-405. Metro has conducted an environmental analysis and is considering alignments to extend the C Line (Green Line) approximately 4.6 miles south through Lawndale into Torrance by 2028.

Table 5.17-2
LA Metro Bus Service in Lawndale

Route	Route Type	Description
40	Local	Downtown Los Angeles to South Bay Galleria via Martin Luther King Boulevard and Hawthorne Boulevard
125	Local	El Segundo to Norwalk Station via Rosecrans Avenue
210	Local	Hollywood/Vine Station to South Bay Galleria via Crenshaw Boulevard
211/215	Local	Inglewood to South Bay Galleria via Prairie Avenue/Inglewood Avenue

Source: *Lawndale General Plan CEQA Transportation Analysis*, prepared by Kittelson & Associates, Inc., dated July 12, 2023.

[Lawndale Beat](#)

Lawndale Beat provides a local transit option through the operation of two fixed-route bus routes: Express Route and Residential Route. The Express Route offers service from LA Metro's C Line (Green Line) Station on Marine Avenue to the Galleria at South Bay shopping area south of Artesia Boulevard on Hawthorne Boulevard. The Residential Route provides service to various residential areas, parks, schools, and shopping areas.

The Express Route operates with a 40-minute headway, running from 7:20 a.m. to 5:55 p.m. on weekdays, 8:40 a.m. to 5:55 p.m. on Saturdays, and 9:20 a.m. to 3:55 p.m. on Sundays and holidays. The Residential



Route has a 50-minute headway, running from 7:00 a.m. to 6:39 p.m. on weekdays, 8:40 a.m. to 5:49 p.m. on Saturdays, and 10:20 a.m. to 5:49 p.m. on Sundays and holidays. Stops for both routes are often shared with LA Metro routes.

Other Transit Agencies

The neighboring cities of Gardena and Torrance operate fixed-route bus service that serves areas within and surrounding Lawndale. Gardena's GTrans Line 1X runs along Marine Avenue through Lawndale, connecting Gardena to LA Metro's C Line (Green Line); and Line 3 runs along Redondo Beach Boulevard to South Bay Galleria. Torrance Transit's Lines 2, 8, and 13 also run through Lawndale along Artesia Boulevard, the City's southern boundary.

FREIGHT AND GOODS MOVEMENT

The Surface Transportation Assistance Act (STAA) of 1982 defines a network of state facilities as truck routes which accommodate large trucks. I-405, which runs through Lawndale, is an STAA-designated truck route. Lawndale's Municipal Code also designates several local roads as local truck routes. Changes to the truck route network are subject to public hearings and consideration by the Traffic Safety Commission and City Council prior to their adoption. These routes are described in Table 5.17-3, Existing Truck Routes and displayed in Figure 5.17-3, Existing Truck Routes.



**Table 5.17-3
Existing Truck Routes**

On Road	From Road	To Road	Direction of Travel
Hawthorne Boulevard	Redondo Beach Boulevard	South of Rosecrans Avenue	N/S
Inglewood Avenue	Artesia Boulevard	South of Rosecrans Avenue	N
	Marine Avenue	South of 147th Street	S
Prairie Avenue	Redondo Beach Boulevard	Rosecrans Boulevard	S
Rosecrans Avenue	East of Inglewood Avenue	Prairie Avenue	E/W
Marine Avenue	I-405	Prairie Avenue	W
	Inglewood Avenue	Prairie Avenue	E
Manhattan Beach Boulevard	Inglewood Avenue	Prairie Avenue	E/W
Artesia Boulevard	Inglewood Avenue	Redondo Beach Boulevard	W
Redondo Beach Boulevard	Artesia Boulevard	Prairie Avenue	W
I-405	North of Manhattan Beach Boulevard	Redondo Beach Boulevard	N/S

Source: De Novo Planning, *City of Lawndale General Plan Existing Conditions Report, 2023*.

Additional goods movement through the City is supported by the Burlington Northern Santa Fe (BNSF) Railroad. Currently, a freight rail runs through the City of Lawndale along the Harbor Subdivision line, crossing into Lawndale at Inglewood Avenue north of Manhattan Beach Boulevard and running south parallel to Condon Boulevard to the City limits. This route is currently being considered as a future alignment for the extension of LA Metro’s C Line (Green Line) light rail.

EXISTING VEHICLE MILES TRAVELED

Table 5.17-4, *Existing Conditions (2023) VMT*, shows the existing VMT levels in Lawndale and the existing Los Angeles Countywide average VMT per capita and VMT per employee. Two types of VMT were determined:

- VMT per Capita: This calculation represents the VMT for all home-based trips that originate within an area, divided by the area’s resident population.
- VMT per Employee: This calculation represents the VMT for all work-based trips that originate or end within an area, divided by that area’s employee population.

As shown in Table 5.17-4, the City’s existing VMT per capita is approximately 23 percent below the County average and the City’s existing VMT per employee is approximately 10 percent below the County average.



**Table 5.17-4
Existing Conditions (2023) VMT**

Units	Los Angeles County 2023 Existing Conditions	Lawndale 2023 Existing Conditions
VMT per Capita	12.81	9.87
VMT per Employee	18.13	16.26

Source: Source: *Lawndale General Plan CEQA Transportation Analysis*, prepared by Kittelson & Associates, Inc., dated July 12, 2023.

5.17.3 REGULATORY SETTING

FEDERAL

Americans With Disabilities Act

The Americans with Disabilities Act of 1990 (ADA) provides comprehensive rights and protections to individuals with disabilities. The goal of the ADA is to assure equality of opportunity, full participation, independent living, and economic self-sufficiency. To implement this goal, the United States Access Board has created accessibility guidelines for public rights-of-way. The guidelines address various issues, including roadway design practices, slope and terrain issues, pedestrian access to streets, sidewalks, curb ramps, street furnishings, pedestrian signals, parking, and other components of public rights-of-way.

The City of Lawndale is committed to ensure that people with disabilities have access to City programs, services, activities, and facilities. In all of its services, programs, events, activities, facilities, and public meetings, the City strives to eliminate any barriers that prohibit people with disabilities from full access to facilities.

Federal Highway Administration

The Federal Highway Administration (FHWA) is a Federal agency that focuses on national highway programs. FHWA administers and manages Federal highway programs and establishes national standards. The FHWA publishes the Manual on Uniform Traffic Control Devices (MUTCD) which specifies the standards for street markings, traffic signals, and street signs in the United States. The California Department of Transportation (Caltrans) developed the 2014 California MUTCD (Rev. 6) based on the FHWA MUTCD.

STATE

California Department of Transportation

The California Department of Transportation (Caltrans) is the primary State agency responsible for transportation oversight. One of its duties is the construction and maintenance of the State highway system. Caltrans has established standards for roadway traffic flow and developed procedures to determine if State-controlled facilities require improvements. For projects that may physically affect facilities or require access to a state highway, Caltrans requires encroachment permits before such activity



may be undertaken. For projects that would not physically affect facilities but may influence traffic flow and levels of services at such facilities, Caltrans may recommend measures to mitigate the traffic impacts of such projects.

Additionally, the following Caltrans procedures and directives are relevant to transportation improvements in the City:

- Caltrans recently updated its transportation analysis guidelines to reflect a statewide shift from LOS to VMT. Caltrans has provided guidance in three recent publications: Vehicle Miles Traveled-Focused Transportation Impact Study Guide (May 2020), Transportation Analysis Under CEQA: Evaluating Transportation Impacts of State Highway System Projects (September 2020), and Transportation Analysis Framework: Evaluating Transportation Impacts of State Highway System Projects (September 2020).
- Traffic Safety Bulletin 20-02-R1 (Interim Local Development Intergovernmental Review Safety Review Practitioners Guide) provides instructions to Caltrans staff, lead agencies, developers, and consultants conducting safety reviews for proposed land use projects and plans affecting the state highway system. This guidance establishes the safety impact review expectations for Caltrans and lead agencies to comply with CEQA. This guidance is part of the shift away from using LOS or other similar metrics to assess transportation impacts.
- The Caltrans Project Development Procedures Manual outlines pertinent statutory requirements, planning policies, and implementing procedures regarding transportation facilities. It is continually and incrementally updated to reflect changes in policy and procedures. For example, the most recent revision incorporates the Complete Streets policy from Deputy Directive 64-R1, which is detailed below.
 - Caltrans Deputy Directive 64 (2001) requires Caltrans to consider the needs of non-motorized travelers, including pedestrians, bicyclists, and persons with disabilities, in all programming, planning, maintenance, construction, operations, and project development activities and products. This includes incorporation of the best available standards in all of the Department’s practices.
 - Caltrans Deputy Directive 64-R1 (2014) requires Caltrans to provide for the needs of travelers of all ages and abilities in all planning, programming, design, construction, operations, and maintenance activities and products on the state highway system. Caltrans supports bicycle, pedestrian, and transit travel with a focus on “complete streets” that begins early in system planning and continues through project construction and maintenance and operations.
- Caltrans Director’s Policy 22 (2001) establishes support for balancing transportation needs with community goals. Caltrans seeks to involve and integrate community goals in the planning, design, construction, and maintenance and operations processes, including accommodating the needs of bicyclists and pedestrians.
- Caltrans, as a responsible agency under CEQA, is available for early consultation on a project to provide guidance on applicable transportation analysis methodologies or other transportation



related issues and is responsible for reviewing the traffic impact study for errors and omissions pertaining to the state highway facilities.

[Assembly Bill 32, Senate Bill 32, and Senate Bill 375](#)

Assembly Bill (AB) 32, also known as the Global Warming Solutions Act of 2006, committed California to reducing greenhouse gas (GHG) emissions to 1990 levels by 2020. In 2016, Senate Bill (SB) 32 added a new target: reducing statewide emissions to 40 percent below 1990 levels by 2030.

The California Air Resources Board (CARB) adopted its first *Climate Change Scoping Plan* (Scoping Plan) in 2008, which functions as a roadmap of CARB’s plans to achieve GHG reductions in California required by Assembly Bill (AB) 32 through subsequently enacted regulations. Updates to the Scoping Plan occurred in 2013, 2017, and 2022. The 2022 Scoping Plan Update was adopted by the CARB on December 15, 2022. The 2022 Scoping Plan Update assesses progress towards the SB 32 GHG reduction target of at least 40 percent below 1990 emissions by 2030, while laying out a path to achieving carbon neutrality no later than 2045 and a reduction in anthropogenic emissions by 85 percent below 1990 levels.

SB 375 provides guidance for curbing emissions from cars and light trucks to help California comply with AB 32. There are five major components to SB 375:

- CARB will guide the adoption of GHG emission targets to be met by each Metropolitan Planning Organization (MPO) in the State.
- MPOs are required to create a Sustainable Communities Strategy (SCS) that provides a plan for meeting these regional targets. The SCS must be consistent with the Regional Transportation Plan (RTP).
- Regional housing elements and transportation plans must be synchronized on eight-year schedules. Also, the SCS and Regional Housing Needs Assessment (RHNA) must be consistent with each other.
- CEQA is streamlined for preferred development types such as mixed-use projects and transit-oriented developments (TODs) if they meet specific requirements.
- MPOs must use transportation and air emission modeling methodologies consistent with California Transportation Commission (CTC) guidelines.

[California Complete Streets Act of 2008 \(AB 1358\)](#)

Passed in 2008, California’s Complete Streets Act took effect in 2011 and requires local jurisdictions to plan for land use transportation policies that reflect a “complete streets” approach to mobility. “Complete streets” comprises a suite of policies and street design guidelines which provide for the needs of all road users, including pedestrians, bicyclists, transit operators and riders, children, the elderly, and persons with disabilities. From 2011 onward, any local jurisdiction—county or city—that undertakes a substantive update of the circulation element of its general plan must consider “complete streets” and incorporate corresponding policies and programs. In 2010, the California Governor’s Office of Planning and Research (OPR) released guidelines for compliance with this legislation which provide direction on how circulation elements can best plan for a variety of travel modes such as transit, walking, bicycling, and freight.



Senate Bill 743

On September 27, 2013, Senate Bill (SB) 743 was signed into law. SB 743 has fundamentally changed transportation impact analysis as part of CEQA compliance. In its *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December 2018), OPR provides recommendations for jurisdictions to implement SB 743-compliant transportation analyses. OPR's recommendations are not binding and lead agencies ultimately have the discretion to set or apply their own significance thresholds, provided they are based on significant evidence. Key guidance includes:

- VMT is the most appropriate metric to evaluate a project's transportation impact.
- OPR recommends tour- and trip-based travel models to estimate VMT, but ultimately defers to local agencies to determine the appropriate tools.
- OPR recommends measuring VMT for residential and office projects on a "per rate" basis. Specifically, OPR recommends VMT per capita for residential projects and VMT per employee for office projects.
- OPR's recommended impact threshold for residential and office projects is VMT per capita fifteen percent below the city or regional average (whichever is applied). In other words, an office project that generates VMT per employee that is more than 85 percent of the regional VMT per employee could result in a significant impact. This threshold is in line with statewide greenhouse gas emission reduction targets.
- For retail projects, OPR recommends measuring the net decrease or increase in VMT in the study area with and without the project. The recommended impact threshold is any increase in total VMT.
- Lead agencies ultimately have the discretion to set or apply their own significance thresholds, provided they are based on significant evidence.
- Cities and counties still can use metrics such as LOS for other plans, studies, or network monitoring. However, LOS and similar metrics cannot constitute the sole basis for CEQA impacts.

For land use and transportation projects, SB 743-compliant CEQA analysis became mandatory on July 1, 2020.

CEQA Guidelines Section 15064.3 describes how transportation impacts are to be analyzed under SB 743. It states that in general transportation impacts are best measured by evaluating the project's vehicle miles traveled. For land use projects, VMT exceeding an applicable threshold of significance may indicate a significant impact.

The City of Lawndale has not adopted VMT criteria to evaluate transportation impacts under CEQA. For the purpose of this analysis, the Governor's Office Planning and Research (OPR) technical advisory is being used for the traffic impact analysis guidelines. The technical advisory serves as a tool for the City to evaluate the effects a development will have on the City's transportation infrastructure, identify improvements required to maintain the Level of Service (LOS) standards and address Section XV (Transportation/Traffic) of Appendix G of the California Environmental Quality Act (CEQA) Guidelines.



Assembly Bill 417

In October 2013, AB 417 created a statutory CEQA exemption for bicycle plans in urbanized areas. Before the passage of this bill, cities and counties that prepared bicycle plans were required to carry out a CEQA review. AB 417 exempts the following types of bicycle projects in an urbanized area:

- Restriping of streets and highways;
- Bicycle parking and storage;
- Signal timing to improve intersection operations; and
- Signage for bicycles, pedestrians, and vehicles.

However, not all bicycle plans are exempt if certain conditions are met (e.g., a new Class I bicycle trail through a sensitive natural area).

LOCAL

Southern California Association of Governments

Southern California Association of Governments (SCAG) is a federally designated MPO and is made up of six counties and 191 cities. SCAG develops long-range regional transportation plans including sustainable communities' strategies and growth forecast components, regional transportation improvement programs, regional housing needs allocations, and a portion of the South Coast Air Quality Management Plans.

On May 7, 2020, SCAG's Regional Council adopted Connect SoCal, the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which is an update of the previous 2016 RTP/SCS. The plan is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. Connect SoCal outlines more than \$638 billion in transportation system investments in the region through 2045, and charts a path toward a more mobile, sustainable, and prosperous region. The 2020 RTP/SCS describes how the region can attain the GHG emission-reduction targets set by CARB by achieving a 19 percent reduction by 2035 compared to the 2005 level. Although the focus of the 2020 RTP/SCS is on GHG emission-reduction, compliance with and implementation of 2020 RTP/SCS policies and strategies would also have co-benefits of reducing per capita criteria air pollutant and TAC emissions associated with reduced per capita VMT. Improved air quality with implementation of the 2020 RTP/SCS policies would decrease reactive organic gases (ROG) (i.e., VOCs), CO, NO_x, and PM_{2.5}.

SCAG's 2020 RTP/SCS builds on the land use policies that were incorporated into the 2016 RTP/SCS, and provides specific strategies for successful implementation. These strategies include implementing the Sustainable Communities Program (SCP) – Housing and Sustainable Development (HSD) which will both accelerate housing production as well as enable implementation of the Sustainable Communities Strategy of Connect SoCal; encouraging use of active transportation, or human powered transportation such as bicycles, tricycles, wheelchairs, electric wheelchairs/scooters, skates, and skateboards; and supporting alternative fueled vehicles. The 2020 RTP/SCS overall land use pattern reinforces the trend of focusing new housing and employment in infill areas well served by transit.



In addition, the 2020 RTP/SCS includes goals and strategies to promote active transportation and improve transportation demand management (TDM). The 2020 RTP/SCS strategies support local planning and projects that serve short trips, increase access to transit, expand understanding and consideration of public health in the development of local plans and projects, and support improvements in sidewalk quality, local bike networks, and neighborhood mobility areas. The 2020 RTP/SCS proposes to better align active transportation investments with land use and transportation strategies, increase competitiveness of local agencies for Federal and state funding, and to expand the potential for all people to use active transportation.

SCAG also develops and maintains the regional travel demand model. Several local and county agencies have developed subregional travel demand models based on the SCAG model.

[Los Angeles County Metropolitan Transportation Authority](#)

The Los Angeles County Metropolitan Transportation Agency (Metro) coordinates transportation planning efforts throughout Los Angeles County and programs local, regional, State and Federal funding for project implementation. Additionally, it prepares the Congestion Management Program (CMP), a plan mandated by California law to describe the strategies to address congestion problems on the CMP network, which includes State highways and principal arterials. The CMP Guidelines require analysis of the Metropolitan Transportation System (MTS) roadway and transit system and uses level of service standards to measure congestion and to determine how local governments meet CMP standards.

The 2020 Long Range Transportation Plan (LRTP) provides a detailed roadmap for how Metro will plan, build, operate, maintain, and partner for improved mobility in the next 30 years. The LRTP guides future funding plans and policies needed to move LA County forward for a more mobile, resilient, accessible and sustainable future. The adopted 2020 plan lays out a strategy for meeting transportation needs for all users in LA County and includes projects and other improvements for new and existing freeways, local streets, and public transit (paratransit, buses, rails, ferries), as well as facilities and programs to support bicycling and walking.

Metro has several countywide planning efforts that outline regional networks and provide guidance on best practices. These plans include the Countywide Multimodal Arterial Plan, the Countywide Goods Movement Plan, the Countywide Transit Plan, the Active Transportation Strategic Plan, and the First Last Mile Strategic Plan.

[South Bay Bicycle Master Plan](#)

The 2011 South Bay Bicycle Master Plan, prepared for the Los Angeles County Bicycle Coalition and the South Bay Bicycle Coalition, aims to develop and maintain a cohesive and connected bicycle network and policy strategy for the cities of El Segundo, Gardena, Hermosa Beach, Lawndale, Manhattan Beach, Redondo Beach, and Torrance. The plan proposes the installation of 213 additional miles of bike facilities, including over 20 miles of bicycle facilities within Lawndale. The plan generally recommends adding Class II bicycle lanes to the City's arterial streets and designating key collector and local streets as "bike-friendly streets."



South Bay Cities Council of Governments

The South Bay Cities Council of Governments (SBCCOG) is a joint powers authority government agency of 16 cities and Los Angeles County. SBCCOG developed the Local Travel Network (LTN) to support the growing local use of “micromobility” and the use of zero-emission, slow speed vehicles. Such devices include neighborhood electric vehicles (NEVs)—which appear similar to golf carts, e-bikes, non-motorized pedal bikes, e-scooters, e-bikes and other “novelty” zero-emission, slow speed mobility devices such as one-wheels (electric skateboards).

In May 2021, the SBCCOG board passed a resolution that directed the SBCCOG to begin implementation of the Local Travel Network in the South Bay. The scope of creating a 243-mile LTN necessitated it be implemented in phases. The initial phase was separated into two corridor projects:

- Phase 1: El Segundo, Manhattan Beach, Hermosa Beach, and Redondo Beach
- Phase 2: Hawthorne, Lawndale, Gardena, Inglewood, Carson, Lomita, Torrance, areas of unincorporated Los Angeles County as well as the communities of Wilmington, Harbor City, and San Pedro.

Lawndale Municipal Code

Municipal Code Chapter 10.50, *Truck Routes*, establishes designated truck routes for the primary use of commercial truck traffic through the City of Lawndale, specifically designated for use by licensed vehicles exceeding ten-thousand-pound gross weight.

Section 17.36.220, *Temporary Storage of Construction Materials*, and Section 17.36.230, *Temporary Storage- City Construction Materials and Other Public Agency Construction Materials*, regulate construction materials and equipment. In particular, Section 17.36.220 requires construction activities to keep adjacent sidewalks, public streets, and, alleys, to be kept free of trash, dirt, debris, or other material for the duration of the construction, as well as sixty days following substantial completion of such construction. Section 17.36.230 allows property in any zone to be used for the storage of materials, equipment and/or for a contractor’s temporary office for any city construction project and/or other public agency construction projects.

Lawndale Parkway Design Policy Guidelines

First developed in 2018 and updated in July 2020, the Lawndale Parkway Design Policy Guidelines outlines specific guidelines and standards for parkways in the City. Parkway are defined as a portion of the public right-of-way that includes the strip of land between the street and the walkway. In Lawndale, property owners adjacent to the parkway are responsible for maintaining the area, except for street trees that are maintained by the City.

5.17.4 SIGNIFICANCE CRITERIA AND THRESHOLDS

Appendix G of the California Environmental Quality Act (CEQA) Guidelines contains the Initial Study Environmental Checklist, which includes questions related to transportation. A significant transportation impact would occur if the Project would:



- Conflict with an applicable plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities (refer to Impact Statement TR-1);
- Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b) (refer to Impact Statement TR-2);
- Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) (refer to Impact Statement TR-3); and/or
- Result in inadequate emergency access (refer to Impact Statement TR-4).

VEHICLE MILES TRAVELED THRESHOLDS

As previously discussed, the City has not adopted VMT thresholds and has not published guidelines for the preparation of transportation studies. Under CEQA, lead agencies have the discretion to choose the most appropriate methodology to evaluate VMT and have discretion to choose their own significance thresholds. The Governor's Office of Planning and Research (OPR) provided a Technical Advisory containing guidelines related to VMT analysis methodology, thresholds, and mitigation. In Metropolitan Planning Organization (MPO) counties, OPR recommends that the significance threshold for residential and office projects be based on comparisons of VMT/capita and VMT/employee generated by the project to regional and city-wide average values. Lead agencies are encouraged in Section 15064.7 of the CEQA Guidelines to adopt significance thresholds through a formal adoption process but may also apply thresholds on a case-by-case basis. Since the City has not officially adopted VMT thresholds and guidelines for the preparation of transportation studies, this analysis relies on guidance from the OPR technical advisory to evaluate CEQA guidelines for VMT.

OPR recommended thresholds for residential and office land uses as follows:

- Residential: A project exceeding a level of 15% below existing VMT per capita for the city or region may indicate a significant transportation impact.
- Office: A project exceeding a level of 15% below existing regional VMT per employee may indicate a significant transportation impact.

For typical land development projects, such as residential, office, and commercial spaces, the VMT comparison is normally relative to the existing year (e.g., 2023). Since the General Plan Update is anticipated to take multiple years to be implemented and developed, it is more appropriate to calculate the project-generated VMT under the long-term 2045 horizon year (which would be consistent with the anticipated implementation of the General Plan). Based on this approach, if the VMT per capita or VMT per employee is lower in the horizon year with the General Plan Update than the respective metrics under existing conditions, the General Plan Update would have a less than significant impact on VMT. In summary, the following VMT thresholds apply as project impacts:

- The General Plan Update's residential generated VMT under 2045 horizon year conditions would be compared to 15 percent below the baseline region-wide VMT/capita average to determine impact significance.



- The General Plan Update’s office generated VMT under 2045 horizon year conditions would be compared to 15 percent below the baseline region-wide VMT/employee average to determine impact significance.

A cumulative impact consists of an impact which is created as a result of the combination of the Project with other projects causing related impacts. A plan/project has cumulatively considerable environmental effects (i.e., is significant) when the incremental effects of the plan/project are significant when viewed in connection with the effects of other projects, including probable future projects. According to OPR’s Technical Advisory, a project that falls below an efficiency-based threshold (such as VMT per capita or VMT per employee) that is aligned with long-term environmental goals and relevant plans would have no cumulative impact distinct from the project impact. Accordingly, a finding of a less than significant project impact would imply a less than significant cumulative impact. A significant cumulative impact may also occur if the project is not consistent with the RTP/SCS. In summary, a significant cumulative VMT impact would occur if the Project threshold is exceeded, or if the Project is determined to be inconsistent with the RTP/SCS.

Travel Demand Model

Existing (2023) VMT and future VMT were estimated using the Southern California Association of Governments (SCAG) travel demand model. Calculations for the VMT for the Project were determined for the transportation analysis zones (TAZs) that most closely represent the study area including the City limits and Sphere of Influence.

The daily activity patterns in the travel model are based on a statistical analysis of a household travel survey, where a representative sample of households were asked to track all daily activities and trips by all members of their household. The travel model was calibrated to these surveyed travel patterns, and also validated by its ability to replicate counted traffic volumes, transit ridership, and total VMT from traffic count sources.

The version of the SCAG model that has been used for VMT analysis in most communities in the SCAG region has a base year of 2012 and a forecast year of 2040.

Modeled Scenarios

The following scenarios were reviewed and developed to provide VMT and roadway segment forecasts:

- **2023 Existing Conditions:** corresponds to an interpolation between the SCAG model 2012 base year and the 2045 forecast conditions.
- **2045 No Project:** corresponds to 2045 horizon year conditions under the existing (currently adopted) General Plan. It consists of the adopted general plan network and land uses, and assumes allowable land use buildout with current zoning. Outside of the Lawndale Planning Area, the forecasts use the 2040 SCAG RTP land use forecast.
- **2045 Project:** corresponds to 2045 conditions with maximum development potential with the General Plan Update, including the Hawthorne Boulevard Specific Plan. Outside of the Lawndale Planning Area, the forecasts use the 2040 SCAG RTP land use forecast.



5.17.5 IMPACTS AND MITIGATION MEASURES

TR-1: Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities?

Impact Analysis:

CIRCULATION SYSTEM

No specific development projects are proposed as part of the Lawndale General Plan Update. The update will accommodate future growth in the City, including new businesses, expansion of existing businesses, and new residential uses. New growth is anticipated to occur primarily within the Hawthorne Boulevard Specific Plan area. The General Plan Update Mobility Element does not propose any roadway changes or increases in roadway capacity.

The Mobility Element developed as part of the General Plan Update contain goals, policies, and actions that support access to and the performance of the circulation system. Specifically, proposed Mobility Element Goal M-1 promotes a safe circulation system for the Planning Area. Policy M-1.5 ensures that new developments in the City provide appropriate and feasible improvements to improve traffic flow and roadway operations. Policy M-1.7 encourages the development of traffic calming strategies to slow traffic and promote safety. Action M-1b directs the City to continue to update and implement projects in the City's Capital Improvement Plan to maintain the roadway network. As a result, implementation of the General Plan Update would not conflict with applicable plans, policies, or ordinances related to vehicle circulation, and its impact on the City's circulation system is considered less than significant.

BICYCLE AND PEDESTRIAN CIRCULATION

The proposed Mobility Element references and incorporates the South Bay Bicycle Master Plan and the SBCCOG Local Travel Network, which include bicycling and walking improvements, and facilities that will improve non-motorized accessibility and connectivity throughout the City. The proposed Mobility Element includes new planned bike facilities on several key roadways including but not limited to Hawthorne Boulevard, Inglewood Avenue, Prairie Avenue, Rosecrans Avenue, Manhattan Beach Boulevard, and Artesia Boulevard. Implementation of the General Plan Update would also enhance the pedestrian experience by providing a more walkable and denser environment, especially in the HBSP area.

The Mobility Element developed as part of the General Plan Update contains goals, policies, and actions that support access to and the performance of bicycle and pedestrian facilities. Specifically, Mobility Element Policy M-3.1 requires the City to apply Complete Street principals, which are streets that are designed to provide safe travels for all modes of travel, to all transportation improvement projects. Policy M-6.4 directs the City to identify and eliminate gaps in sidewalks and bikeways to create a more complete active transportation network. Policy M-6.5 requires new developments in the City to provide bicycle and pedestrian facilities. Action M-6b directs the City to implement the South Bay Bicycle Master Plan during roadways projects as funding allows. The implementation of policies and actions contained in the General Plan Update would ensure that the Project would not conflict with a program plan, ordinance, or policy addressing bicycle facilities. Therefore, the Project's impact is considered less than significant.



PUBLIC TRANSIT SYSTEM

The City does not have defined measures of effectiveness for public transit service and circulation. The proposed General Plan Update would be expected to increase demand for travel via public transit given the proposed development and expected increase in residents and employees. This population and job growth within the City could increase the demand for public transit but also result in increased levels of vehicular traffic which could slow transit operations and impact transit reliability. The Mobility Element developed as part of the General Plan Update includes policies to support and enhance transit service. Specifically, Mobility Element Policy M-5.2 encourages the City to coordinate with local public transit providers to plan and improve local transit service and transit facilities. Policy M-5.3 requires that new developments construct transit facilities when appropriate. The implementation of policies and actions contained in the General Plan Update would ensure that the Project would not conflict with a program plan, ordinance, or policy addressing the public transit system. Therefore, the Project's impact is considered less than significant.

Proposed General Plan Update Goals, Policies, and Actions:

LAND USE ELEMENT

- Policy LU-1.1: Sustainable Land Use Pattern.** Provide an appropriate land use plan that promotes efficient development; fosters and enhances community livability and public health; sustains economic vitality; promotes efficient development and multiple transportation options; reduces pollution, greenhouse gas emissions, and the expenditure of energy and other resources; and ensures compatibility between uses consistent with the land use designations identified in this Element and Land Use Map (LU-1).
- Policy LU-1.2: Balance Jobs and Housing.** Balance levels of employment and housing within the community to provide more opportunities for Lawndale residents to work locally, reduce commute times, and improve air quality.
- Policy LU-4.4: Pedestrian-Scale Amenities.** Support the installation of pedestrian-scale amenities throughout the City that contribute to a high-quality living environment, such as street furniture, fountains, pedestrian-scaled signs and lighting, murals or public art, landscaping, and sidewalk improvements.

MOBILITY ELEMENT

- Goal M-1: Local Circulation System.** A community served by a safe circulation system with adequate traffic flow on arterial roadways and minimized adverse traffic effects on residential neighborhoods.
- Policy M-1.5: Development-Related Traffic Impacts.** Impose conditions on new development to provide appropriate and feasible improvements to enhance and/or prevent the impediment to traffic flow, parking, ADA accessibility and roadway operations.
- Policy M-1.7: Traffic Calming on Local Streets.** Encourage traffic calming strategies, such as diverters, median islands, and speed humps, and incorporation of traffic calming design in



residential and school areas to slow traffic and promote safety, while not reducing parking supply.

- Action M-1a:** Periodically review and assess the vehicular level of service along City facilities to determine, what, if any, improvements are warranted to maintain a safe and efficient flow of traffic throughout the City of Lawndale. Based on a thorough review of facility operations and funding availability, improvements should be included in the City's Capital Improvement Plan and/or required as part of project approval through the development review process.
- Action M-1b:** Continue to update and implement projects in the City's Capital Improvement Plan to maintain and repair roadways; construct and improve roadways to build out the roadway network to ensure adequate levels of service.
- Action M-1e:** Monitor cut-through traffic on local streets, especially along residential areas and schools, and where appropriate evaluate the applicability of traffic calming tools and implement improvements as necessary.
- Policy M-2.3: Facility Connections.** Plan and implement vehicular facilities, roadway treatments, active transportation facilities, transit routes, and goods movement network to relate to those in neighboring jurisdictions.
- Goal M-3: Complete Streets.** A community with a well-designed and built transportation network that is safe, accessible, comfortable, and convenient for all transportation modes and users
- Policy M-3.1: Complete Streets for Roadway Projects.** Apply Complete Streets principles to all transportation improvements projects (e.g. safety, intelligent transportation systems, roads and intersections widening, transit facilities).
- Policy M-3.2: Multimodal Connectivity.** Link activity centers, employment centers, public facilities, and schools to transit and active transportation facilities, wherever feasible.
- Policy M-3.3: Streetscape Improvements.** Require roadway, sidewalk, and median improvements that enhance the visual character of the roadway system and promote pedestrian and bicycle safety.
- Policy M-3.6: Safe Routes to School.** Provide infrastructure improvements, enforcement and incentives to support Safe Route to School programs and promote walking and bicycling to local schools.
- Action M-3a:** When planning roadway facilities, incorporate the concept of complete streets. Complete streets include design elements for all modes that use streets, including autos, transit, pedestrians, and bicycles. Complete streets shall be developed in a context-sensitive manner. For example, it may be more appropriate to provide a Class I bike path instead of bike lanes along a major arterial.



- Policy M-5.1: Transit Use.** Support programs encouraging public transit use by people living in, working in, or visiting Lawndale.
- Policy M-5.2: Improve Local Public Transit Service.** Work with Metro, Lawndale Beat Bus, and other local public transit providers to plan and improve local transit service and transit facilities, including bus stops, in the City.
- Policy M-5.3: Transit Facilities.** Require new developments to construct, when appropriate, transit facilities, including bus turn-outs, lighted bus shelters, and route information signage.
- Policy M-5.4: C (Green) Line Service.** Work with Metro to ensure C (Green) Line service (including headways and service hours) are sufficient to meet the needs of transit commuters to and from Lawndale.
- Policy M-5.5: C (Green) Line Stations.** Work with Metro to ensure the planned C (Green) Line extension project implementation is consistent with the City's Complete Streets, active transportation, and parking policies, and that it provides pedestrian and bicycle connectivity between neighborhoods within Lawndale and future stations.
- Policy M-5.6: Effects of New Technologies on Transit Use.** Monitor the development of new mobility technologies and the potential effects on transit demand and how users access public transit.
- Action M-5a:** Continue on-going coordination with transit authorities toward the expansion of transit facilities.
- Action M-5b:** Work with Metro to increase transit service frequency, speed, and reliability and increase ridership and to strengthen linkages and access to the C line rail stations.
- Goal M-6: Active Transportation.** A community with a comprehensive network of pedestrian and bicycle facilities that encourages active transportation.
- Policy M-6.1: Bicycle Master Plan.** Implement the South Bay Bicycle Master Plan within City limits to provide active transportation facilities that can serve as an alternative to automobiles, including the Plan's facility recommendations as shown in Figure M-2.
- Policy M-6.2: Local Travel Network.** Coordinate with the South Bay Cities Council of Governments to promote local micromobility modes by implementing the Local Travel Network plan and supporting efforts to integrate the network with adjacent cities, as shown in Figure M-3.
- Policy M-6.4: Sidewalk and Bikeway Gaps.** Create a connected and complete active transportation network by identifying and eliminating gaps in sidewalks and bikeways.
- Policy M-6.5: Bicycle/Pedestrian Facilities at New Developments.** Require new residential and non-residential developments in the City to provide safe and attractive bicycle and pedestrian facilities, such as secure bicycle parking, pedestrian-scale lighting, street furniture, landscaping, and other improvements.



- Policy M-6.6: Effects of New Technologies on Active Transportation.** Monitor the development of mobility new technologies and the potential effects on designing a transportation network that accommodates all modes and users.
- Action M-6a:** As part of development review and specific plans, review any existing gaps in active transportation infrastructure that inhibit mobility.
- Action M-6b:** Implement of the South Bay Bicycle Master Plan when roadways are being rehabilitated or resurfaces, as funding allows.
- Action M-6c:** Review and update the City’s Municipal Code, as necessary, to consider bicycle and pedestrian access as part of the site plan review for new development projects.

RESOURCE MANAGEMENT ELEMENT

- Policy RM-1.9: Active Transportation Trails.** Provide safe and accessible bicycle and pedestrian trails for the City’s residents by improving and promoting the establishment of trails utilizing alleys, streets, sidewalks, railroad right-of-way, and other open space areas.
- Policy RM-1.10: Service Area Radius.** Focus new park facilities in areas that are outside a 1/2-mile walking radius from an existing or proposed park or bike trail, and enhance options for residents to access these facilities through safe walking, bicycling, and transit routes. Physical barriers such as I-405 should also be considered when evaluating service area and access.
- Action RM-1g:** Coordinate with LA Metro and associated entities regarding the multi-use trail and/or greenway proposed as part of Metro’s C Line (Green) extension project. The City should be actively engaged in the design and implementation of the project to ensure the project reflects community preferences, is compatible with surrounding uses, and maximizes connectivity for active transportation.
- Action RM-1h:** Consider the creative use of space for the median along Hathorne Boulevard to expand available open space and opportunities for physical fitness, including but not limited to, greenways, parklets, bike or pedestrian paths, and a fitness trail.
- Policy RM-4.4: Transportation Options.** Promote alternative modes of transportation to reduce vehicular emissions and improve air quality. *(See Mobility Element)*
- Policy RM-4.5: Walkability.** Encourage pedestrian-scale development and pedestrian-friendly design features to reduce vehicle emissions. *(See Mobility Element)*
- Policy RM-4.6: Land Use Planning.** Encourage and incentivize higher density and mixed-use development opportunities within designated areas of the City to lessen the impacts of traffic congestion on local air quality. *(See Land Use Element)*
- Action RM-4g:** Evaluate and consider multi-modal transportation benefits to all City employees, such as free or low-cost monthly public transportation (bus) passes. Encourage employer participation in similar programs. Encourage new transit/shuttle services and use.



Action RM-4h: Establish programs that encourage community car-sharing and carpooling.

ECONOMIC DEVELOPMENT ELEMENT

Policy ED-4.2: Streetscape Improvements. Enhance aesthetics and “curb appeal” of the Hawthorne corridor with strategic investments such as landscaping, outdoor lighting, wayfinding, entry and building façade improvements, and other initiatives that increase its attractiveness for businesses and consumers.

Policy ED-4.3: Accessibility. Enhance City and regional connectivity by supporting multimodal transportation options along Hawthorne Boulevard and other major City thoroughfares.

Action ED-4c: Implement strategies and actions in the Mobility Element and the Hawthorne Specific Boulevard Plan that promote infrastructure improvements and land use policies that will enhance economic activity and accessibility.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

TR-2: Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

Impact Analysis: A significant Project VMT or cumulative VMT impact would occur:

- **Project Threshold:** if the Project’s 2045 VMT per capita or VMT per employee exceeds 15 percent below the existing Los Angeles countywide average VMT per capita, or VMT per employee, respectively.
- **Cumulative Threshold:** if the Project threshold is exceeded, or if the Project is determined to be inconsistent with the RTP/SCS.

Table 5.17-5, *VMT Generated by Land Uses*, summarizes the VMT results for the 2023 existing conditions, the applicable thresholds to evaluate potential project impacts, and the future two VMT scenarios.

**Table 5.17-5
VMT Generated by Land Uses**

Units	Los Angeles County 2023 Existing Conditions	Lawndale 2023 Existing Conditions	Lawndale 2045 Project
VMT per Capita	12.81	9.87	9.19
VMT per Employee	18.13	16.26	14.78

Source: Source: *Lawndale General Plan CEQA Transportation Analysis*, prepared by Kittelson & Associates, Inc., dated July 12, 2023.

Future conditions with the Project would result in decreased VMT per employee and VMT per capita in comparison to existing conditions. The 2045 Project VMT per capita is approximately 28 percent less than the existing Los Angeles countywide average VMT per capita and the 2045 Project VMT per employee is approximately 18 percent less than the existing Los Angeles countywide average VMT per employee. Thus,



the proposed General Plan Update would not exceed 15 percent below the existing Los Angeles countywide average VMT per capita or VMT per employee and therefore would result in a less than significant Project VMT impact.

The reductions of VMT from 2023 Existing Conditions to 2045 Project Conditions indicate that future development under the General Plan Update, in particular the proposed mixed-use development within the Hawthorne Boulevard Specific Plan area, would provide more opportunities for Lawndale residents and employees to access jobs and services within shorter distances. The shorter trip distances reduce VMT by vehicles, and also increase the likelihood that trips would be made by non-auto modes such as bicycling and walking. Improved transit service and accessibility to transit also help to reduce VMT even as travel activity increases.

A significant cumulative VMT impact would occur if the Project threshold is exceeded or if the Project is determined to be inconsistent with the 2020 RTP/SCS. As detailed in this section, the Project VMT threshold is not exceeded. In addition, the Project is consistent with SCAG's 2020 RTP/SCS. Implementation of the proposed Project would increase the local and regional housing supply to meet regional housing needs and locate housing in a transit-rich area. Additionally, the Project helps further the goals of SCAG's 2020 RTP/SCS. An analysis of the proposed Project's consistency with the relevant SCAG 2020 RTP/SCS goals adopted for the purpose of avoiding or mitigating an environmental effect is provided in Section 5.8, Greenhouse Gas Emissions, Table 5.8-5, Project Consistency with the 2020-2045 RTP/SCS.

The Project does not exceed the Project VMT threshold and is consistent with the relevant SCAG's 2020 RTP/SCS goals. Therefore, the Project's cumulative impacts related to VMT would be less than significant.

The Land Use and Mobility elements developed as part of the General Plan Update includes policies to support the reduction of VMT, including increasing the balanced mix of residential and employment opportunities within the City with the proposed land uses.

Overall, implementation of the Project would result in reductions in VMT per capita and VMT per employee compared to 2023 existing conditions; impact thresholds would not be exceeded. Therefore, with respect to consistency with CEQA Guidelines Section 15064.3, subdivision (b), the impact of the Project would be less than significant and no mitigation would be required.

Proposed General Plan Update Goals, Policies, and Actions:

LAND USE ELEMENT

Policy LU-1.1: Sustainable Land Use Pattern. Provide an appropriate land use plan that promotes efficient development; fosters and enhances community livability and public health; sustains economic vitality; promotes efficient development and multiple transportation options; reduces pollution, greenhouse gas emissions, and the expenditure of energy and other resources; and ensures compatibility between uses consistent with the land use designations identified in this Element and Land Use Map (LU-1).



Policy LU-1.2: Balance Jobs and Housing. Balance levels of employment and housing within the community to provide more opportunities for Lawndale residents to work locally, reduce commute times, and improve air quality.

Policy LU-2.2: Focused Areas for New Development. Encourage new development to be focused within the Hawthorne Boulevard Specific Plan area and within the City’s Housing Opportunity Overlay sites to preserve the character of the community’s existing single-family uses, promote active transportation options, and create vibrant mixed-use activity nodes.

Policy LU-4.4: Pedestrian-Scale Amenities. Support the installation of pedestrian-scale amenities throughout the City that contribute to a high-quality living environment, such as street furniture, fountains, pedestrian-scaled signs and lighting, murals or public art, landscaping, and sidewalk improvements.

MOBILITY ELEMENT

Goal M-3: Complete Streets. A community with a well-designed and built transportation network that is safe, accessible, comfortable, and convenient for all transportation modes and users

Policy M-3.1: Complete Streets for Roadway Projects. Apply Complete Streets principles to all transportation improvements projects (e.g. safety, intelligent transportation systems, roads and intersections widening, transit facilities).

Policy M-3.2: Multimodal Connectivity. Link activity centers, employment centers, public facilities, and schools to transit and active transportation facilities, wherever feasible.

Policy M-3.3: Streetscape Improvements. Require roadway, sidewalk, and median improvements that enhance the visual character of the roadway system and promote pedestrian and bicycle safety.

Policy M-3.6: Safe Routes to School. Provide infrastructure improvements, enforcement and incentives to support Safe Route to School programs and promote walking and bicycling to local schools.

Action M-3a: When planning roadway facilities, incorporate the concept of complete streets. Complete streets include design elements for all modes that use streets, including autos, transit, pedestrians, and bicycles. Complete streets shall be developed in a context-sensitive manner. For example, it may be more appropriate to provide a Class I bike path instead of bike lanes along a major arterial.

Policy M-5.1: Transit Use. Support programs encouraging public transit use by people living in, working in, or visiting Lawndale.

Policy M-5.2: Improve Local Public Transit Service. Work with Metro, Lawndale Beat Bus, and other local public transit providers to plan and improve local transit service and transit facilities, including bus stops, in the City.



- Policy M-5.3: Transit Facilities.** Require new developments to construct, when appropriate, transit facilities, including bus turn-outs, lighted bus shelters, and route information signage.
- Policy M-5.4: C (Green) Line Service.** Work with Metro to ensure C (Green) Line service (including headways and service hours) are sufficient to meet the needs of transit commuters to and from Lawndale.
- Policy M-5.5: C (Green) Line Stations.** Work with Metro to ensure the planned C (Green) Line extension project implementation is consistent with the City's Complete Streets, active transportation, and parking policies, and that it provides pedestrian and bicycle connectivity between neighborhoods within Lawndale and future stations.
- Action M-5a:** Continue on-going coordination with transit authorities toward the expansion of transit facilities.
- Action M-5b:** Work with Metro to increase transit service frequency, speed, and reliability and increase ridership and to strengthen linkages and access to the C line rail stations.
- Goal M-6: Active Transportation.** A community with a comprehensive network of pedestrian and bicycle facilities that encourages active transportation.
- Policy M-6.1: Bicycle Master Plan.** Implement the South Bay Bicycle Master Plan within City limits to provide active transportation facilities that can serve as an alternative to automobiles, including the Plan's facility recommendations as shown in Figure M-2.
- Policy M-6.2: Local Travel Network.** Coordinate with the South Bay Cities Council of Governments to promote local micromobility modes by implementing the Local Travel Network plan and supporting efforts to integrate the network with adjacent cities, as shown in Figure M-3.
- Policy M-6.4: Sidewalk and Bikeway Gaps.** Create a connected and complete active transportation network by identifying and eliminating gaps in sidewalks and bikeways.
- Policy M-6.5: Bicycle/Pedestrian Facilities at New Developments.** Require new residential and non-residential developments in the City to provide safe and attractive bicycle and pedestrian facilities, such as secure bicycle parking, pedestrian-scale lighting, street furniture, landscaping, and other improvements.
- Policy M-6.6: Effects of New Technologies on Active Transportation.** Monitor the development of mobility new technologies and the potential effects on designing a transportation network that accommodates all modes and users.
- Action M-6a:** As part of development review and specific plans, review any existing gaps in active transportation infrastructure that inhibit mobility.
- Action M-6b:** Implement of the South Bay Bicycle Master Plan when roadways are being rehabilitated or resurfaces, as funding allows.
-



- Action M-6c:** Review and update the City’s Municipal Code, as necessary, to consider bicycle and pedestrian access as part of the site plan review for new development projects.
- Policy M-9.1: Vehicle Miles Traveled Guidelines.** Require vehicle miles traveled (VMT) analysis for the purposes of environmental review under the California Environmental Quality Act (CEQA). The City shall continue to maintain Level of Service (LOS) standards for the purposes of planning and designing street improvements.
- Policy M-9.2: Transportation Demand Management.** Require transportation demand management (TDM) strategies as mitigation measures for new projects that exceed the City’s thresholds Vehicle Miles Traveled impact thresholds.
- Policy M-9.3: Regional Coordination.** Encourage regional agencies such as Metro, the South Coast Air Quality Management District (SCAQMD), and the South Bay Cities Council of Governments to promote TDM programs that reduce single occupancy vehicle travel.
- Policy M-9.4: New Development.** Work with developers to reduce greenhouse gas emissions and minimize congestion related to new development through improvements to the circulation system and on-site improvements that encourage public and active modes of travel.
- Action M-9a:** Review and update the City’s Municipal Code and related implementation documents, as necessary, to reflect TDM best practices.
- Action M-9b:** Require developments that are approved based on TDM plans to incorporate monitoring and enforcement of TDM targets as part of those plans.

RESOURCE MANAGEMENT ELEMENT

- Policy RM-1.9: Active Transportation Trails.** Provide safe and accessible bicycle and pedestrian trails for the City’s residents by improving and promoting the establishment of trails utilizing alleys, streets, sidewalks, railroad right-of-way, and other open space areas.
- Policy RM-1.10: Service Area Radius.** Focus new park facilities in areas that are outside a 1/2-mile walking radius from an existing or proposed park or bike trail, and enhance options for residents to access these facilities through safe walking, bicycling, and transit routes. Physical barriers such as I-405 should also be considered when evaluating service area and access.
- Action RM-1g:** Coordinate with LA Metro and associated entities regarding the multi-use trail and/or greenway proposed as part of Metro’s C Line (Green) extension project. The City should be actively engaged in the design and implementation of the project to ensure the project reflects community preferences, is compatible with surrounding uses, and maximizes connectivity for active transportation.
- Action RM-1h:** Consider the creative use of space for the median along Hathorne Boulevard to expand available open space and opportunities for physical fitness, including but not limited to, greenways, parklets, bike or pedestrian paths, and a fitness trail.



Policy RM-4.4: Transportation Options. Promote alternative modes of transportation to reduce vehicular emissions and improve air quality. *(See Mobility Element)*

Policy RM-4.5: Walkability. Encourage pedestrian-scale development and pedestrian-friendly design features to reduce vehicle emissions. *(See Mobility Element)*

Policy RM-4.6: Land Use Planning. Encourage and incentivize higher density and mixed-use development opportunities within designated areas of the City to lessen the impacts of traffic congestion on local air quality. *(See Land Use Element)*

Action RM-4g: Evaluate and consider multi-modal transportation benefits to all City employees, such as free or low-cost monthly public transportation (bus) passes. Encourage employer participation in similar programs. Encourage new transit/shuttle services and use.

Action RM-4h: Establish programs that encourage community car-sharing and carpooling.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

TR-3: Would the project substantially increase hazards due to geometric design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Impact Analysis: A significant Project impact would occur if the Project substantially increases hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

The Project does not propose changes to the Citywide roadway network and configuration. Geometric design features would generally be limited to individual projects' internal roadway networks, as well as driveways along City roads. Hazards are typically assessed at the individual project level when an actual design and construction of a circulation facility is proposed. Site-specific developments would be reviewed by the City to ensure adequate ingress and egress would be provided and site distance standards would be implemented. The City's design and construction standards and specifications provide for coordinated and standardized development of city facilities, including roadways. The standards apply to, regulate, and guide the design and preparation of plans, and the construction of streets, highways, alleys, drainage, traffic signals, site access, and related public improvements. As individual projects would undergo review by the City for approval and construction and would have to meet design guidelines, potential safety design hazards associated with land development projects would be addressed and result in less than significant impacts.

Prior to implementation, any improvements would be subject to a detailed review and future consideration by the City's Public Works engineering staff and other relevant City departments. An evaluation of the roadway alignments, intersection geometrics, and traffic control features would be needed at the project design level. Roadway improvements would have to be made in accordance with the City's roadway design guidelines and meet design guidelines in the California Manual of Uniform Traffic Control Devices and the Caltrans Roadway Design Manual.



The types of uses included as part of the General Plan Update are generally similar to existing and surrounding uses and thereby are compatible with the existing uses in the Planning Area and in the surrounding area. In addition, the Mobility Element developed as part of the General Plan Update contains policies in support of roadway network safety and reducing design hazards. This includes proposed Mobility Element Policy M-3.5 and Action M-3e which promotes managing and improving the City's transportation network to be safe, accessible and consistent with ADA and to include ADA accessible features as part of roadway infrastructure projects. Proposed Mobility Element M-3.4 encourages roadway design to include traffic calming measures to maintain safe vehicular speeds. Proposed Land Use Element Policy LU-3.1 considers the compatibility of new development with surrounding uses when reviewing development proposals. The implementation of goals, policies and actions contained in the General Plan Update and compliance with the Lawndale Municipal Code would ensure that new development in the Planning Area would not substantially increase hazards due to geometric design features or incompatible uses. Therefore, the impact of the Project with respect to design and incompatible use hazards would be considered less than significant.

Proposed General Plan Update Goals, Policies, and Actions:

LAND USE ELEMENT

Policy LU-1.1: Sustainable Land Use Pattern. Provide an appropriate land use plan that promotes efficient development; fosters and enhances community livability and public health; sustains economic vitality; promotes efficient development and multiple transportation options; reduces pollution, greenhouse gas emissions, and the expenditure of energy and other resources; and ensures compatibility between uses consistent with the land use designations identified in this Element and Land Use Map (LU-1).

Goal LU-3: Land Use Compatibility. A community where new development is sensitively integrated with existing development, including residential neighborhoods, and minimizes impacts on surrounding land uses.

Policy LU-3.1: Surrounding Uses. Consider as part of the development review process the compatibility of new development with surrounding uses and the ability of new development to enhance the character of the surrounding area.

Policy LU-3.4: Residential Uses. Require that new residential development be designed to protect residents from potential conflicts with adjacent land uses, and other features including transportation facilities.

Action LU-3b: Through the development review process, evaluate development proposals for land use and transportation network compatibility with existing surrounding or abutting development and neighborhoods.



MOBILITY ELEMENT

Goal M-3: Complete Streets. A community with a well-designed and built transportation network that is safe, accessible, comfortable, and convenient for all transportation modes and users

Policy M-3.1: Complete Streets for Roadway Projects. Apply Complete Streets principles to all transportation improvements projects (e.g. safety, intelligent transportation systems, roads and intersections widening, transit facilities).

Policy M-3.4: Traffic Calming on Residential Streets. Encourage traffic calming strategies and incorporation of traffic calming design in residential areas to slow traffic and promote safety.

Policy M-3.5: ADA Accessibility. Implement a transportation network that is safe, accessible, and consistent with the Americans with Disabilities Act (ADA), to allow mobility-impaired users, such as disabled persons and seniors, to safely travel within the City.

Policy M-3.6: Safe Routes to School. Provide infrastructure improvements, enforcement and incentives to support Safe Route to School programs and promote walking and bicycling to local schools.

Action M-3a: When planning roadway facilities, incorporate the concept of complete streets. Complete streets include design elements for all modes that use streets, including autos, transit, pedestrians, and bicycles. Complete streets shall be developed in a context-sensitive manner. For example, it may be more appropriate to provide a Class I bike path instead of bike lanes along a major arterial.

Action M-3e: Include ADA-accessible facilities as part of roadway infrastructure projects.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

TR-4: Would the project result in inadequate emergency access?

Impact Analysis: A significant project impact would occur if it results in inadequate emergency access. It is noted that the Project does not propose site-specific development; emergency accessibility is typically assessed at the project level.

Future development within the Planning Area is not anticipated to result in the substantial modification of roadways surrounding specific development sites or the placement of any permanent physical barriers on adjacent roadways. There is the potential that traffic lanes located immediately adjacent to a development site may be temporarily closed or controlled by construction personnel during construction activities. However, any temporary construction activity would adhere to Municipal Code Section 17.36.220, *Temporary Storage of Construction Materials*, which requires sidewalks, public streets, and alleys adjacent to construction sites to be kept free of debris or other materials that could interfere with circulation for the duration of construction activities, as well as sixty days following substantial completion



of such construction. Additionally, the applicant of any proposed development would be required to submit appropriate plans for plan review to ensure compliance with zoning, building, and fire codes prior to the issuance of a building permit. LACoFD would review the proposed development for access requirements, minimum driveway widths, fire apparatus access roads, fire lanes, signage, access devices and gates, access walkways, among other requirements to ensure adequate emergency access would be provided to and within the site. The proposed development would be required to comply with all applicable Building and Fire Code requirements and would submit construction plans to the Fire Department's Engineering Building Plan Check Unit for review and approval prior to issuance of any building permit. Approval by the Fire Department would ensure that construction and operation of future projects associated with implementation of the General Plan Update would not result in inadequate emergency access. In addition, the Public Safety and Mobility Elements developed as part of the General Plan Update contains policies in support of emergency access along local roads.

The proposed Mobility Element Goal M-3 promotes striving to maintain sufficient access and mobility for all modes of travel and users of the roadway network. The proposed Public Safety Element Policy PS-1.6 encourages improvements to emergency access and circulation throughout the community. Policy PS-4.3 requires all new developments to provide adequate access for emergency vehicles and evacuation as part of the development review process. The implementation of goals, policies and actions contained in the General Plan Update and compliance with the Lawndale Municipal Code would ensure that new development in the Planning Area would not result in inadequate emergency access. Therefore, the impact of the General Plan Update with respect to emergency access would be considered less than significant.

Proposed General Plan Update Goals, Policies, and Actions:

MOBILITY ELEMENT

Policy M-2.1: Freeway Interchanges. Coordinate with Caltrans to develop appropriate configurations and operations at Interstate 405 interchange intersections to minimize congestion on City streets and create safe conditions.

Policy M-2.2: Agency Coordination: Coordinate with neighboring cities, telecom companies, and regional agencies such as County of Los Angeles, South Bay Cities Council of Governments, and Metro to meet the mobility needs of people living in, working in, or visiting Lawndale.

Goal M-3: Complete Streets. A community with a well-designed and built transportation network that is safe, accessible, comfortable, and convenient for all transportation modes and users.

Policy M-3.5: ADA Accessibility. Implement a transportation network that is safe, accessible, and consistent with the Americans with Disabilities Act (ADA), to allow mobility-impaired users, such as disabled persons and seniors, to safely travel within the City.

Action M-3e: Include ADA-accessible facilities as part of roadway infrastructure projects.

PUBLIC SAFETY ELEMENT



Policy PS-1.6: Emergency Access. Investigate and seek out opportunities to improve emergency access and circulation throughout the community.

Policy PS-4.3: Emergency Access. Require all new developments provide adequate access for emergency vehicles and evacuation as part of the development review process.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.17.6 CUMULATIVE IMPACTS

Section 4.0, *Basis of Cumulative Analysis*, establishes growth and development within Los Angeles County as anticipated by SCAG as having the potential to interact with the proposed Project to the extent that a significant cumulative effect may occur. The cumulative projects' setting for transportation considers the region and projects within the City.

Would the project, combined with other related cumulative projects, conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Impact Analysis: A significantly cumulative impact would occur if the Project and cumulative projects conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Overall, the Project is a programmatic land use plan and is not proposing any changes to the circulation system. Any future development within the City would be assessed for consistency with local policies and ordinances, including the Municipal Code and General Plan goals and policies, as appropriate. Therefore, the Project's incremental contribution to cumulative impacts related to transit, roadway, bicycle, and pedestrian facilities would not be cumulatively considerable.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

Would the project, combined with other related cumulative projects, conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

Impact Analysis: As described above, with implementation of the General Plan Update under the City's cumulative buildout conditions, the 2045 Project VMT per capita is approximately 28 percent less than the existing Los Angeles countywide average VMT per capita and the 2045 Project VMT per employee is approximately 18 percent less than the existing Los Angeles countywide average VMT per employee. With implementation of the Project, the City's VMT per capita would not exceed 15 percent below the Los Angeles countywide average. Implementation of the Project would therefore not result in a cumulatively considerable impact relative to VMT.



A significant cumulative VMT impact would occur if the Project threshold is exceeded or if the Project is determined to be inconsistent with the 2020 RTP/SCS. As discussed, the Project would be consistent with the SCAG's 2020 RTP/SCS and would contribute toward furthering the goals of SCAG's 2020 RTP/SCS.

As the Project does not exceed the Project VMT threshold and is consistent with the relevant SCAG's 2020 RTP-SCS goals, the proposed Project's incremental contribution to cumulative VMT impacts would not be cumulatively considerable.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

Would the project, combined with other related cumulative projects, substantially increase hazards due to geometric design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Impact Analysis: As described above, the types of uses that would be allowed as part of Project implementation are generally similar to existing and surrounding uses and thereby are compatible with the existing uses in the Planning Area and in the surrounding area. Additionally, site-specific developments would be reviewed by the City to ensure adequate ingress and egress would be provided and site distance standards would be implemented. Implementation of the Project would therefore not contribute to a cumulatively considerable impact relative to an increase in hazards due to a geometric design feature.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

Would the project, combined with other related cumulative projects, result in inadequate emergency access?

Impact Analysis: A cumulatively significant project impact would occur if implementation of the Project with cumulative projects would result in inadequate emergency access. As noted, the Project does not propose site-specific development; emergency accessibility is typically assessed at the project level.

The Project does not propose changes to the citywide roadway network and configuration that would affect local emergency access. The proposed Project along with the cumulative development projects could result in the temporary closure or control of traffic lanes located immediately adjacent to a development site during construction activities. Any temporary closure would be required to comply with the Lawndale Municipal Code.

Similarly, the applicant of any proposed development would be required to submit appropriate plans for plan review to ensure compliance with zoning, building, and fire codes prior to the issuance of a building



permit. LACoFD would review all development projects for access requirements, minimum driveway widths, fire apparatus access roads, fire lanes, signage, access devices and gates, access walkways, among other requirements to ensure adequate emergency access would be provided to and within the site. Therefore, the proposed Project's incremental contribution to cumulative impacts relative to emergency access would not be cumulatively considerable.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.17.7 SIGNIFICANT UNAVOIDABLE IMPACTS

Transportation impacts associated with implementation of the General Plan Update would be less than significant. No significant unavoidable transportation impacts would occur as a result of the General Plan Update

5.17.8 REFERENCES

Kittelson & Associates, Inc., *Lawndale General Plan CEQA Transportation Analysis*, July 12, 2023.

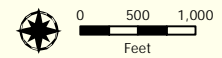


This page intentionally left blank.

Figure 5.17-1.
Existing and Planned
Bicycle Facilities

LEGEND

- Existing Bike Facilities
 - Class I Bike Paths
 - Class II Bike Lanes
 - Class III Bike Routes
 - Class IV Protected Bike Lanes
- Proposed Bike Facilities
 - Class I Bike Paths
 - Class II Bike Lanes
 - Class III Bike Routes
 - Class IV Protected Bike Lanes
- City of Lawndale
- Sphere of Influence
- Planning Area
- Other Incorporated Area

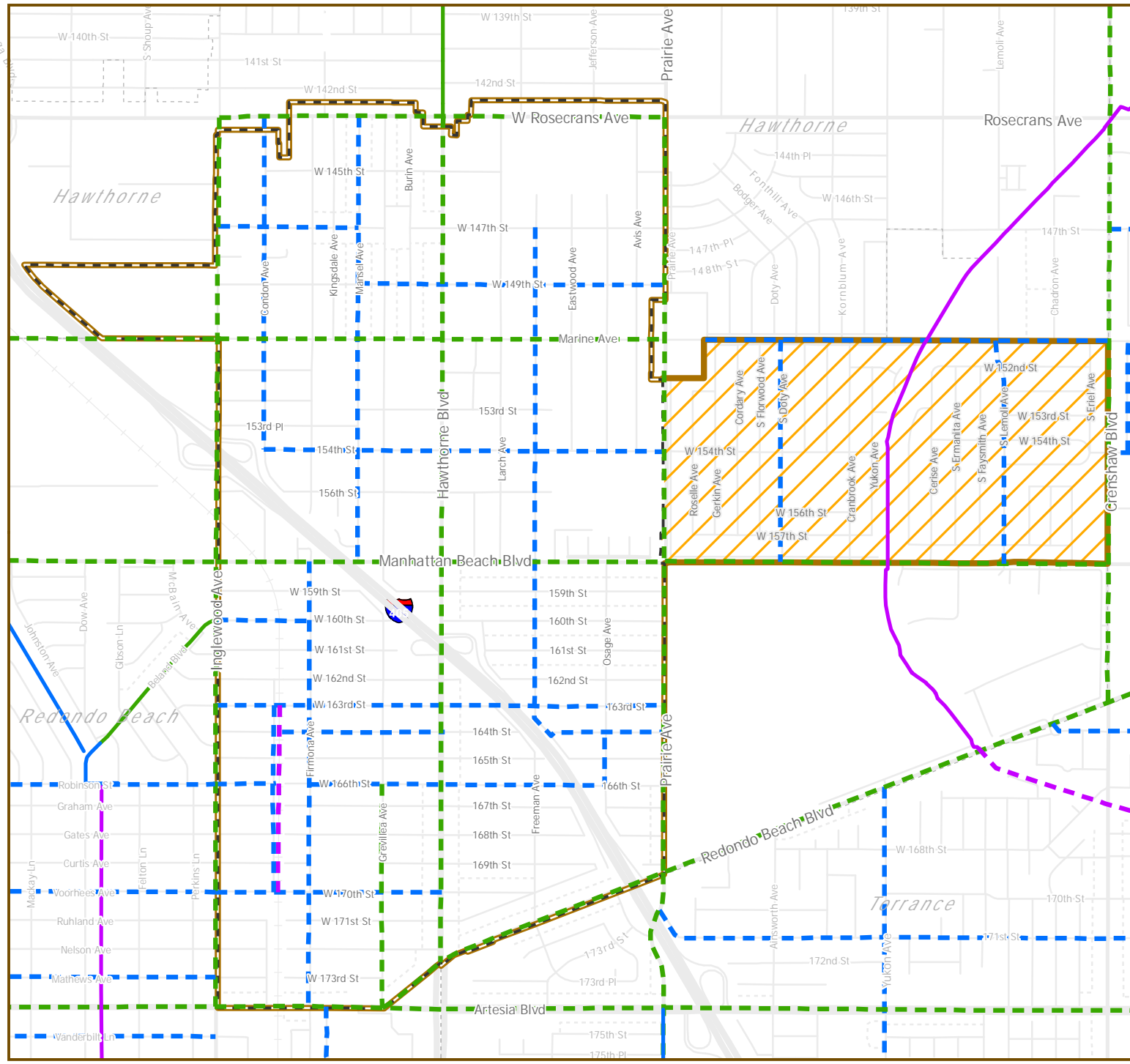


Sources: City of Lawndale; Los Angeles County.
Date: March 21, 2023.

City of Lawndale
The Heart of the Southbay



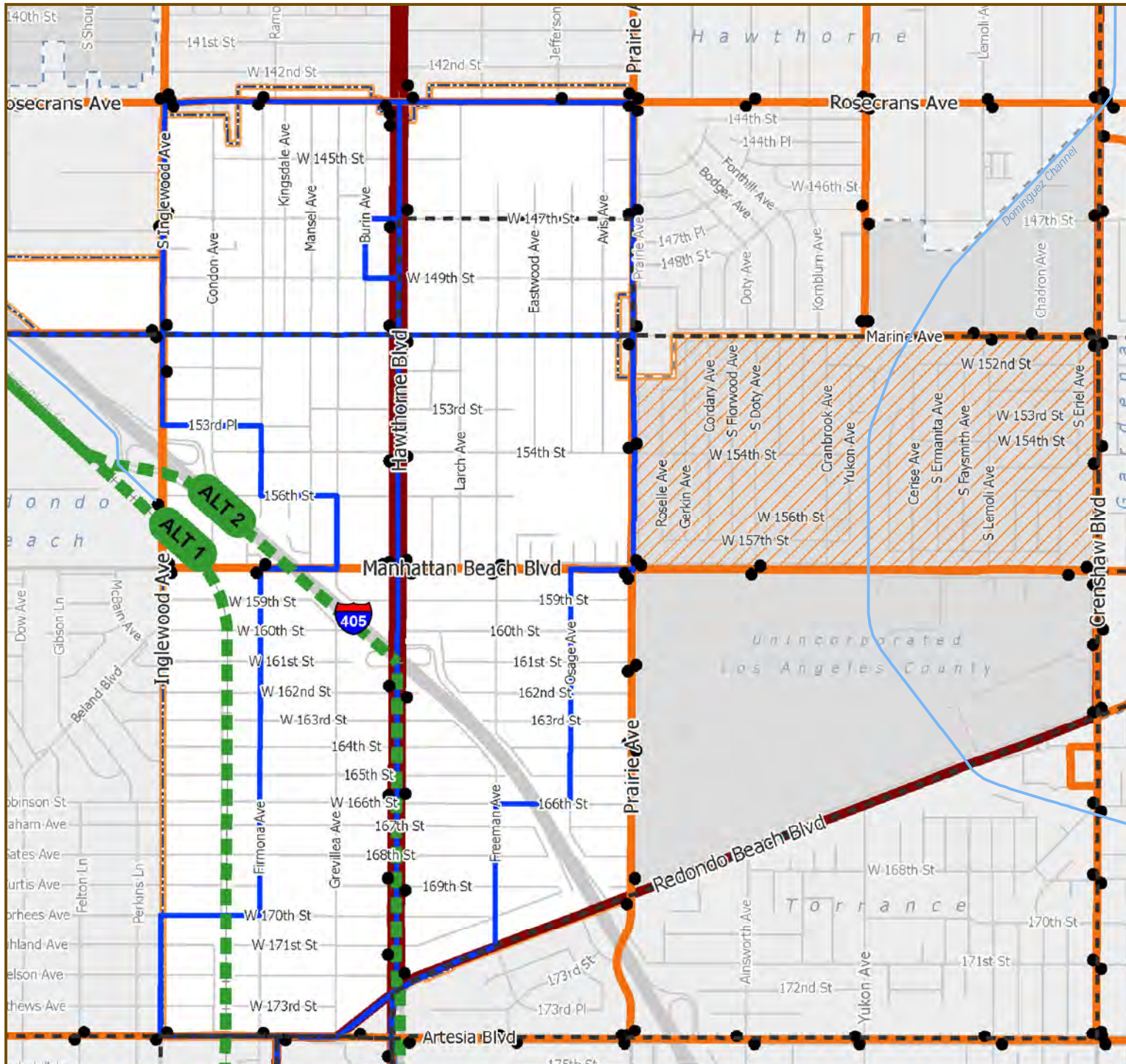
2020 GENERAL PLAN &
HAWTHORNE BOULEVARD SPECIFIC PLAN UPDATE





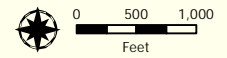
This page intentionally left blank.

Figure 5.17-2.
Existing and Planned
Transit Routes



LEGEND

- City of Lawndale
- Sphere of Influence
- Planning Area
- Adjacent Incorporated Area
- Unincorporated Los Angeles County
- LA Metro Bus Stop Location
- LA Metro Local or Limited Line
- LA Metro Rapid Line
- LA Metro C Line (Green Line)
- LA Metro C Line (Green Line) Proposed Extension Alternative
- Lawndale Beat Route
- GTrans and Torrance Local Routes



Sources: City of Lawndale; Los Angeles County; Kittelson & Assoc.
Date: June 27, 2023.

City of Lawndale
The Heart of the Southbay

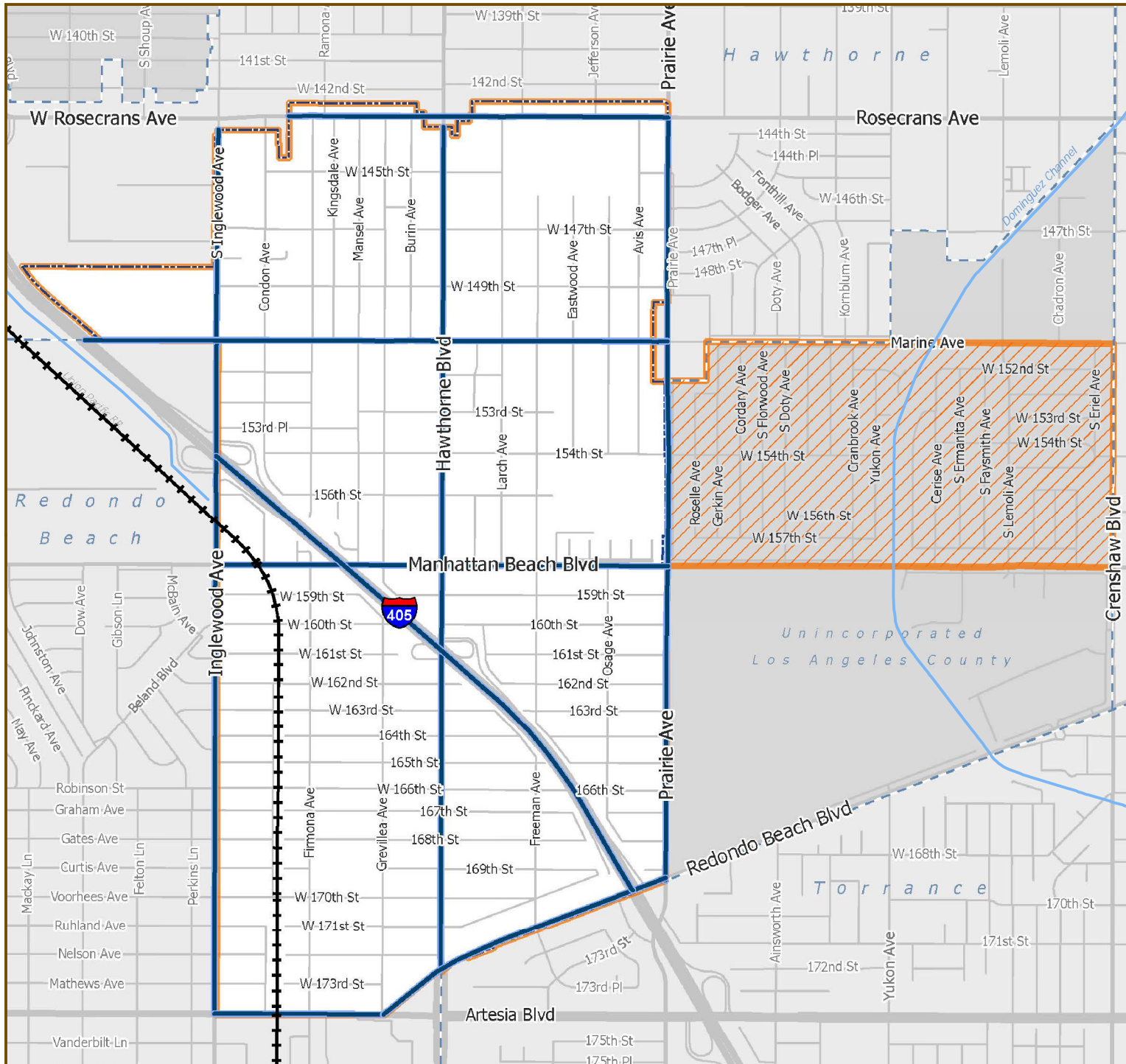


2020 GENERAL PLAN &
HAWTHORNE BOULEVARD SPECIFIC PLAN UPDATE



This page intentionally left blank.

Figure 5.17-3.
Existing Truck Routes



LEGEND

- City of Lawndale
- Sphere of Influence
- Planning Area
- Adjacent Incorporated Area
- Unincorporated Los Angeles County
- Existing Truck Routes
- Existing Freight Rail System



Sources: City of Lawndale; Los Angeles County; Kittelson & Assoc.
Date: June 27, 2023.

City of Lawndale
The heart of the Southbay



2020 GENERAL PLAN &
HAWTHORNE BOULEVARD SPECIFIC PLAN UPDATE



This page intentionally left blank.



5.18 TRIBAL CULTURAL RESOURCES

5.18.1 PURPOSE

This section identifies existing tribal cultural resources within the Planning Area, and provides an analysis of potential impacts associated with implementation of the General Plan Update.

This section is primarily based upon the Cultural and Paleontological Resource Study for the General Plan Update: City of Lawndale, Los Angeles County (Cultural Study), prepared by Duke Cultural Resources Management, LLC and dated October 2020 and updated July 2023; refer to [Appendix D, *Cultural and Paleontological Resources Assessment*](#).

One comment was received during the NOP comment period regarding tribal cultural resources. The comment was received from the Native American Heritage Commission (NAHC). The NAHC provides recommendations for cultural resources assessments and recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the Planning Area as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources.

Cultural resources, specifically historic and archeological resources, are discussed in [Section 5.5, *Cultural Resources*](#).

5.18.2 ENVIRONMENTAL SETTING

ETHNOGRAPHIC OVERVIEW

The Planning Area is located within the boundaries of Gabrielino or Tongva Indians. The Gabrielino Indians are named because of their association with the Mission San Gabriel Arcángel. The Gabrielino are one of the least known Native American groups in California. Generally, their territory included all of the Los Angeles Basin, parts of the Santa Ana and Santa Monica Mountains, along the coast from Aliso Creek in the south to Topanga Canyon in the north, and San Clemente, San Nicolas, and Santa Catalina Islands.

The Gabrielino spoke a dialect of the Cupan group of the Takic language family. This language was part of the larger Uto-Aztecan language stock which migrated west from the Great Basin. The Gabrielino shared this language with their neighboring groups to the south and east.

Groups of Gabrielino lived in villages that were autonomous from other villages. Each village had access to hunting, collecting, and fishing areas. Villages were typically located in protected coves or canyons near water. Acorns were the most important food for the Gabrielino, although the types and quantity of different foods varied by season and locale. Other important sources of food were grass and many other seed types, deer, rabbit, jackrabbit, woodrat, mice, ground squirrels, quail, doves, ducks and other fowl, fish, shellfish, and marine mammals.

Typically, Gabrielino women gathered and men hunted, although work tasks often overlapped. Each village had a chief who controlled religious, economic, and warfare authorities. The chief had an assistant and an advisory council who assisted in important decisions and rituals. Each of these positions was



hereditary being passed down from generation to generation. According to mapping of Gabrielino villages undertaken by McCawley, no known villages would be located within the City of Lawndale. The two nearest Gabrielino villages, which may compose large areas rather than just a single location, are Swaanga, approximately 10 miles to the southeast, and Waachnga, approximately five miles to the northwest. The Kirkman-Harriman Pictorial and Historical Map of Los Angeles also does not identify any Gabrielino villages within the City.

TRIBAL CULTURAL RESOURCES

As discussed in [Section 5.5, *Cultural Resources*](#), a search of the California Historic Resources Inventory System (CHRIS) at the South Central Coastal Information Center (SSCIC) located at the California State University, Fullerton was conducted on June 9, 2020. The records search covered the entire City of Lawndale. In addition, a variety of other sources were consulted and a reconnaissance field survey was conducted in order to gather baseline data on the present state of previously recorded cultural resources within the Planning Area.

Results of the SSCIC records search did not indicate the presence of recorded tribal cultural resources within the Planning Area; refer to [Table 5.5-1](#).

NATIVE AMERICAN CONSULTATION

The City conducted Native American consultations under Senate Bill (SB) 18 (Chapter 905, Statutes of 2004), which requires local governments to consult with Tribes prior to making certain planning decisions and requires consultation and notice for a general and specific plan adoption or amendments in order to preserve, or mitigate impacts to, cultural places that may be affected. In addition to SB 18 consultation, the City conducted tribal consultations under the provisions of the California Environmental Quality Act (CEQA) (Public Resources Code section 21080.3.1 subdivisions (b), (d) and (e)), also known as Assembly Bill (AB) 52, which requires consulting for projects within the City's jurisdiction and within the traditional territory of the Tribal Organizations who have previously requested AB 52 consultations with the City.

As part of the General Plan Update, a Tribal Consultation List Request was submitted to the NAHC. The NAHC responded on May 17, 2021 and included a list of Native American individuals or tribal organizations that may have knowledge of cultural resources within or near the Project site. On July 14, 2021, the City sent letters via certified mail to five Native American individuals and/or Tribal Organizations in compliance with AB 52 and SB 18; refer to [Appendix H, *Tribal Consultation Communications*](#). No Tribal Organizations responded requesting formal consultation with the City.

5.18.3 REGULATORY SETTING

FEDERAL

[National Historic Preservation Act](#)

Enacted in 1966 and amended in 2000, the National Historic Preservation Act (NHPA) declared a national policy of historic preservation and instituted a multifaceted program, administered by the Secretary of the Interior, to encourage the achievement of preservation goals at Federal, State, and local levels. The NHPA authorized the expansion and maintenance of the National Register of Historic Places (NRHP),



established the position of State Historic Preservation Officer (SHPO) and provided for the designation of State Review Boards, set up a mechanism to certify local governments to carry out the purposes of the NHPA, assisted Native American tribes to preserve their cultural heritage, and created the Advisory Council on Historic Preservation (ACHP).

[National Register of Historic Places](#)

Developed in 1981 pursuant to Title 36 CFR Section 60, the NRHP provides an authoritative guide to be used by Federal, State and local governments, private groups and citizens to identify the nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment. It should be noted that the listing of a private property on the NRHP does not prohibit any actions which may otherwise be taken by the property owner with respect to the property. The listing of sites in California to the National Register is initiated through an application submitted to the State Office of Historical Preservation. Applications deemed suitable for potential consideration are handled by the State Historic Preservation Officer. All NRHP listings for sites in California are also automatically added to the California Register of Historical Resources by the State of California. The listing of a site on the NRHP does not generally result in any specific physical protection. Among other things, however, it does create an additional level of CEQA (and NEPA, the National Environmental Protection Act) review to be satisfied prior to the approval of any discretionary action occurring that might adversely affect the resource.

[American Indian Religious Freedom Act](#)

This American Indian Religious Freedom Act became law in 1978 (Public Law 95-341, 42 USC 1996) in order to protect and preserve for American Indians their inherent right of freedom to believe, express and exercise their traditional religions. These religious rights extend to, but are not limited to, access to sites, use and possession of sacred objects and the freedom to worship through ceremonies and traditional rites.

Under this regulation, Federal agencies and departments are charged with evaluating their policies and procedures in consultation with native traditional religious leaders in order to eliminate interference with the free exercise of native religion. Agencies must determine and make appropriate changes necessary to protect and preserve Native American religious cultural rights and practices, and to accommodate access to and use of religious sites "to the extent that the use is practicable and not inconsistent with an agency's essential functions." The intent is to protect Native Americans' First Amendment right to "free exercise" of religion.

[Native American Graves Protection and Repatriation Act](#)

Enacted in 1990 under Title 25 U.S. Section 3001, the Native American Graves Protection and Repatriation Act (NAGPRA) describes the rights of Native American lineal descendants, Indian Tribes and Native Hawaiian organizations with respect to treatment, repatriation and disposition of Native American cultural items for which they can show a relationship of lineal descent or cultural affiliation. The statute also requires Federal agencies and museums receiving Federal funds to inventory holdings of Native American human remains and funerary objects and provide written summaries of other cultural items. In an attempt to recognize the religious and cultural significance of such sites and to protect their sacred integrity, it also provides for greater protection of Native American burial sites and more careful control



over the removal of Native American human remains, funerary objects, sacred objects and items of cultural patrimony on Federal and tribal lands.

STATE

California Environmental Quality Act

CEQA requires a lead agency determine whether a project may have a significant effect on historical resources (Public Resources Code Section 21084.1). A historical resource is a resource listed in, or determined to be eligible for listing, in the CRHR, a resource included in a local register of historical resources, or any object building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant (State CEQA Guidelines, Section 15064.5[a][1-3]).

A resource is considered historically significant if it meets any of the following criteria:

- 1) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- 2) Is associated with the lives of persons important in our past;
- 3) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- 4) Has yielded, or may be likely to yield, information important in prehistory or history.

In addition, if it can be demonstrated that a project would cause damage to a unique archaeological resource, the lead agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place or left in an undisturbed state. To the extent that resources cannot be left undisturbed, mitigation measures are required (Public Resources Code Section 21083.2[a], [b], and [c]). Public Resources Code Section 21083.2(g) defines a unique archaeological resource as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information;
- Has a special and particular quality such as being the oldest of its type or the best available example of its type; or
- Is directly associated with a scientifically recognized important prehistoric or historic event or person.

California Register of Historical Resources (CRHR)

Created in 1992 and implemented in 1998, the CRHR is "an authoritative guide in California to be used by State and local agencies, private groups, and citizens to identify the State's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change." Certain properties, including those listed in or formally determined eligible for listing in the NRHP and California Historical Landmarks numbered 770 and higher, are automatically included in the CRHR. Other properties recognized under the California Points of Historical Interest program, identified as significant in historical resources surveys or designated by local landmarks programs, may be nominated



for inclusion in the CRHR. A resource, either an individual property or a contributor to a historic district, may be listed in the CRHR if the State Historical Resources Commission determines that it meets one or more of the criteria modeled on the NRHP criteria.

[Public Resources Code Section 5097 \(Related to Cultural Resources\)](#)

California Public Resources Code (PRC) Section 5097 addresses the disposition of Native American burials in archaeological sites and protects such remains from disturbance, vandalism, or inadvertent destruction; establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project; and establishes the California Native American Heritage Commission (NAHC) to resolve disputes regarding the disposition of such remains. It has been incorporated into Section 15064.5(e) of the CEQA Guidelines.

PRC Sections 5097.9 through 5097.991 establish that no public agency or private party using or occupying public property (or operating on under a public license, permit, grant, lease or contract made after July 1, 1977) shall in any manner interfere with the free expression or exercise of Native American religion as provided in the U.S. Constitution and the California Constitution. It also prohibits such agencies and parties from causing severe or irreparable damage to any Native American sanctified cemetery, place of worship, religious or ceremonial site or sacred shrine located on public property, except on a clear and convincing showing that the public interest and necessity so require it.

These sections also establish the state's NAHC. The NAHC is tasked with working to ensure the preservation and protection of Native American human remains, associated grave goods and cultural resources. Towards this end, the NAHC has a strategic plan for assisting the public, development communities, local and Federal agencies, educational institutions and California Native Americans to better understand problems relating to the protection and preservation of cultural resources and to serve as a tool to resolve these problems. In 2006, PRC Sections 5097.91 and 5097.98 were amended by Assembly Bill 2641 to authorize the NAHC to bring legal action when necessary to prevent damage to Native American burial grounds or places of worship. It also established more specific procedures to be implemented in the event that Native American remains are discovered.

[California Government Code Sections 6254\(r\) and 6254.10](#)

Section 6254(r) explicitly authorizes public agencies to withhold information from the public relating to "Native American graves, cemeteries, and sacred places maintained by the Native American Heritage Commission." Section 6254.10 specifically exempts from disclosure requests for "records that relate to archaeological site information and reports, maintained by, or in the possession of the Department of Parks and Recreation, the SHRC, the State Lands Commission, the NAHC, another state agency, or a local agency, including the records that the agency obtains through a consultation process between a Native American tribe and a state or local agency."

[California Health and Safety Code \(Sections 7050.5, 7051, and 7054\)](#)

Sections 7050.5, 7051, and 7054 of the California Health and Safety Code collectively address the illegality of interference with human burial remains (except as allowed under applicable sections of the PRC), as well as the disposition of Native American burials in archaeological sites and protects such remains from disturbance, vandalism, or inadvertent destruction; establishes procedures to be implemented if Native



American skeletal remains are discovered during construction of a project, treatment of the remains prior to, during and after evaluation, and reburial procedures.

Native American Heritage Commission (NAHC)

The NAHC, created by statute in 1976 (AB 4239), is a nine-member body, appointed by the Governor to identify, catalog, and protect cultural resources (i.e., places of special religious or social significance to Native Americans, and known graves and cemeteries of Native Americans on private lands) in California. The NAHC is charged with the duty of preserving and ensuring accessibility of sacred sites and burials, the disposition of Native American human remains and burial items, maintaining an inventory of Native American sacred sites located on public lands (i.e., Sacred Lands File), and reviewing current administrative and statutory protections related to these sacred sites.

Senate Bill 18

Signed into law in 2004, Senate Bill (SB) 18 requires that cities and counties notify and consult with California Native American Tribes about proposed local land use planning decisions for the purpose of protecting traditional tribal cultural sites. Cities and counties must provide general and specific plan amendment proposals to California Native American Tribes that have been identified by the Native American Heritage Commission as having traditional lands located within the city's boundaries. If requested by the Native American Tribes, the city must also conduct consultations with the tribes prior to adopting or amending their general and specific plans.

Assembly Bill 52 (Gatto, 2014)

On September 25, 2014, Governor Brown signed AB 52. In recognition of California Native American tribal sovereignty and the unique relationship of California local governments and public agencies with California Native American tribal governments, and respecting the interests and roles of project proponents, of the stated goals of AB 52 are the following:

- 1) Recognize that California Native American prehistoric, historic, archaeological, cultural, and sacred places are essential elements in tribal cultural traditions, heritages, and identities.
- 2) Establish a new category of resources in CEQA called "tribal cultural resources" that considers the tribal cultural values in addition to the scientific and archaeological values when determining impacts and mitigation.
- 3) Establish examples of mitigation measures for tribal cultural resources that uphold the existing mitigation preference for historical and archaeological resources of preservation in place, if feasible.
- 4) Recognize that California Native American tribes may have expertise with regard to their tribal history and practices, which concern the tribal cultural resources with which they are traditionally and culturally affiliated. Because CEQA calls for a sufficient degree of analysis, tribal knowledge about the land and tribal cultural resources at issue should be included in environmental assessments for projects that may have a significant impact on those resources.
- 5) In recognition of their governmental status, establish a meaningful consultation process between California Native American tribal governments and lead agencies, respecting the interests and roles of all California Native American tribes and project proponents, and the level of required



confidentiality concerning tribal cultural resources, at the earliest possible point in CEQA environmental review process, so that tribal cultural resources can be identified, and culturally appropriate mitigation and mitigation monitoring programs can be considered by the decision making body of the lead agency.

- 6) Recognize the unique history of California Native American tribes and uphold existing rights of all California Native American tribes to participate in, and contribute their knowledge to, the environmental review process pursuant to CEQA.
- 7) Ensure that local and tribal governments, public agencies, and project proponents have information available, early in CEQA environmental review process, for purposes of identifying and addressing potential adverse impacts to tribal cultural resources and to reduce the potential for delay and conflicts in the environmental review process.
- 8) Enable California Native American tribes to manage and accept conveyances of, and act as caretakers of, tribal cultural resources.
- 9) Establish that a substantial adverse change to a tribal cultural resource has a significant effect on the environment.

AB 52 establishes a tribal consultation procedure designed to incorporate tribal knowledge into the CEQA environmental review and decision-making processes. Under AB 52, California tribes have the ability to establish, through a formal notice letter, a standing request to consult with a lead agency regarding any proposed project subject to CEQA in the geographic area with which the tribe is traditionally and culturally affiliated. Within 14 days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency must provide formal notification to the designated contact or tribal representative of traditionally and culturally affiliated California Native American tribes that have requested notice. Notice to the tribes must include a brief project description, the project location, and the lead agency's contact information. A tribe then has 30 days to request consultation. If the tribe does not respond in that period or writes to decline consultation, the lead agency has no further obligation. If the tribe requests consultation, the lead agency must begin the consultation within 30 days and prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report for that proposed project.

5.18.4 SIGNIFICANCE CRITERIA AND THRESHOLDS

Appendix G of the California Environmental Quality Act (CEQA) Guidelines contains the Initial Study Environmental Checklist, which includes questions related to tribal cultural resources. The issues presented in the Initial Study Environmental Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant environmental impact if it would:

- Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
 - Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k) (refer to Impact Statement TCR-1); or



- A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe (refer to Impact Statement TCR-1).

5.18.5 IMPACTS AND MITIGATION MEASURES

TCR-1: Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- **Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?**
- **A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.**

Impact Analysis: No archeological or tribal cultural resources have been identified within the City. The Cultural Resources Assessment concludes the lack of identified resources is likely to be a consequence of development occurring prior to the implementation of CEQA, rather than a lack of archaeological sites. The Planning Area is located within the traditional territory of the Gabrielino or Tongva Indians. At the time of publication of this EIR, no Tribal Organizations have requested formal consultation with the City with regards to the Project.

Prehistoric archaeological sites and isolates are tribal cultural resources; additionally, plants and other natural resources, as well as geographic locations can also be tribal cultural resources. Grading of original in situ soils could expose buried tribal cultural resources and features including sacred sites. While the General Plan Update does not directly propose site-specific development with the potential to directly impact a tribal cultural resource, future development allowed under the General Plan Update could cause a substantial adverse change in the significance of previously undiscovered tribal cultural resources. This is considered a potentially significant impact.

The General Plan Update Resource Management Element includes policies and actions addressing tribal cultural resources. Proposed Policy RM-3.1 requires the protection of areas containing significant historic, archaeological, and paleontological resources, as defined by the California Public Resources Code. Policy RM-3.2 encourages the City to promote community identity and local history by identifying, documenting, and appropriately archiving tangible and intangible cultural resources so they can be recognized, accessed, and appreciated by future generations. Policy RM-3.5 requires consultation with Native



American tribes that may be impacted by proposed development and land use policy changes, in accordance with State, local, and Tribal intergovernmental consultation requirements. Action RM-3a requires the City to assess development proposals for potential impacts to sensitive historic, archaeological, tribal cultural, and paleontological resources pursuant to CEQA. Action RM-3e requires, for all development proposals within areas with the potential to contain prehistoric/historic resources, a study to be conducted by a professional archaeologist to determine if significant archaeological resources are potentially present and if the project will significantly impact these resources. If significant impacts are identified, the City may require the project to be modified to avoid the impacts, or require mitigation measures to mitigate the impacts. Mitigation may involve archaeological investigation and resources recovery. Action RM-3g requires, in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, that the City halt excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the County Coroner has been informed and has determined that no investigation of the cause of death is required. If the remains are of Native American origin, no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains is permitted until the descendants from the deceased Native Americans have made a recommendation to the landowner or the persons responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code section 5097.98, or the Native American Heritage Commission was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being granted access to the site.

Potential impacts to tribal cultural resources associated with future development would be reduced through implementation of General Plan Update policies and actions. Subsequent development and infrastructure projects would be analyzed for potential environmental impacts, consistent with the requirements of CEQA, pursuant to the City's entitlement review process. Subsequent discretionary projects implemented in accordance with the General Plan Update would be subject to the provisions of AB 52 and may require tribal consultation with California Native American tribes that are traditionally and culturally affiliated with the Planning Area and who have previously requested AB 52 consultations with the City. Future AB 52 consultation may identify tribal cultural resources not yet found and formally recorded that could be impacted by subsequent projects. Compliance with the General Plan Update policies and actions and existing regulations would not cause a substantial adverse change in the significance of a tribal cultural resource and impacts would be less than significant.

Proposed General Plan Update Goals, Policies, and Actions:

RESOURCE MANAGEMENT ELEMENT

Policy RM-3.1: Preservation. Protect areas containing significant historic, archaeological, and paleontological resources, as defined by the California Public Resources Code.

Policy RM-3.2: Documentation. Promote community identity and local history by identifying, documenting, and appropriately archiving tangible and intangible cultural resources so they can be recognized, accessed, and appreciated by future generations.



Policy RM-3.5: Tribal Consultation. In accordance with State, local, and Tribal intergovernmental consultation requirements, consult with Native American tribes that may be impacted by proposed development and land use policy changes, as necessary.

Action RM-3a: Continue to assess development proposals for potential impacts to sensitive historic, archaeological, tribal cultural, and paleontological resources pursuant to the California Environmental Quality Act (CEQA).

Action RM-3e: For all development proposals within areas with the potential to contain prehistoric/historic resources, the City shall require a study to be conducted by a professional archaeologist. The objective of the study will be to determine if significant archaeological resources are potentially present and if the project will significantly impact these resources. If significant impacts are identified, the City may require the project to be modified to avoid the impacts, or require mitigation measures to mitigate the impacts. Mitigation may involve archaeological investigation and resources recovery.

Action RM-3g: In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, the City shall halt excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the County Coroner has been informed and has determined that no investigation of the cause of death is required. If the remains are of Native American origin, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the descendants from the deceased Native Americans have made a recommendation to the landowner or the persons responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code section 5097.98, or the Native American Heritage Commission was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being granted access to the site.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.18.6 CUMULATIVE IMPACTS

Section 4.0, *Basis of Cumulative Analysis*, identifies projected growth within the Planning Area and County with the potential to interact with the proposed Project to the extent that a significant cumulative effect relative to tribal cultural resources may occur. The cumulative projects' regional geologic setting and tribal cultural resource deposit sensitivity would be similar; however, the local geologic setting and tribal cultural significance would vary according to the site location and specific conditions.

Would the project, combined with other related cumulative projects, cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically



defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k); or
- A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Impact Analysis: Tribal cultural resource impacts are site specific and generally do not combine to result in cumulative impacts. Construction of the individual development projects allowed under the land use designations of General Plan Update may result in the discovery and removal of tribal cultural resources. The General Plan Update policies and actions, as well as Federal, State, and local regulations, would reduce the risk to tribal cultural resources in the region. As discussed above, site-specific development with the potential to impact tribal cultural resources would require a resource assessment and coordination with the tribes to determine the potential for tribal cultural resources and identification of mitigation measures to reduce potential impacts associated with the proposed development. Adherence to the General Plan Update policies and actions, and existing Federal, State and local regulations would avoid and/or minimize a cumulative loss of tribal cultural resources. Therefore, the General Plan Update's incremental contribution to cumulative tribal cultural resource impacts would be less than cumulatively considerable.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.18.7 SIGNIFICANT UNAVOIDABLE IMPACTS

Tribal cultural resources impacts associated with the implementation of the General Plan Update would be less than significant. No significant unavoidable tribal cultural impacts would occur as a result of the General Plan Update.

5.18.8 REFERENCES

Duke Cultural Resources Management, LLC, *Cultural and Paleontological Resource Study for the General Plan Update: City of Lawndale, Los Angeles County*, October 2020, updated July 2023.



This page intentionally left blank.



5.19 UTILITIES AND SERVICE SYSTEMS

5.19.1 PURPOSE

This section identifies existing water supply, water consumption, and distribution infrastructure; the nature and location of wastewater conveyance and treatment facilities and existing related infrastructure; stormwater discharge and drainage; solid waste services; and electric power, natural gas, and telecommunications services within the Planning Area and provides an analysis of potential impacts associated with implementation of the General Plan Update.

5.19.2 ENVIRONMENTAL SETTING

WATER SUPPLIES

Key Terms

Acre-feet (AF): The volume of one acre of water to a depth of one foot. Each acre-foot of water is equal to approximately 325,851.4 gallons.

BGS: Below ground surface.

GPD: Gallons per day.

GPM: Gallons per minute.

Groundwater: Water that is underground and below the water table, as opposed to surface water, which flows across the ground surface. Water beneath the earth's surface fills the spaces in soil, gravel, or rock formations. Pockets of groundwater are often called "aquifers" and are the source of drinking water for a large percentage of the population in the United States. Groundwater is often extracted using wells which pump the water out of the ground and up to the surface. Groundwater is naturally replenished by surface water from precipitation, streams, and rivers when this recharge reaches the water table.

MG: Million gallons

MGD: Million gallons per day

Surface water: Water collected on the ground or from a stream, river, lake, wetland, or ocean. Surface water is replenished naturally through precipitation, but is lost naturally through evaporation and seepage into soil.

Water Distribution System

The Planning Area is served by the Golden State Water Company (GSWC) Southwest System (Golden State Water Company 2021). The City is located within GSWC's Southwest System Service Area, which serves the cities of Gardena and Lawndale; parts of the cities of Carson, Compton, El Segundo, Redondo Beach, Hawthorne and Inglewood; and the adjacent unincorporated communities of Athens, Del Aire, El Camino Village, Lennox and Gardena Heights. The GSWC Southwest 2020 Urban Water Management Plan (UWMP) was prepared in accordance with the California Urban Water Management Planning Act, Water



Code Sections 10610 through 10657. The 2020 UMWP addresses GSWC's water management planning efforts to assure adequate water supplies to meet forecast demands through 2045. According to the 2020 UWMP, GSWC's Southwest System services an area of approximately 25.2 square miles containing 47,013 residences.

Water Infrastructure

The City is underlain by potable and non-potable water infrastructure owned and maintained by GSWC and West Basin Municipal Water District (WBMWD), respectively. GIS records provided by GSWC indicate there is approximately 59 miles of pipelines ranging in diameter from 2-inches to 16-inches within the City's boundary as shown on [Figure 5.19-1, Existing Water Infrastructure](#) (West Yost Associates 2020).

According to the 2020 UWMP, the Southwest area receives potable water from local groundwater and imported water purchased from the Metropolitan Water District of Southern California (MWD). Groundwater is pumped from GSWC's 13 active wells, which pump local groundwater from the Central subbasin and West Coast subbasin of the Coastal Plain of Los Angeles Groundwater Basin, and have a combined capacity of 13,400 gallons per minute. This groundwater is injected with 12.5 percent liquid sodium hypochlorite and 19 percent ammonia hydroxide to provide a disinfectant residual in the distribution system. All wells are also fluoridated, and five wells are treated for manganese removal. Treated groundwater is then blended with water purchases from WBMWD and Central Basin Municipal Water District (CBMWD), which are both in turn supplied by MWD. Purchased water is delivered through 12 interconnections with WBMWD and CBMWD and is already treated to potable standards upon delivery to GSWC. The Southwest System does not include any treatment facilities besides at wellheads. The System also has 13 emergency interconnections to allow sharing of supplies during short term emergencies or during planned shutdowns of primary supply sources. These interconnections are with the City of Hawthorne, City of Inglewood, California Water Service Company, Liberty Utilities, and Los Angeles Department of Water and Power. Each of these is for emergencies only and is not used in normal operations.

GSWC Southwest receives recycled water supplies from the WBMWD. WBMWD delivers water from the West Basin Recycled Water Project where water is collected from the City of Los Angeles' Hyperion Waste Water Treatment Plant and treated to meet Title 22 standards for delivery and use. Secondary effluent from the Hyperion Wastewater Treatment Plant is pumped via the Hyperion Secondary Effluent Pump Station, which is owned and maintained by WBMWD, to WBMWD's main treatment facility, the Edward C. Little Water Recycling Facility. WBMWD owns all the existing recycled water pipelines that fall within the boundaries of the City and is planning to expand its distribution system to continue offsetting potable water demands in its service area (West Yost Associates 2020).

Projected Water Demands and Supply

GSWC Southwest's water assets consist of adjudicated groundwater supplies, leased or purchased groundwater supplies, purchased water from CBMWD and WBMWD, and recycled water. [Table 5.19-1, 2020 Annual Potable Water Supplies for the GSWC Southwest Service Area by Source](#), provides an assessment of GSWC Southwest's current (2020) potable water supplies.



Table 5.19-1
2020 Annual Potable Water Supplies for the GSWC Southwest Service Area by Source

Water Supply	Water Supplier	Volume (AF)
Purchased or Imported Water	Central Basin Municipal Water District	1,522
Purchased or Imported Water	West Basin Municipal Water District	17,533
Groundwater	Central Subbasin in the Coastal Plain of Los Angeles Groundwater Basin	3,010
Groundwater	West Coast Subbasin in the Coastal Plain of Los Angeles Groundwater Basin	4,162
Total	--	26,227

Source: Golden State Water Company (GSWC), *Southwest Service Area 2020 Urban Water Management Plan*, July 2021.

GSWC Southwest’s groundwater rights and future leases within the Central Basin are shared among all GSWC systems in the basin. Therefore, the actual pumping amounts for wells in each system could vary based on GSWC’s overall water supply management. Access to local groundwater and imported water affords GSWC flexibility to meet demands in all of its systems. In addition to GSWC’s allowed pumping allocation in the Central Basin and adjudicated rights in the West Coast Basin, GSWC also has the ability to annually lease groundwater rights. Leased groundwater quantities are determined annually for all GSWC systems that obtain groundwater from the basin. While quantifiable estimates of groundwater leases are not available for future years, projections are based on historical pumping amounts, including leased groundwater, and assume that available unpumped groundwater will continue to be available as in the past. Table 5.19-2, *Projected Water Supplies for the GSWC Southwest Service Area (AFY)*, provides an assessment of GSWC Southwest’s projected potable water supplies.



**Table 5.19-2
Projected Water Supplies for the GSWC Southwest Service Area (AFY)**

Water Supply	2025	2030	2035	2040	2045
Purchased Imported Water (from CBMWD)	2,100	2,100	2,100	2,100	2,100
Purchased Imported Water (from WBMWD)	21,000	21,000	21,000	21,000	21,000
Groundwater (from Central Subbasin)	16,439	16,439	16,439	16,439	16,439
Groundwater (from West Coast Subbasin)	7,502	7,502	7,502	7,502	7,502
Groundwater (from West Coast Subbasin - leased)	5,000	5,000	5,000	5,000	5,000
GSWC Southwest Projected Water Supply*	52,041	52,041	52,041	52,041	52,041
GSWC Southwest Projected Supply Use	26,939	27,347	27,761	28,181	28,608
Source: Golden State Water Company (GSWC), <i>Southwest Service Area 2020 Urban Water Management Plan</i> , July 2021.					
* Note that these supplies represent the total potable supplies available to GSWC Southwest but include supplies shared within GSWC service areas within the West Coast Basin and Central Basin.					

GSWC’s 2020 UWMP shows growth projections for the number of service connections and water use for the years 2025 through 2045 in 5-year increments and were developed using an approach based on projections from the Southern California Association of Governments (SCAG). The SCAG-based water use projections are based on the population and housing growth rates, which used the City of Hawthorne as representative of the Southwest System. SCAG (Hawthorne) household projections were used to determine the growth in single family and multi-family service connections. Similarly, single-family account growth rates were used to determine the growth for commercial, industrial, institutional-government, agricultural irrigation, landscape, and other service connections. The SCAG-based methodology does not include geographic growth such as tariff area expansion.

The projected water use for the Southwest System’s retail service area was calculated by applying the corresponding water use factors to the projected number of retail service connections in each UWMP category. Table 5.19-3, *Projected Demands for Potable Water – GSWC Southwest*, presents the data from the 2020 UWMP for the projected potable water demands for the Southwest System through the year 2045.



Table 5.19-3
Projected Demands for Potable Water – GSWC Southwest

Use Type	2025 (AFY)	2030 (AFY)	2035 (AFY)	2040 (AFY)	2045 (AFY)
Single Family	9,427	9,570	9,715	9,862	10,011
Multi Family	8,738	8,870	9,005	9,141	9,279
Commercial/ Institutional	6,763	6,866	6,970	7,075	7,182
Industrial	404	410	416	422	429
Landscape	422	428	435	442	448
Other	0	0	0	0	0
Water Loss	1,185	1,203	1,221	1,239	1,258
Total	26,939	27,347	27,761	28,181	28,608

Source: Golden State Water Company (GSWC), *Southwest Service Area 2020 Urban Water Management Plan*, July 2021.

The 2020 UWMP’s Tables 5-2 and 5-3 conclude that GSWC Southwest’s supplies are expected to meet demands in normal-, single dry-, and multiple dry-year conditions through 2045; see [Table 5.19-4, GSWC Southwest Service Reliability Assessment for Normal-, Single Dry-, and Multiple Dry-Years.](#)



Table 5.19-4
GSWC Southwest Service Reliability Assessment for Normal-, Single Dry-, and Multiple Dry-Years

Demand and Supply Projections (in acre-feet)	2025	2030	2035	2040	2045
Normal Year					
Service Area Supply	26,939	27,347	27,761	28,181	28,608
Service Area Demand	26,939	27,347	27,761	28,181	28,608
Difference	0	0	0	0	0
Single-Dry Year					
Service Area Supply	29,633	30,082	30,537	31,000	31,469
Service Area Demand	29,633	30,082	30,537	31,000	31,469
Difference	0	0	0	0	0
Multiple-Dry Years (Year 1)					
Service Area Supply	29,633	30,082	30,537	31,000	31,469
Service Area Demand	29,633	30,082	30,537	31,000	31,469
Difference	0	0	0	0	0
Multiple-Dry Years (Year 2)					
Service Area Supply	29,722	30,172	30,629	31,093	31,469
Service Area Demand	29,722	30,172	30,629	31,093	31,469
Difference	0	0	0	0	0
Multiple-Dry Years (Year 3)					
Service Area Supply	29,812	30,263	30,721	31,187	31,469
Service Area Demand	29,812	30,263	30,721	31,187	31,469
Difference	0	0	0	0	0
Multiple-Dry Years (Year 4)					
Service Area Supply	29,902	30,354	30,814	31,280	31,469
Service Area Demand	29,902	30,354	30,814	31,280	31,469
Difference	0	0	0	0	0
Multiple-Dry Years (Year 5)					
Service Area Supply	29,992	30,446	30,907	31,375	31,469
Service Area Demand	29,992	30,446	30,907	31,375	31,469
Difference	0	0	0	0	0
Source: GSWC, Southwest Service Area 2020 Urban Water Management Plan, July 2021.					

According to the 2020 UWMP, water use projections for 2025 to 2045 are based on 55 gallons per capita per day (gpcd). Based on the current (2022) estimated Planning Area population of 37,948, existing water use within the Planning Area is approximately 2.1 million gallons per day (MGD), or 6.4 acre-feet per year (AFY).

WASTEWATER

Key Terms

Effluent: Effluent is an outflowing of water from a natural body of water, or from a man-made structure. Effluent in the man-made sense is generally considered to be water pollution, such as the outflow from a sewage treatment facility or the wastewater discharge from industrial facilities. In the context of waste



water treatment plants, effluent that has been treated is sometimes called secondary effluent, or treated effluent.

NPDES: Water pollution degrades surface waters making them unsafe for drinking, fishing, swimming, and other activities. As authorized by the Clean Water Act, the National Pollutant Discharge Elimination System (NPDES) permit program controls water pollution by regulating point sources that discharge pollutants into waters of the United States. Point sources are discrete conveyances such as pipes or man-made ditches. Individual homes that are connected to a municipal system, use a septic system, or do not have a surface discharge do not need an NPDES permit; however, industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters.

WWTP: Wastewater treatment plant. Treatment of wastewater may include the following processes: screening to remove large waste items; grit removal to allow sand, gravel, and sediment to settle out; primary sedimentation where sludge can settle out of the wastewater; secondary treatment to substantially degrade the biological content of the sewage; tertiary treatment to raise the quality of the effluent before it is discharged; and, discharge.

Wastewater Treatment and Sewer Collection

The City of Lawndale, along with the Los Angeles County Sanitation Districts (LACSD), provide wastewater services to the Planning Area. The City of Lawndale owns and operates local wastewater transmission lines within City limits, as shown on [Figure 5.19-2, Existing Sewer Infrastructure](#). According to the City's 2014 Sewer System Management Plan, the City's Public Works Department manages the City-owned sanitary sewer collection system, which serves a population of approximately 32,000 residences (City of Lawndale 2014). The sanitary sewer collection system consists of 34 miles of gravity sewer lines ranging from eight to 12 inches in diameter and no pump stations. The City's local gravity sewer lines discharge into LACSD's facilities for conveyance to the Joint Water Pollution Control Plant (JWPCP). The City is responsible for ensuring that the public sewer infrastructure is correctly designed, adequately sized, and easily maintained.

The City is part of the Los Angeles County Department of Public Works' (LACDPW) Consolidated Sewer Maintenance District (CSMD) and, therefore, relies on the staff and resources of the LACDPW for the maintenance of its collection sewer system. The CSMD has maintained the City's facilities for more than 60 years and utilizes the Lawndale Yard as its primary sewer operation and maintenance services provider. The CSMD is not a special district and does not own any infrastructure. LACDPW's Sewer Maintenance Division is responsible for operational maintenance services of the City's sewer collection system, including cleaning, closed-circuit television inspection, manhole inspection, and repairs of the system. The CSMD also provides a supporting role in reviewing all proposed sewer plans for new developments in the City to ensure that they conform to County design standards and to ensure that requirements for acceptability for maintenance are met.

The LACSD owns, operates, and maintains an interconnected network of trunk sewers which convey wastewater to Joint Outfall System (JOS) treatment facilities. The City falls completely within the LACSD's District Number 5 service area. The LACSD's trunk system forms the backbone of the conveyance system. The JOS includes the Joint Outfall trunk sewers, which are typically high-capacity sewers with diameters



as large as 144-inches, and the LACSD trunk sewers, which generally feed the larger trunk sewers. LACSD owns and maintains approximately 9.1 miles of sewers within the City, including two Joint Outfall trunk sewers along with other various LACSD trunk lines; refer to [Figure 5.19-2](#).

Wastewater Treatment Capacity

The City does not directly provide any wastewater treatment services. The City's local sewers discharge into the LACSD facilities for treatment and disposal. All sewage produced within the City is treated at LACSD's JWPCP, which provides both primary and secondary wastewater treatment for an average dry weather flow (DWF) of 280 MGD (West Yost Associates 2020). The JWPCP has a design capacity of 400 MGD. The plant serves a population of approximately 3.5 million people throughout Los Angeles County, including the City.

The treated wastewater is disinfected with hypochlorite and discharged to the Pacific Ocean through a network of outfalls. These outfalls extend 1.5 miles off the coast of Southern California near the Palos Verdes Peninsula to a depth of 200 feet. All of the JWPCP treated effluent is discharged because the JWPCP only provides primary and secondary treatment and do not meet Title 22 standards for using recycled water.

In general, wastewater flows are expected to increase in proportion to population growth within the JOS service area. Population forecasts are derived from projections by SCAG. As part of the LACSD's 2012 Clearwater Program Master Facilities Plan, these projections are then converted to flows using per capita generation rates. Contract and industrial flows are separately projected and added into the projected flow totals. As show in [Table 5.19-5, *Annual Projected Buildout Flow vs. Current Treatment Capacity \(MGD\)*](#), the projected average flows at the JWPCP for 2050 are estimated to be 423 MGD, which is 23 MGD more than the plant's current permitted capacity. The LACSD continues to monitor and adjust its projected flows and would expand treatment capacity as needed based on these updates. No current plant expansion is being planned as ongoing water conservation efforts throughout the region continue to lower current wastewater flows. In addition, as part of its Clearwater Program Master Facilities Plan, LACSD has identified a recommended plan to expand the treatment capacity of San Jose Creek Water Reclamation Plant to address projected capacity exceedance and meet the needs of the JOS service area through the year 2050; refer to the Clearwater Program Master Facilities Plan (Los Angeles County Sanitation Districts 2012).

**Table 5.19-5
Annual Projected Buildout Flow vs. Current Treatment Capacity (MGD)¹**

Treatment Plant	Projected Buildout Flow ²	Current Treatment Capacity ³
JWPCP	423	400

Source: West Yost Associates, *Background Report for Infrastructure Analysis for the City of Lawndale General Plan Update*, December 31, 2020.

Notes:

1. Projected wastewater flow and current treatment capacity are based on the 2012 Clearwater Program Master Facilities Plan.
2. Projected buildout wastewater flow is for the year 2050.
3. Current treatment capacity is for the year 2015.



According to the LACSD's 2012 Clearwater Program Master Facilities Plan, the residential/commercial per-capita wastewater generation rate within the JOS service area is 83 gpcd (Los Angeles County Sanitation Districts 2012). Based on the current (2022) estimated Planning Area population of 37,948, the Planning Area currently generates approximately 3.1 MGD of wastewater.

STORMWATER AND DRAINAGE

The information in this section focuses on the potential for the General Plan Update to result in the demand for new or expanded stormwater drainage facilities. [Section 5.10, *Hydrology and Water Quality*](#), includes an expanded analysis of water quality, flooding, and other stormwater related issues.

[Stormwater and Flood Control Facilities](#)

Storm drain infrastructure in the City is jointly owned and operated by the City and County. The Los Angeles County Flood Control District (LACFCD) provides flood control services and drainage infrastructure within unincorporated County areas and 86 incorporated cities, including the City of Lawndale (Los Angeles County Flood Control District 2023). LACFCD maintains a network of catch basins, storm drains, laterals, and the Dominguez Channel to convey stormwater out of the Planning Area and eventually discharge to the Pacific Ocean via Los Angeles Harbor. [Figure 5.19-3, *Existing Stormwater and Flood Control Facilities*](#), shows stormwater infrastructure within the Planning Area. According to LACFCD's GIS database, there are approximately 11.8 miles of LACFCD-owned gravity mains within the City (West Yost Associates 2020). The City owns and maintains a number of smaller catch basins, storm drains, and laterals that directly flow into the LACFCD system, eventually discharging into the Pacific Ocean via Los Angeles Harbor.

SOLID WASTE

The City has a contract with Republic Services to collect solid waste, recycling, and green waste within City limits (City of Lawndale 2023). Universal Waste Systems, Inc. currently provides trash collection and recycling services to the unincorporated area of El Camino Village within the Sphere of Influence (LACDPW 2023a). With minor exceptions for certain homeowners' associations, these two waste haulers handle all residential, commercial, and industrial collections within the Planning Area.

[Key Terms](#)

Class I landfill: A landfill that accepts for disposal 20 tons or more of municipal solid waste daily (based on an annual average); or one that does not qualify as a Class II or Class III municipal solid waste landfill.

Class II landfill: A landfill that (1) accepts less than 20 tons daily of municipal solid waste (based on an annual average); (2) is located on a site where there is no evidence of groundwater pollution caused or contributed by the landfill; (3) is not connected by road to a Class I municipal solid waste landfill, or, if connected by road, is located more than 50 miles from a Class I municipal solid waste landfill; and (4) serves a community that experiences (for at least three months each year) an interruption in access to surface transportation, preventing access to a Class I landfill, or a community with no practicable waste management alternative.



Class III landfill: A landfill that is not connected by road to a Class I landfill or a landfill that is located at least 50 miles from a Class I landfill. Class III landfills can accept no more than an average of one ton daily of ash from incinerated municipal solid waste or less than five tons daily of municipal solid waste.

Transfer station: A facility for the temporary deposit of some wastes. Transfer stations are often used as places where local waste collection vehicles will deposit their waste cargo prior to loading into larger vehicles. These larger vehicles will transport the waste to the end point of disposal or treatment.

Waste Management Plan: A Waste Management Plan (WMP) is a completed WMP form, approved by the City, submitted by the applicant for any covered project. Prior to project start, the WMP shall identify the types of construction and demolition (C&D) debris materials that will be generated for disposal and recycling. A completed WMP contains actual weight or volume of the material disposed recycled receipts.

Waste Disposal Facilities

In 2019, the majority (89 percent) of waste from the City went to four waste disposal facilities: Olinda Alpha Landfill (34 percent); Sunshine Canyon Landfill (25 percent); El Sobrante Landfill (16 percent); and Southeast Resource Recovery Facility (14 percent) (CalRecycle 2023a). The City disposed of approximately 6,462 tons at Olinda Alpha Landfill, 4,655 tons at Sunshine Canyon Landfill, and 2,940 tons at El Sobrante Landfill. Other landfills that received a relatively small amount of waste from the City in 2019 include:

- Frank R. Bowerman Sanitary Landfill (1,523 tons);
- Azusa Land Reclamation Co. Landfill (210 tons);
- Chiquita Canyon Sanitary Landfill (206 tons);
- Antelope Valley Public Landfill (80 tons); and
- Simi Valley Landfill & Recycling Center (2 tons).

In addition, 2,691 tons were disposed of at the Southeast Resource Recovery Facility, a transformation facility that uses mass burn technology to reduce the volume of solid waste by about 80 percent, while recovering electrical energy (Los Angeles County Sanitation Districts 2023).

Olinda Alpha Landfill

The Olinda Alpha Landfill is a Class III solid waste landfill located just outside of Brea, California. The property spans approximately 565 acres, with approximately 453 acres allocated for waste disposal (CalRecycle 2023b). The Olinda Alpha Landfill has a daily permitted maximum of 8,000 tons per day (TPD) and a remaining capacity of 17.5 million cubic yards as of 2020. The landfill has enough projected capacity to serve residents and businesses until approximately 2036.

Sunshine Canyon Landfill

The Sunshine Canyon Landfill is a Class III solid waste landfill located in Los Angeles, California. The property spans approximately 1,036 acres with approximately 363 acres allocated for waste disposal (CalRecycle 2023c). The Sunshine Canyon Landfill has a daily permitted maximum of 12,100 TPD and a remaining capacity of 77,900,000 cubic yards as of 2018. The landfill has enough projected capacity to serve residents and businesses until approximately 2037.



El Sobrante Landfill

The El Sobrante Landfill is a Class III solid waste landfill located just outside of Corona, California. The property spans approximately 1,322 acres with approximately 468 acres allocated for waste disposal (CalRecycle 2023d). The El Sobrante Landfill has a daily permitted maximum of 16,054 TPD and a remaining capacity of 143,977,170 cubic yards as of 2018. The landfill has enough projected capacity to serve residents and businesses until approximately 2051.

Southeast Resource Recovery Facility

The Southeast Resource Recovery Facility is a Transformation Facility located in the City of Long Beach. The facility is a waste-to-energy facility that uses mass burn technology to reduce the volume of solid waste by about 80 percent, while recovering electrical energy (Los Angeles County Sanitation Districts 2023). Refuse is inspected prior to combustion and non-combustible materials are recycled or disposed of in the same manner as other waste in the City of Long Beach. Treated combustion ash is used at a local landfill as road base material. The Southeast Resource Recovery Facility has a daily permitted maximum of 2,240 TPD (CalRecycle 2023e).

Solid Waste Generation Rates and Volumes

The California Integrated Waste Management Act of 1989 (AB 939), requires each city or county's source reduction and recycling element to include an implementation schedule showing that a city or county must divert 50 percent of solid waste from landfill disposal or transformation on and after January 1, 2000. SB 1016, passed in 2008, required the 50 percent diversion requirement to be calculated in a per capita disposal rate equivalent. AB 341, passed in 2012, requires that California increase its diversion rate to 75 percent by 2020.

The California Department of Resources Recycling and Recovery (CalRecycle) tracks and monitors solid waste generation rates on a per capita basis. Per capita solid waste generation rates and total annual solid waste disposal volumes for the City of Lawndale between 2015 and 2021 are shown in Table 5.19-6, *Solid Waste Generation Rates in City of Lawndale*.



Table 5.19-6
Solid Waste Generation Rates in City of Lawndale

Year	Waste Generation Rate (pounds/person/day)		Total Disposal Tonnage (tons/year)
	Per Resident	Per Employee	
2015	2.0	9.1	15,825.70
2016	2.2	9.8	16,205.01
2017	2.9	14.5	19,440.34
2018	2.3	11.5	17,288.56
2019	2.7	12.7	18,770.93
2020	2.9	13.9	20,790.63
2021	2.1	11.4	15,322.66
Cal Recycle Target Rate	<3.4	<21.1	--

Source: California Department of Resources Recycling and Recovery (CalRecycle), *Jurisdiction Per Capita Disposal Trends*, <https://www2.calrecycle.ca.gov/LGCentral/AnnualReporting/ReviewReports>, accessed March 10, 2023f.

The City has complied with State requirements to reduce the volume of solid waste through recycling and reuse of solid waste. As shown in [Table 5.19-6](#), the City’s per capita disposal rates have consistently satisfied the target rate established by CalRecycle of 3.4 pounds/person/day for residents and 21.1 pounds/person/day for employees. The per capita disposal rate is used as one of several factors that CalRecycle considers in determining a jurisdiction’s compliance with the intent of AB 939. It allows CalRecycle and jurisdictions to focus on successful implementation of diversion programs. CalRecycle data also shows that the City of Lawndale has increased landfill diversion programs for solid waste, from 38 diversion programs in 2007 to 40 in 2021.

Hazardous Waste Disposal

Household hazardous waste are products that are flammable, corrosive, reactive or toxic. Examples of household hazardous waste include: automotive fluids, propane, paint and solvents, medical sharps, fertilizers, pool chemicals, cleaning products, pesticides, herbicides, and nonempty aerosol cans. Los Angeles County operates permanent household hazardous waste collection facilities that offer service on a regular basis and temporary one-day and two-day household hazardous waste events throughout the year to collect household hazardous waste. The closest permanent household hazardous waste collection facility to Lawndale is the Hyperion S.A.F.E. Center in Playa Del Rey (LACDPW 2023b).

Separately, as of October 19, 2012, Assembly Bill 1343 established the PaintCare program. The program makes proper paint disposal more convenient for the public by setting up hundreds of new paint drop-off sites at retailers throughout the State. Electronic waste (e-waste) is anything with a circuit board or battery. It is illegal to dispose of e-Waste in any of the regular carts. Residents can legally dispose of these items at designated collection facilities or e-waste recycling events. Universal wastes are hazardous wastes that contain mercury, lead, cadmium, copper, and other substances hazardous to human and environment health. In general, universal waste may not be discarded in solid waste landfills. Residents



and businesses can generally contact a waste disposal service to arrange a pick-up of E-waste or universal waste.

ELECTRIC POWER, NATURAL GAS, AND TELECOMMUNICATIONS

Infrastructure to deliver electricity and natural gas service throughout the Planning Area is currently in place, and can generally provide these services to new development on request.

Electric Power

Electrical power to the Planning Area is provided by Southern California Edison (SCE). SCE provides electrical services to residences and businesses throughout Southern California. SCE's is one of the nation's largest electric utilities delivering power to 15 million people in 50,000 square-miles across central, coastal and Southern California including 180 incorporated cities and 15 counties (Southern California Edison 2023). SCE maintains approximately 12,635 miles of transmission lines, 91,375 miles of distribution lines (less streetlight miles), 1,433,336 electric poles, 720,800 distribution transformers, and 2,959 substation transformers. SCE obtains electricity from various generating sources that utilize natural gas, fossil fuels, hydroelectric sources, nuclear energy, and renewable resources, such as solar and wind.

Natural Gas

The Southern California Gas Company (SoCalGas) provides natural gas service to the Planning Area. SoCalGas is the nation's largest natural gas distribution utility and delivers gas services to 21.8 million consumers through 5.9 million meters in more than 500 communities (Southern California Gas Company 2023). SoCalGas service territory encompasses approximately 24,000 square miles in diverse terrain throughout Central and Southern California, from Visalia to the Mexican border.

Telecommunications

The Planning Area is served by multiple telecommunications providers. Providers in the Planning Area include Spectrum, T-Mobile, AT&T, and Frontier, which both provide internet access, telephone, and television services (Highspeedinternet.com 2023).

5.19.3 REGULATORY SETTING

WATER SUPPLIES

State

California Department of Health Services

The California Department of Health Services, Division of Drinking Water and Environmental Management, oversees the Drinking Water Program. The Drinking Water Program regulates public water systems and certifies drinking water treatment and distribution operators. It provides support for small water systems and for improving their technical, managerial, and financial capacity. It provides subsidized funding for water system improvements under the State Revolving Fund and Proposition 50 programs. The Drinking Water Program also oversees water recycling projects, permits water treatment devices, supports and promotes water system security, and oversees the Drinking Water Treatment and Research Fund for MTBE and other oxygenates.



California Code of Regulations

California Code of Regulations (CCR) Title 22, Chapter 15, Article 20 requires all public water systems to prepare a Consumer Confidence Report for distribution to its customers and to the Department of Health Services. The Consumer Confidence Report provides information regarding the quality of potable water provided by the water system. It includes information on the sources of the water, any detected contaminants in the water, the maximum contaminant levels set by regulation, violations and actions taken to correct them, and opportunities for public participation in decisions that may affect the quality of the water provided.

Consumer Confidence Report Requirements

CCR Title 22, Chapter 15, Article 20 requires all public water systems to prepare a Consumer Confidence Report for distribution to its customers and to the Department of Health Services. The Consumer Confidence Report provides information regarding the quality of potable water provided by the water system. It includes information on the sources of the water, any detected contaminants in the water, the maximum contaminant levels set by regulation, violations and actions taken to correct them, and opportunities for public participation in decisions that may affect the quality of the water provided.

Sustainable Groundwater Management Act

The Sustainable Groundwater Management Act (Water Code Section 10720 et seq.) was enacted in 2014. The Act, and related amendments to California law, require that all groundwater basins designated as high- or medium-priority in the California Department of Water Resources' (DWR) California Statewide Groundwater Elevation Monitoring (CASGEM) program and that are subject to critical overdraft conditions must be managed under a new Groundwater Sustainability Plan (GSP), or a coordinated set of GSPs, by January 31, 2020. High- and medium-priority basins that are not subject to critical overdraft conditions must be managed under a GSP by January 31, 2022. Where GSPs are required, one or more local groundwater sustainability agencies (GSAs) must be formed to cover the basin and prepare and implement applicable GSPs. The Act does not apply to basins that are managed under a court-approved adjudication, or to low-or very-low-priority basins.

A GSA has the authority to require registration of groundwater wells, measure and manage extractions, require reports and assess fees, and to request revisions of basin boundaries, including establishing new subbasins. The preparation of a GSP by a GSA is exempt from the California Environmental Quality Act (CEQA). Each GSP must include a physical description of the covered basin, such as groundwater levels, groundwater quality, subsidence, information on groundwater-surface water interaction, data on historical and projected water demands and supplies, monitoring and management provisions, and a description of how the plan would affect other plans, including city and county general plans.

The Act defines groundwater as “water beneath the surface of the earth within the zone below the water table in which the soil is completely saturated with water but does not include water that flows in known and definite channels.” A groundwater extraction facility is defined as “a device or method for extracting groundwater from within a basin” Water Code Section 10721(g-h). GSPs are reviewed by the DWR to ensure that, over a period of 20 years, “sustainable groundwater management” is achieved. As defined



by the Act, sustainable groundwater management means that groundwater uses within basins managed by a GSP would not cause any of the following “undesirable results”:

- Chronic lowering of groundwater levels (not including overdraft during a drought, if a basin is otherwise managed);
- Significant and unreasonable reductions in groundwater storage;
- Significant and unreasonable seawater intrusion;
- Significant and unreasonable degradation of water quality;
- Significant and unreasonable land subsidence; and
- Surface water depletions that have significant and unreasonable adverse impacts on beneficial uses (Water Code Section 10721(w)).

Water Conservation Act of 2009

Water Code Sections 10800, et seq. creates a framework for future planning and actions by urban (and agricultural) water suppliers to reduce California’s water use. The law requires urban water suppliers to reduce Statewide per capita water consumption by 20 percent by 2020. Additionally, the State is required to make incremental progress towards this goal by reducing per capita water use by at least 10 percent by 2015. Each urban retail water supplier was required to develop water use targets and an interim water use target by July 1, 2011. Each urban retail water supplier was required, by July 2011, to include in their water management plan the baseline daily per capita water use, water use target, interim water use target, and compliance daily per capita water use.

Efficiency Standards

CCR Title 24 contains the California Building Standards, including the California Plumbing Code (Part 5), which promotes water conservation. CCR Title 20 addresses Public Utilities and Energy and includes appliance efficiency standards that promote water conservation. In addition, several California laws listed below require water-efficient plumbing fixtures in structures:

- CCR Title 20 Section 1604(g) establishes efficiency standards that give the maximum flow rate of all new showerheads, lavatory faucets, sink faucets, and tub spout diverters;
- CCR Title 20 Section 1606 prohibits the sale of fixtures that do not comply with established efficiency regulations;
- CCR Title 24 Sections 25352(i) and (j) address pipe insulation requirements, which can reduce water used before hot water reaches equipment or fixtures. Insulation of water-heating systems is also required; and
- Health and Safety Code Section 17921.3 requires low-flush toilets and urinals in virtually all buildings.

Urban Water Management Planning Act

The Urban Water Management Planning Act has as its objectives the management of urban water demands and the efficient use of urban water. Under its provisions, every urban water supplier is required



to prepare and adopt an urban water management plan. An “urban water supplier” is a public or private water supplier that provides water for municipal purposes either directly or indirectly to more than 3,000 customers or supplying more than 3,000 AF of water annually. The plan must identify and quantify the existing and planned sources of water available to the supplier, quantify the projected water use for a period of 20 years, and describe the supplier’s water demand management measures. The urban water supplier should make every effort to ensure the appropriate level of reliability in its water service sufficient to meet the needs of its various categories of customers during normal, dry, and multiple dry years. The Department of Water Resources must receive a copy of an adopted urban water management plan.

[Senate Bill \(SB\) 610 and Assembly Bill \(AB\) 901](#)

The State Legislature passed SB 610 and AB 901 in 2001. Both measures modified the Urban Water Management Planning Act.

SB 610 requires additional information in an urban water management plan if groundwater is identified as a source of water available to an urban water supplier. It also requires that the plan include a description of all water supply projects and programs that may be undertaken to meet total projected water use. SB 610 requires a city or county that determines a project is subject to CEQA to identify any public water system that may supply water to the project and to request identified public water systems to prepare a specified water supply assessment. The assessment must include, among other information, an identification of existing water supply entitlements, water rights, or water service contracts relevant to the identified water supply for the proposed project, and water received in prior years pursuant to these entitlements, rights, and contracts.

AB 901 requires an urban water management plan to include information, to the extent practicable, relating to the quality of existing sources of water available to an urban water supplier over given time periods. AB 901 also requires information on the manner in which water quality affects water management strategies and supply reliability. The bill requires a plan to describe plans to supplement a water source that may not be available at a consistent level of use, to the extent practicable. Additional findings and declarations relating to water quality are required.

[Senate Bill \(SB\) 221](#)

SB 221 adds Government Code Section 66455.3, requiring that the local water agency be sent a copy of any proposed residential subdivision of more than 500 dwelling units within five days of the subdivision application being accepted as complete for processing by the city or county. It also adds Government Code Section 66473.7, establishing detailed requirements for establishing whether a “sufficient water supply” exists to support any proposed residential subdivisions of more than 500 dwellings, including any such subdivision involving a development agreement. When approving a qualifying subdivision tentative map, the city or county must include a condition requiring availability of a sufficient water supply. The applicable public water system must provide proof of availability. If there is no public water system, the city or county must undertake the analysis described in Government Code Section 66473.7. The analysis must include consideration of effects on other users of water and groundwater.



Local

[Greater Los Angeles County Integrated Regional Water Management Plan \(IRWMP\)](#)

The 2014 Greater Los Angeles County IRWMP is a regional plan designed to improve collaboration in water resources management. The IRWMP identifies a comprehensive set of solutions to: reduce the Region's reliance on imported water; comply with water quality regulations by improving the quality of urban runoff, stormwater, and wastewater; protect, restore and enhance natural processes and habitats; increase watershed friendly recreational space for all communities; reduce flood risk in flood prone areas by either increasing protection or decreasing needs using integrated flood management approaches; and adapt to and mitigate against climate change vulnerabilities.

[Golden State Water Company Southwest 2020 Urban Water Management Plan](#)

Urban water suppliers such as GSWC Southwest are required to prepare and adopt an UWMP every five years. The UWMP provides water suppliers with a reliable management action plan for long-term resource planning to ensure adequate water supplies are available to meet existing and future water supply needs. The UWMP must demonstrate water supply reliability in a normal year, single dry year, and droughts lasting at least five years over a twenty-year planning horizon. GSWC Southwest's 2020 UWMP integrates local and regional land use planning, regional water supply, infrastructure, and demand management projects to address short-term and long-term water conditions and management.

[City of Lawndale Municipal Code](#)

The City of Lawndale Municipal Code Chapter 3.14, *Utility Users Tax*, imposes a tax for users of various utilities within the City in order to fund municipal utility services. Section 3.14.090, *Water Users Tax*, imposes a tax on every person in the City using water which is delivered through mains or pipes.

Municipal Code Chapter 8.40, *Water Conservation*, allows the City Council to declare voluntary and mandatory water restrictions, as appropriate to water supply conditions. The stages include: conservation watch, drought watch, and drought emergency.

Municipal Code Title 15, *Buildings and Construction*, adopts various uniform building and construction codes. Chapter 15.28, *Green Building Standards Code*, adopts the 2022 California Green Building Standards Code, also referred to as CALGreen. CALGreen includes regulations to improve water efficiency and conservation.

Municipal Code Chapter 17.88, *Water Efficient Landscape*, promotes water-efficient landscaping by establishing standards for the design, maintenance, and install of water efficient landscapes in new and substantially altered or expanded existing development projects.

WASTEWATER

Federal

[Clean Water Act](#)

The Clean Water Act (CWA) (33 United States Code Section 1251 et seq.) is the cornerstone of water quality protection in the United States. The statute employs a variety of regulatory and non-regulatory



tools to sharply reduce direct pollutants discharges into waterways, finance municipal wastewater treatment facilities, and manage polluted runoff. These tools are employed to achieve the broader goal of restoring and maintaining the chemical, physical, and biological integrity of the nation’s waters so that they can support “the protection and propagation of fish, shellfish, and wildlife and recreation in and on the water” (United States Environmental Protection Agency n.d.).

The CWA regulates discharges from “non-point source” and traditional “point source” facilities, such as municipal sewage plants and industrial facilities. The CWA makes it illegal to discharge pollutants from a point source to the waters of the United States. CWA Section 402 creates the National Pollutant Discharge Elimination System (NPDES) regulatory program. Point sources must obtain a discharge permit from the proper authority (usually a state, sometimes EPA, a tribe, or a territory). NPDES permits cover industrial and municipal discharges, discharges from storm sewer systems in larger cities, storm water associated with numerous kinds of industrial activity, runoff from construction sites disturbing more than one acre, mining operations, and animal feedlots and aquaculture facilities above certain thresholds.

All so-called “indirect” dischargers are not required to obtain NPDES permits. An indirect discharger is one that sends its wastewater into a city sewer system, so it eventually goes to a sewage treatment plant. Although not regulated under NPDES, “indirect” discharges are covered by the CWA “pretreatment” program.

State

[State Water Resources Control Board/Regional Water Quality Control Board](#)

In California, all wastewater treatment and disposal systems fall under the overall regulatory authority of the State Water Resources Control Board (SWRCB) and the nine California Regional Water Quality Control Boards (RWQCBs), who are charged with the responsibility of protecting beneficial uses of State waters (ground and surface) from a variety of waste discharges, including wastewater from individual and municipal systems. The Planning Area falls within the jurisdiction of the Santa Ana RWQCB.

The RWQCB’s regulatory role often involves the formation and implementation of basic water protection policies. These are reflected in the individual RWQCB’s Basin Plan, generally in the form of guidelines, criteria and/or prohibitions related to the siting, design, construction, and maintenance of on-site sewage disposal systems. The SWRCB’s role has historically been one of providing overall direction, organizational and technical assistance, and a communications link to the State legislature.

The RWQCBs may waive or delegate regulatory authority for on-site sewage disposal systems to counties, cities or special districts. Although not mandatory, it is commonly done and has proven to be administratively efficient. In some cases, this is accomplished through a Memorandum of Understanding (MOU), whereby the local agency commits to enforcing the Basin Plan requirements or other specified standards that may be more restrictive. The RWQCBs generally elect to retain permitting authority over large and/or commercial or industrial on-site sewage disposal systems, depending on the volume and character of the wastewater.



Local

[Los Angeles County Sanitation Districts Master Connection Fee Ordinance](#)

The LACSD Master Connection Fee Ordinance imposes fees for connecting to the LACSD wastewater system, or for increasing the strength or quantity of wastewater discharged from connected facilities, and to provide for the collection of those fees. Revenue from the Ordinance is used to fund LACSD's capital facilities and the JOS capital facilities.

[Los Angeles County Sanitation Districts Wastewater Treatment Surcharge Program](#)

The LACSD charges an annual fee for wastewater collection, treatment, and disposal services for all companies that discharge more than one million gallons of wastewater to the public sewerage system during the fiscal year, or have high strength waste.

[City of Lawndale Sewer System Management Plan \(2014\)](#)

The City's Sewer System Management Plan contains policies and procedures related to the design and maintenance of the City's sewer system to prevent sanitary sewer overflows. The Plan describes responsibilities, preventive maintenance activities, conditions assessments, and standards for construction and design of sanitary sewers within the City.

[City of Lawndale Municipal Code](#)

Municipal Code Title 13, *Public Services*, addresses wastewater and storm drains within the City. Chapter 13.04, *Sanitary Sewers and Industrial Waste Code*, adopts Title 20, Division 2 of the Los Angeles County Code as the Sanitary Sewer and Industrial Waste Ordinance for the City of Lawndale. The ordinance regulates discharges of wastewater, including industrial waste discharges, into sanitary sewers within the City. Chapter 13.08, *Sewer Capacity – Peak-flow Charges*, also known as the City of Lawndale Sewer Charge Code, recognizes that the City's existing sewers were not designed to accommodate the increased flow of sewage from certain areas being developed, and establishes a means of providing adequate sewers required for future development. The Sewer Charge Code establishes a charge to be collected from properties that propose to discharge to the public sewer quantities of sewage in excess of the quantity for which the system was designed; and to establish a fund in which these charges may be deposited and from which monies will be available for the sanitary sewer reconstruction program. Section 13.08.070 prevents a building permit from being issued if the anticipated sewage from the proposed use is found by the City Engineer to exceed the capacity available in the public sewer. Section 13.08.080 requires that the size and grade of each public sewer must be such as to provide sufficient capacity for peak flow rates of discharge at all times. Section 13.08.090 outlines the required information and charges necessary for building permit applicants.

STORMWATER AND FLOOD CONTROL FACILITIES

Federal

[Clean Water Act](#)

The CWA, initially passed in 1972, regulates the discharge of pollutants into watersheds throughout the nation. Section 402(p) of the act establishes a framework for regulating municipal and industrial



stormwater discharges under the NPDES Program. Section 402(p) requires that stormwater associated with industrial activity that discharges either directly to surface waters or indirectly through municipal separate storm sewers must be regulated by an NPDES permit.

The SWRCB is responsible for implementing the CWA and does so through issuing NPDES permits to cities and counties through regional water quality control boards. Federal regulations allow two permitting options for storm water discharges (individual permits and general permits). Pursuant to Section 402 of the CWA and the Porter-Cologne Water Quality Control Act, municipal stormwater discharge in the Planning Area is subject to the Waste Discharge Requirements (WDRs) of the MS4 Permit (R4-2012-0175).

National Pollutant Discharge Elimination System (NPDES)

National Pollutant Discharge Elimination System (NPDES) permits are required for discharges to navigable waters of the United States, which includes any discharge to surface waters, including lakes, rivers, streams, bays, oceans, dry stream beds, wetlands, and storm sewers that are tributary to any surface water body. NPDES permits are issued under the CWA, Title IV, Permits and Licenses, Section 402 (33 USC 466 et seq.).

The RWQCB issues these permits in lieu of direct issuance by the Environmental Protection Agency, subject to review and approval by the EPA Regional Administrator (EPA Region 9). The terms of these NPDES permits implement pertinent provisions of the CWA and the Act's implementing regulations, including pre-treatment, sludge management, effluent limitations for specific industries, and anti-degradation. In general, the discharge of pollutants is to be eliminated or reduced as much as practicable so as to achieve the Clean Water Act's goal of "fishable and swimmable" navigable (surface) waters. Technically, all NPDES permits issued by the RWQCB are also Waste Discharge Requirements issued under the authority of the CWA.

These NPDES permits regulate discharges from publicly owned treatment works, industrial discharges, stormwater runoff, dewatering operations, and groundwater cleanup discharges. NPDES permits are issued for five years or less, and therefore must be updated regularly. To expedite the permit issuance process, the RWQCB has adopted several general NPDES permits, each of which regulates numerous discharges of similar types of wastes. The SWRCB has issued general permits for stormwater runoff from construction sites statewide. Stormwater discharges from industrial and construction activities in the Planning Area can be covered under these general permits, which are administered jointly by the SWRCB and RWQCB.

Construction throughout the Planning Area could disturb more than one acre of land surface for centralized and regional structural BMPs (and possibly for those distributed structural BMPs larger than one acre), affecting the quality of stormwater discharges into waters of the United States. The City would therefore be subject to the NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Order 2009-0009-DWQ, NPDES No. CAS000002, Construction General Permit, as amended by Order 2010-0014-DWQ and Order 2012-0006-DWQ). The Construction General Permit regulates discharges of pollutants in stormwater associated with construction activity to waters of the United States from construction sites that disturb one or more acres



of land surface, or that are part of a common plan of development or sale that disturbs more than one acre of land surface.

The Construction General Permit requires the development and implementation of a SWPPP that includes specific BMPs designed to prevent pollutants from contacting stormwater and keep all products of erosion from moving off-site into receiving waters. The SWPPP BMPs are intended to protect surface water quality by preventing the off-site migration of eroded soil and construction-related pollutants from the construction area.

State

California Water Code

California's primary statute governing water quality and water pollution issues with respect to both surface waters and groundwater is the Porter-Cologne Water Quality Control Act of 1970 (Division 7 of the California Water Code) (Porter-Cologne Act). The Porter-Cologne Act grants the SWRCB and each of the Regional Water Quality Control Boards (RWQCBs) power to protect water quality, and is the primary vehicle for implementation of California's responsibilities under the Federal Clean Water Act. The Porter-Cologne Act grants the SWRCB and the RWQCBs authority and responsibility to adopt plans and policies, to regulate discharges to surface and groundwater, to regulate waste disposal sites, and to require cleanup of discharges of hazardous materials and other pollutants. The Porter-Cologne Act also establishes reporting requirements for unintended discharges of any hazardous substance, sewage, or oil or petroleum product.

Each RWQCB must formulate and adopt a Water Quality Control Plan (Basin Plan) for its region. The regional plans are to conform to the policies set forth in the Porter-Cologne Act and established by the SWRCB in its State water policy. The Porter-Cologne Act also provides that a RWQCB may include within its regional plan water discharge prohibitions applicable to particular conditions, areas, or types of waste.

State Water Resource Control Board (State Water Board) Storm Water Strategy

The Storm Water Strategy is founded on the results of the Storm Water Strategic Initiative, which served to direct the State Water Board's role in storm water resources management. The Storm Water Strategy developed guiding principles to serve as the foundation of the storm water program; identified issues that support or inhibit the program from aligning with the guiding principles; and proposed and prioritized projects that the Water Boards could implement to address those issues. The State Water Board staff created a strategy-based document called the Strategy to Optimize Management of Storm Water (STORMS). STORMS includes a program vision, missions, goals, objectives, projects, timelines, and consideration of the most effective integration of project outcomes into the Water Board's Storm Water Program.

Local

Water Quality Control Plan (Basin Plan) for the Los Angeles Region

A Basin Plan is designed to preserve and enhance water quality and protect the beneficial uses of all regional waters. The Basin Plan is a resource for the Regional Board and others who use water and/or discharge wastewater in the region that the Basin Plan is designed to cover. Other agencies and



organizations involved in environmental permitting and resource management activities also use the Basin Plan. Finally, the Basin Plan provides valuable information to the public about local water quality issues.

The Los Angeles Region (Region 4) has jurisdiction over the coastal drainages between Rincon Point (on the coast of western Ventura County) and the eastern Los Angeles County. The Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties covers coastal Los Angeles County, including the Planning Area.

[Dominguez Channel Watershed Management Area – Enhanced Watershed Management Program](#)

The Dominguez Channel Watershed Management Area Enhanced Watershed Management Program (EWMP) was developed pursuant to the requirements set forth by Order No. R4-2012-0175, Los Angeles County Municipal Separate Storm Sewer System (MS4) National Pollutant Discharge Elimination System (NPDES) Permit (MS4 Permit). The EWMP identifies water quality priorities and watershed control measures for compliance with all Dominguez Channel TMDLs. The EWMP Plan, along with a Coordinated Monitoring Plan, serves as a guiding document for implementing water quality improving infrastructure, policies, and programs. The City of Lawndale is a participating member in the EWMP.

[City of Lawndale Municipal Code](#)

Municipal Code Title 13, *Public Services*, addresses wastewater and storm drains within the City. Chapter 13.12, *Storm Water and Urban Runoff Pollution Control*, establishes stormwater runoff controls and best management practices (BMPs) to prevent and/or reduce the quantity of pollutants from being discharged into the Municipal Separate Storm Sewer System (MS4).

SOLID WASTE

[Federal](#)

[Resource Conservation and Recovery Act](#)

The Resource Conservation and Recovery Act (RCRA) was enacted in 1976 to address the huge volumes of municipal and industrial solid waste generated nationwide. After several amendments, the Act as it stands today governs the management of solid and hazardous waste and underground storage tanks (USTs). RCRA, enacted in 1976, is an amendment to the Solid Waste Disposal Act of 1965. RCRA has been amended several times, most significantly by the Hazardous and Solid Waste Amendments of 1984. RCRA is a combination of the first solid waste statutes and all subsequent amendments. RCRA authorizes the Environmental Protection Agency (EPA) to regulate waste management activities. RCRA authorizes states to develop and enforce their own waste management programs, in lieu of the Federal program, if a state's waste management program is substantially equivalent to, consistent with, and no less stringent than the Federal program.

[State](#)

[California Integrated Waste Management Act \(AB 939 and SB 1322\)](#)

The California Integrated Waste Management Act of 1989 (AB 939 and SB 1322) requires every city and county to prepare a Source Reduction and Recycling Element to its Solid Waste Management Plan that



identifies how each jurisdiction will meet the mandatory State waste diversion goals of 25 percent by 1995 and 50 percent by 2000. The purpose of AB 939 and SB 1322 is to “reduce, recycle, and re-use solid waste generated in the state to the maximum extent feasible.” The term “integrated waste management” refers to the use of a variety of waste management practices to safely and effectively handle the municipal solid waste stream with the least adverse impact on human health and the environment. The Act has established a waste management hierarchy, as follows: Source Reduction; Recycling; Composting; Transformation; and Disposal.

[California Integrated Waste Management Board Model Ordinance](#)

Subsequent to the Integrated Waste Management Act, additional legislation was passed to assist local jurisdictions in accomplishing the goals of AB 939. The California Solid Waste Re-use and Recycling Access Act of 1991 (§42900-42911 of the Public Resources Code) directs the California Integrated Waste Management Board to draft a “model ordinance” relating to adequate areas for collecting and loading recyclable materials in development projects. The model ordinance requires that any new development project, for which an application is submitted on or after September 1, 1994, include “adequate, accessible, and convenient areas for collecting and loading recyclable materials.” For subdivisions of single family detached homes, recycling areas are required to serve only the needs of the homes within that subdivision.

[California Mandatory Commercial Recycling Law \(AB 341\)](#)

Assembly Bill (AB) 341 directed CalRecycle to develop and adopt regulations for mandatory commercial recycling. CalRecycle initiated formal rulemaking with a 45-day comment period beginning Oct. 28, 2011. The final regulation was approved by the Office of Administrative Law on May 7, 2012. The purpose of AB 341 is to reduce GHG emissions by diverting commercial solid waste to recycling efforts and to expand the opportunity for additional recycling services and recycling manufacturing facilities in California.

Beginning on July 1, 2012, businesses have been required to recycle, and each jurisdiction has implemented programs that include education, outreach, and monitoring. Jurisdictions were required to start reporting on their 2012 Electronic Annual Report (due August 1, 2013) on their initial education, outreach, and monitoring efforts, and, if applicable, on any enforcement activities or exemptions implemented by the jurisdiction.

In addition to Mandatory Commercial Recycling, AB 341 sets a statewide goal for 75 percent disposal reduction by the year 2020. This is not written as a 75 percent diversion mandate for each jurisdiction. The 50 percent disposal reduction mandate still stands for cities, counties, and State agencies (including community colleges) under AB 939. CalRecycle continues to evaluate program implementation as it has in the past through the Annual Report review process for entities subject to either AB 939.

[Assembly Bill 1826 Mandatory Commercial Organics Recycling](#)

In October 2014 Governor Brown signed AB 1826, requiring businesses to recycle their organic waste on and after April 1, 2016, depending on the amount of waste they generate per week. This law also requires that on and after January 1, 2016, local jurisdictions across the state implement an organic waste recycling program to divert organic waste generated by businesses, including multifamily residential dwellings that



consist of five or more units (please note, however, that multi-family dwellings are not required to have a food waste diversion program). Organic waste (also referred to as organics) means food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed in with food waste. This law phases in the mandatory recycling of commercial organics over time, while also offering an exemption process for rural counties. In particular, the minimum threshold of organic waste generation by businesses decreases over time, which means an increasingly greater proportion of the commercial sector will be required to comply.

Starting on January 1, 2019, businesses that generate four cubic yards or more of commercial solid waste per week shall arrange for organic waste recycling services. By Summer/Fall 2021, if CalRecycle determines that the statewide disposal of organic waste in 2020 has not been reduced by 50 percent of the level of disposal during 2014, the organic recycling requirements on businesses will expand to cover businesses that generate two cubic yards or more of commercial solid waste per week. Additionally, certain exemptions may no longer be available if this target is not met.

[Senate Bill 1383 Short-lived Climate Pollutants: Organic Waste Methane Emissions Reductions](#)

In September 2016, Governor Brown signed SB 1383, establishing methane emissions reduction targets in a statewide effort to reduce emissions of short-lived climate pollutants (SLCP) in various sectors of California’s economy. The bill codifies the California Air Resources Board’s Short-Lived Climate Pollutant Reduction Strategy, established pursuant to SB 605, in order to achieve reductions in the statewide emissions of short-lived climate pollutants. Actions to reduce short-lived climate pollutants are essential to address the many impacts of climate change on human health, especially in California’s most at-risk communities, and on the environment.

As it pertains to solid waste, SB 1383 establishes targets to achieve a 50 percent reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025. The law grants CalRecycle the regulatory authority required to achieve the organic waste disposal reduction targets and establishes an additional target that not less than 20 percent of currently disposed edible food is recovered for human consumption by 2025.

[Local](#)

[City of Lawndale Municipal Code](#)

The City of Lawndale Municipal Code Chapter 8.28, *Solid Waste – Collection and Management*, establishes regulations for solid waste collection of residential and non-residential uses, and construction/demolition waste. Article VII regulates construction and demolition debris and requires diversion of at least sixty-five percent of all demolition and construction debris generated, unless a lower rate is approved by the City as a part of the project’s waste reduction and recycling plan (WRRP). Applicants for a covered building or demolition permit must submit a WRRP as part of the permit process. Section 8.28.290, *Threshold Requirements*, establishes the thresholds for covered projects.



ELECTRICAL POWER, NATURAL GAS, AND TELECOMMUNICATIONS

Federal

Federal Energy Regulation Commission

The Federal Energy Regulatory Commission duties include the regulation of the transmission and sale of electricity and natural gas in interstate commerce, licensing of hydroelectric projects, and oversight of related environmental matters.

State

California Public Utilities Commission

Established in 1911, the California Public Utilities Commission (CPUC) regulates privately owned electric, natural gas, telecommunications, water, railroad, rail transit, and passenger transportation companies. The commission is organized into several advisory units, an enforcement division, and a strategic planning group. SJP, SCE, and SoCalGas are regulated by the CPUC.

Local

City of Lawndale Municipal Code

The City of Lawndale Municipal Code Chapter 3.14, *Utility Users Tax*, imposes a tax for users of various utilities within the City in order to fund municipal utility services, including electricity, gas, and telephone.

5.19.4 SIGNIFICANCE CRITERIA AND THRESHOLDS

Appendix G of the California Environmental Quality Act (CEQA) Guidelines contains the Initial Study Environmental Checklist, which includes questions related to utilities and service systems. The issues presented in the Initial Study Environmental Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant environmental impact if it would:

- Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects (refer to Impact Statement USS-1);
- Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years (refer to Impact Statement USS-2);
- Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments (refer to Impact Statement USS-3);
- Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals (refer to Impact Statement USS-4); and/or
- Not comply with Federal, state, and local management and reduction statutes and regulations related to solid waste (refer to Impact Statement USS-5).



5.19.5 IMPACTS AND MITIGATION MEASURES

USS-1: Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Impact Analysis:

WATER

In regard to water facilities, the General Plan Update is expected to result in population and employment growth within the Planning Area, and thus, an overall increase in demand on water supply, which would necessitate construction of future water supply infrastructure. Based on the anticipated growth, as described in Section 3.0, Project Description, and summarized in Table 3-4, General Plan 2045 Buildout by Land Use Designation, buildout under the General Plan Update could yield a net change over existing conditions of an additional 3,942 housing units, an additional population of 9,482 people, an additional 808,000 square feet of non-residential building square footage, and an additional 2,738 jobs within the Planning Area. This increased demand for water infrastructure would be located within areas that are already developed and serviced by the GSWC.

Since no specific development projects are proposed as part of the General Plan Update, the environmental effects from constructing or expanding facilities are unknown at this time. All water infrastructure construction activities associated with future development would be subject to compliance with existing local, State, and Federal laws, ordinances, and regulations, which would ensure impacts are reduced to less than significant levels. The City would continue to coordinate with GSWC to ensure adequate water distribution facilities are available to serve future development. Lawndale Municipal Code Section 3.14.090, *Water Users Tax*, imposes a tax on water users in the City and would help fund necessary infrastructure improvements. Furthermore, these future water facilities would be subject to General Plan Update policies and actions intended to ensure the provision of water and that potential environmental impacts associated with the implementation of new or expanded infrastructure would be reduced. Proposed Resource Management Element Policy RM-6.1 promotes residential, commercial and institutional water conservation strategies using multiple innovative strategies and contemporary best practices. Action RM-6c directs the City to work with local water agencies and service providers to: implement groundwater recharge programs; participate in water conservation programs; establish water conservation education programs; require water efficient landscaping; expand the production and use of reclaimed water; and require water conservation devices in new development and rehabilitation projects. Proposed Community Facilities Element Policy CF-1.3 directs the City to maintain and implement public facility master plans, in collaboration with appropriate regional, State, and Federal laws, to identify infrastructure needs, funding sources, and implement improvements for public facilities and services in Lawndale. Policy CF-1.8 directs City participation in the preparation of plans and programs addressing regional infrastructure and public services issues. Action CF-1a directs City coordination with outside service providers and other agencies regarding their public facility plans and to provide local input on goals, objectives, and projects. Policy CF-1d requires any new development or major redevelopment that



would put local and/or regional facilities at or near capacity to upgrade those facilities. Policy CF-2.1 coordinates with local water districts when considering land use changes in order to assist the districts in planning for adequate capacity to accommodate future growth. Policy CF-2.2 encourages the use and expansion of recycled water. Policy CF-2.3 considers the impacts of climate change in projections used to establish which water supply, distribution facilities, and conservation efforts are necessary to sustain future water demands. Action CF-2a requires the development review process to ensure sufficient water supply and water infrastructure capacity is available to serve the proposed development prior to approval of the project. The implementation of existing regulations and General Plan Update policies and actions would reduce impacts associated with the relocation or construction of new or expanded water facilities to a level that is less than significant.

WASTEWATER

In regard to wastewater, the General Plan Update is expected to result in increased population and employment growth within the Planning Area, and thus, an overall increase in demand on the existing sewer system associated with increased sewage flows.

The Planning Area is urbanized and contains existing wastewater infrastructure. As discussed above, the City's local sewers discharge into the LACSD facilities and are conveyed for treatment at LACSD's JWPCP. The JWPCP has a capacity of 400 MGD and treats approximately 260 MGD of wastewater, resulting in a remaining capacity of 140 MGD. The facility currently has capacity to serve the Planning Area. As shown in [Table 5.19-5](#), LACSD projects an average flow of 423 MGD at the JWPCP for 2050, which exceeds the plant's current permitted capacity by 23 MGD. Based on the anticipated growth under the General Plan Update, as described in [Section 3.0](#), and summarized in [Table 3-4](#), buildout under the General Plan Update could yield a net change over existing conditions of an additional population of 9,482 people within the Planning Area. Using the wastewater generation rate of 83 gpcd from LACSD's 2012 Clearwater Program Master Facilities Plan, growth associated with implementation of the General Plan Update would generate 3.9 MGD of wastewater within the Planning Area, a net increase of 0.8 MGD (25.8 percent) over existing conditions.

As part of LACSD's Clearwater Program Master Facilities Plan, an assessment of future needs was conducted by comparing projected tributary flows within the JOS versus conveyance system capacity. The conveyance capacity was determined using the static GIS conveyance system model's baseline configuration. A capacity need was identified in those sewer line segments for which the static GIS conveyance system model determined that the depth of peak dry weather flow within the sewer was equal to, or greater than, 90 percent of the sewer's diameter. According to LACSD's Clearwater Program Master Facilities Plan, it is estimated that 12.1 miles of City-used Joint Outfall trunk sewers would need to be hydraulically relieved by 2050. No set timeline has been established for when those lines would be improved. The LACSD continues to monitor and adjust its projected flows and would expand conveyance infrastructure and treatment capacity as needed based on these updates. As the regional sewage conveyance agency, LACSD would take the lead in conducting any additional analyses and development of any necessary improvement plans. At such time, LACSD would utilize SCAG's population projection data as part of its projections, such that any change in the City's land use plans or population projections would ultimately be incorporated into any future analysis depending on the timing of such data updates.



The General Plan Update does not include specific development proposals; therefore, the environmental effects of future wastewater collection systems are unknown at this time. At the time future projects are proposed, they would be required to ensure sufficient local and trunk sewer capacity exists to serve the specific development. Pursuant to Lawndale Municipal Code Section 13.08.070, a building permit would not be issued if the anticipated sewage from a proposed project is found by the City Engineer to exceed the capacity available in the public sewer. Lawndale Municipal Code Chapter 13.08, *Sewer Capacity – Peak-flow Charges*, provides for sewer connection and facilities expansion fees for the City’s local wastewater transmission lines. Additionally, LACSD charges annual wastewater sewer fees through its Wastewater Treatment Surcharge Program, as well as sewer connection fees through its Connection Fee Program, in order to maintain and expand LACSD’s wastewater services.

The General Plan Update includes policies and actions to ensure adequate wastewater services and facilities are available, and that potential environmental impacts associated with the implementation of new or expanded infrastructure would be reduced. Proposed Community Facilities Element Policy CF-1.3 directs the City to maintain and implement public facility master plans, in collaboration with appropriate regional, State, and Federal laws, to identify infrastructure needs, funding sources, and implement improvements for public facilities and services in Lawndale. Policy CF-1.8 directs City participation in the preparation of plans and programs addressing regional infrastructure and public services issues. Action CF-1a directs City coordination with outside service providers and other agencies regarding their public facility plans and to provide local input on goals, objectives, and projects. Policy CF-1d requires any new development or major redevelopment that would put local and/or regional facilities at or near capacity to upgrade those facilities. Policy CF-3.1 directs the City to work with appropriate service providers to promote safe and reliable wastewater collection and treatment infrastructure to serve existing and future development. Policy CF-3.2 directs coordination with the CSMD to encourage facilities to provide sufficient capacity for Lawndale, and that wastewater infrastructure within the City is adequately monitored and maintained. Policy CF-3.3 proposes the City take a comprehensive approach to water infrastructure that integrates sewer system planning with potable and recycled water systems, stormwater systems, and increased conservation awareness. Policy CF-3a directs the City to require that sufficient wastewater infrastructure capacity is available to serve proposed development prior to approval of the project; ensure the project applicant has paid the required fees prior to occupancy of any new development; and to periodically review the fee schedules for sewer connections and revise fees as necessary to cover the cost of related services and facilities. The implementation of existing regulations and General Plan Update policies and actions would reduce impacts associated with the relocation or construction of new or expanded wastewater facilities to a level that is less than significant.

STORMWATER

The Planning Area is generally developed and served by existing stormwater drainage and conveyance facilities. As described above, storm drain infrastructure in the City is jointly owned and operated by the City and the LACFCD. The Planning Area is primarily developed, with limited areas of pervious surfaces. Although future development activities have the potential to slightly increase impervious areas within the Planning Area, the majority of development activities under the proposed General Plan Update would consist of infill and redevelopment on currently urbanized sites. Therefore, implementation of the Project would not substantially increase the rate or amount of surface runoff. Federal, State and local regulations



would require individual projects to provide necessary on-site storm drain infrastructure and any off-site infrastructure improvements. The specific impacts of providing new and expanded drainage facilities cannot be determined at this time, as the Project does not propose or approve any specific development project nor does it designate specific sites for new or expanded public facilities.

Stormwater drainage and conveyance facilities would be evaluated at the project-level in association with subsequent development projects. However, the facilities would be primarily provided on sites with land use designations that allow such uses and the environmental impacts of constructing and operating the facilities would likely be similar to those associated with new development, redevelopment, and infrastructure projects under the General Plan Update. As future development and infrastructure projects are considered by the City, each project would be evaluated for conformance with the General Plan, Municipal Code, and other applicable regulations. Subsequent development and infrastructure projects would also be analyzed for potential environmental impacts, consistent with the requirements of CEQA. As such, this is a less than significant impact and no additional mitigation is required.

The General Plan Update policies and actions would further ensure that there is adequate stormwater drainage and flood control infrastructure to serve future development under the General Plan Update, and would ensure that future drainage and flood control infrastructure projects do not result in adverse environmental impacts. Proposed Resource Management Element Policy RM-6.4 directs the City to work cooperatively with local water agencies to effectively and efficiently manage stormwater runoff as part of the City's multi-pronged water conservation strategy. Proposed Community Facilities Element Policy CF-1.3 directs the City to maintain and implement public facility master plans, in collaboration with appropriate regional, State, and Federal laws, to identify infrastructure needs, funding sources, and implement improvements for public facilities and services in Lawndale. Policy CF-1.8 directs City participation in the preparation of plans and programs addressing regional infrastructure and public services issues. Action CF-1a directs City coordination with outside service providers and other agencies regarding their public facility plans and to provide local input on goals, objectives, and projects. Policy CF-1d requires any new development or major redevelopment that would put local and/or regional facilities at or near capacity to upgrade those facilities. Action CF-4d reviews development projects to identify potential storm drain and drainage impacts and requires developments to include measures to ensure that off-site runoff is not increased beyond pre-development levels during rain and flood events. Action CF-4e requires project designs to minimize drainage concentrations, minimize impervious coverage, utilize pervious paving materials, utilize LID strategies, and utilize BMPs to reduce stormwater runoff. The implementation of existing regulations and General Plan Update policies and actions would reduce impacts associated with the relocation or construction of new or expanded stormwater facilities to a level that is less than significant.

ELECTRICAL, NATURAL GAS, AND TELECOMMUNICATIONS

In regard to electrical, natural gas, and telecommunication services, the Planning Area is within the service areas of SCE, SoCalGas, and various telecommunication providers. The Planning Area is generally developed and existing electrical, natural gas, and telecommunications infrastructure exists within the Planning Area. New growth anticipated by the General Plan Update would require increased electrical, natural gas, and telecommunications services, potentially resulting in the new construction or relocation



of facilities. The environmental effects of future expansions of electrical, natural gas, and telecommunication facilities would be evaluated with each development proposal and would require a separate environmental review related to the construction and operation of new electrical, natural gas, and telecommunications infrastructure. Future implementing projects under the General Plan Update would have to coordinate with each utility provider to establish service, provide any necessary extensions of facilities, and comply with regulations in existence at that time. As future development and infrastructure projects are considered by the City, each project will be evaluated for conformance with the General Plan, Municipal Code, and other applicable regulations. Furthermore, these future facilities would be subject to General Plan Update policies and actions intended to ensure adequate provision of services and facilities and that potential environmental impacts associated with the implementation of new or expanded electrical, natural gas, and telecommunications infrastructure would be reduced. Proposed Resource Management Element Policy RM-5.4 promotes the use of energy-efficient materials, equipment, and design in public and private facilities and infrastructure. Action RM-5a implements energy conservation measures in public buildings. Action RM-5b encourages innovative building design, layout, and orientation techniques to minimize energy use. Action RM-5c directs the City to review development projects to ensure compliance with the California Code of Regulations, Title 24 standards as well as the energy efficiency standards established by the General Plan and the Municipal Code. Proposed Community Facilities Element Policy CF-1.3 directs the City to maintain and implement public facility master plans, in collaboration with appropriate regional, State, and Federal laws, to identify infrastructure needs, funding sources, and implement improvements for public facilities and services in Lawndale. Policy CF-1.8 directs City participation in the preparation of plans and programs addressing regional infrastructure and public services issues. Action CF-1a directs City coordination with outside service providers and other agencies regarding their public facility plans and to provide local input on goals, objectives, and projects. Policy CF-1d requires any new development or major redevelopment that would put local and/or regional facilities at or near capacity to upgrade those facilities. Policy CF-5.1 directs the City to work cooperatively with utility providers to promote the provision of adequate telecommunications services and facilities to serve the needs of existing and future residents and businesses. Action CF-5a directs the City to confer with telecommunications providers regarding major development plans and participate in the planning of the extension of utilities. The implementation of existing regulations and General Plan Update policies and actions would reduce impacts associated with the relocation or construction of new or expanded electrical, natural gas, and telecommunications facilities to a level that is less than significant.

Proposed General Plan Update Goals, Policies, and Actions:

LAND USE ELEMENT

Action LU-1e: Initiate a coordinated process to regularly review and adjust population assumptions and forecasts in conjunction with the Department of Finance, Southern California Association of Governments (SCAG), and the County of Los Angeles in order to adequately plan for growth, including jobs-housing balance projections.



Policy LU-2.6: Regional Growth. Notify adjacent jurisdictions and agencies of proposed land use actions within the Planning Area that may affect them and take appropriate action to consider and respond to their concerns.

RESOURCE MANAGEMENT ELEMENT

Policy RM-5.4: Energy-Efficient Materials. Promote the use of energy-efficient materials, equipment, and design in public and private facilities and infrastructure.

Policy RM-5.5: Energy Conservation. Promote energy conservation and recycling by the public and private sectors.

Action RM-5a: Implement energy conservation measures in public buildings through the following actions:

- a. Promote energy efficient buildings and site design for all new public buildings during the site development permit process; and
- b. Install energy saving devices in new public buildings and retrofit existing public buildings.

Action RM-5b: During the development review process, encourage innovative building design, layout, and orientation techniques to minimize energy use by taking advantage of sun/shade patterns, prevailing winds, landscaping and building materials that control energy usage, and solar design.

Action RM-5c: Continue to review development projects to ensure that all new public and private development complies with the California Code of Regulations, Title 24 standards as well as the energy efficiency standards established by the General Plan and the Municipal Code.

Policy RM-6.1: Conservation. Promote residential, commercial and institutional water conservation strategies using multiple innovative strategies and contemporary best practices.

Policy RM-6.2: Landscaping. Encourage all public and private landscaping in new development and significantly altered redevelopment projects to be designed to reduce water demand, prevent erosion, decrease flooding, and reduce pollutants through the installation of irrigation systems, the selection of appropriate plant materials, and proper soil preparation.

Policy RM-6.4: Stormwater. Work cooperatively with local water agencies to effectively and efficiently manage stormwater runoff as part of the City's multi-pronged water conservation strategy.

Action RM-6b: In cooperation with the State, Regional and local water agencies and suppliers, participate in programs that seek to expand the availability and use of recycled water for irrigation where feasible and legally permitted. Cooperate with these agencies to establish standards and regulations for the use of recycled water in development projects.



Action RM-6c: Work with local water agencies and service providers, regional wholesalers, and private developers to encourage water conservation in the following ways:

- Implementing groundwater recharge programs;
- Participating in water conservation programs operated by the local and Regional water districts;
- Establishing water conservation education programs;
- Requiring Water-Efficient Landscaping for public and private areas, including parks and recreational facilities, in accordance with the Water-Efficient Landscape requirements;
- Expanding the production and use of reclaimed (recycled) water;
- Requiring the incorporation of water conservation devices, including low flush toilets, flow restriction devices, and water conserving appliances in both new public and private development projects and rehabilitation projects.

COMMUNITY FACILITIES ELEMENT

Goal CF-1: **Infrastructure and Public Services.** A community with adequate, reliable public and quasi-public infrastructure and services to support existing and future development.

Policy CF-1.1: **Capital Improvements.** Maintain and finance the capital improvement program to ensure the timely implementation of the General Plan and the adequate and efficient provision of public facility and municipal improvements.

Policy CF-1.2: **Fair Share.** Require that new development and major redevelopment provide for and fund its fair share of the costs for the expansion of public infrastructure and services, recreational amenities and facilities, and other public facilities.

Policy CF-1.3: **Public Facility Plans.** Maintain and implement public facility master plans, in collaboration with appropriate Regional, State, and Federal laws, to identify infrastructure needs, funding sources, and implement improvements for public facilities and services in Lawndale.

Policy CF-1.4: **Revenue Sources.** Identify and proactively pursue all available sources of revenue to meet public infrastructure and services, recreational amenities and facilities, and other public facilities needs.

Policy CF-1.5: **Infrastructure Rehabilitation.** Regularly maintain and rehabilitate public facilities and critical infrastructure to extend its useful life; prioritize infrastructure improvements in areas targeted for near-term redevelopment and in areas designated as lower-income and/or disadvantaged communities.

Policy CF-1.8: **Regional Issues.** Continue to participate in the preparation of plans and programs addressing regional infrastructure and public services issues.



- Policy CF-1.9: Cost Sharing.** Explore equitable methods for sharing the costs of facilities or services that serve multiple jurisdictions in the South Bay Cities Council of Governments and/or Los Angeles County.
- Policy CF-1.10: Regional Services Providers.** Collaborate with the various regional facility and service providers to deliver high levels of service to Lawndale residents, and to plan for new development.
- Policy CF-1.11: Capital Improvement Planning.** Encourage agencies to carry out long-range capital improvement planning, which includes funding methods for the construction of projects that are compatible with regional land use planning goals and objectives.
- Action CF-1a:** Regularly coordinate with outside service providers and other agencies regarding their public facility plans and provide local input on goals, objectives, and projects.
- Action CF-1b:** Maintain records regarding the quality and status of public facilities and critical infrastructure and use this information to inform the capital improvement planning process.
- Action CF-1c:** Study mechanisms for funding and phasing of new infrastructure.
- Action CF-1d:** Require any new development or major redevelopment that would put local and/or regional facilities at or near capacity to upgrade those facilities.
- Action CF-1e:** Participate in regional and sub-regional planning forums that may address matters affecting the quality of life in Lawndale and the region.
- Policy CF-2.1: Water Supply Needs.** Coordinate with local water districts when considering land use changes in order to assist the districts in planning for adequate capacity to accommodate future growth.
- Policy CF-2.2: Use of Recycled Water.** Encourage the use of recycled water in development projects and landscaping; implement best practices (e.g., dual plumbing) to expand recycled water use when safe, financially feasible, and available.
- Policy CF-2.3: Climate Change Impacts.** Consider the impacts of climate change in projections used to establish which water supply, distribution facilities, and conservation efforts are necessary to sustain future water demands.
- Policy CF-2a:** Through the development review process, require that sufficient water supply and water infrastructure capacity is available to serve the development prior to approval of the project, pursuant to Water Code Section 10910 and Government Code Section 66473.7.
- Policy CF-2c:** In cooperation with the State, Regional, and Local water agencies and suppliers, participate in programs that seek to expand the availability and use of recycled water for irrigation where feasible and legally permitted.
-



Policy CF-3.1: Wastewater System. Work with appropriate service providers to promote safe and reliable wastewater collection and treatment infrastructure to serve existing and future development.

Policy CF-3.2: Adequate Infrastructure. Coordinate with the County of Los Angeles Consolidated Sewer Maintenance District to encourage facilities to provide sufficient capacity for Lawndale, and that wastewater infrastructure within the City is adequately monitored and maintained.

Policy CF-3.3: Integrated Systems Planning. Develop a comprehensive approach to water infrastructure that integrates sewer system planning with potable and recycled water systems, stormwater systems, and increased conservation awareness.

Action CF-3a: Through the development review process, continue to cooperate with the County of Los Angeles Consolidated Sewer Maintenance District to ensure adequate wastewater facilities are provided and maintained in the community. Specifically, the City should:

- Require that sufficient wastewater infrastructure capacity is available to serve the development prior to approval of the project;
- Ensure the project applicant has paid the required fees prior to occupancy of any new development; and
- Periodically review the fee schedules for sewer connections and revise fees as necessary to cover the cost of related services and facilities.

Policy CF-4.1: Maintain Capacity. Encourage the Los Angeles County Flood Control District (LACFCD) to maintain sufficient levels of storm drainage service, improve flood control facilities and channel segments, and implement other best practices in order to protect the community from flood hazards.

Action CF-4d: Continue to review development projects to identify potential storm drain and drainage impacts and require developments to include measures to ensure that off-site runoff is not increased beyond pre-development levels during rain and flood events.

Action CF-4e: Project designs shall minimize drainage concentrations, minimize impervious coverage, utilize pervious paving materials, utilize low impact development (LID) strategies, and utilize Best Management Practices (BMPs) to reduce stormwater runoff.

Policy CF-5.1: Cooperation with Utilities Providers. Work cooperatively with utility providers to promote the provision of adequate telecommunications services and facilities to serve the needs of existing and future residents and businesses.

Action CF-5a: Confer with telecommunications providers regarding major development plans and participate in the planning of the extension of utilities.

Mitigation Measures: No mitigation is required.



Level of Significance: Less Than Significant Impact.

USS-2: Would the Project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Impact Analysis: The General Plan Update is expected to result in increased population and employment growth within the Planning Area, and a corresponding increase in the demand for additional water supplies.

As described in [Section 3.0](#), and summarized in [Table 3-4](#), buildout under the General Plan Update could yield a total of 15,405 housing units, a population of 47,430 people, 5,351,026 square feet of non-residential building square footage, and 9,208 jobs within the Planning Area. This represents development growth over existing conditions of an additional 3,942 housing units, an additional population of 9,482 people, an additional 808,000 square feet of non-residential building square footage, and an additional 2,738 jobs within the Planning Area.

As discussed above, water service in the Planning Area is provided by the GSWC. GSWC's 2020 UWMP indicates that GSWC can meet projected water demands under normal-, single dry-, and multiple dry-year conditions through 2045. However, the General Plan Update is expected to result in increased population growth in the Planning Area, and a corresponding increase in the demand for additional water supplies, which have not been accounted for in the UWMP. The General Plan Update would result in a water demand of approximately 8.0 AFY within the Planning Area, which would be a net increase of 1.6 AFY (25 percent) over existing conditions.

As discussed, the California Urban Water Management Planning Act requires water suppliers to prepare an UWMP every five years to identify short-term and long-term water demand management measures to meet growing water demands during normal, dry, and multiple-dry years. Current (2020) population used in the UWMP is determined utilizing the DWR Population Tool. However, as noted in the UWMP, the current DWR Population Tool does not contain 2020 census data, and therefore the values may change once the data is available. Additionally, conditions that may have been altered by the pandemic could result in changes. According to the UWMP, projected population is based on the current estimated population (using the DWR Population Tool) and projected growth from the Southern California Association of Governments (SCAG) (2020). The UWMP assumes SCAG's growth rate to be constant throughout the planning period until 2045.

As discussed in [Section 5.12, *Population and Housing*](#), SCAG is the responsible agency for developing and adopting regional housing, population, and employment growth forecasts for local Los Angeles County governments, among other counties. SCAG provides household, population, and employment projection estimates in five-year increments through 2045. While Project growth projections are anticipated to exceed SCAG's 2045 population, SCAG's projections, which are compiled using a number of sources including adopted plans, historical trends, and interviews with local jurisdictions, tend to be more accurate on a regional level than on a local or city level. It is likely that through a combination of market changes, catalytic projects, updated land use direction in the General Plan, and other factors, Lawndale could capture either more or less of expected regional growth than forecasted by SCAG. Discrepancies between Project and regional forecasts can also be attributed to the RHNA process. One of the objectives of the



proposed Project is to accommodate the City's 2021-2029 RHNA; SCAG's Connect SoCal growth forecasts through 2045 do not consider the regional housing need for the 2021-2029 period, as jurisdictional allocations were not known at the time of SCAG's Connect SoCal adoption. The regional housing needs and associated General Plan growth projections will be included as part of SCAG's future growth forecasts. Therefore, future updates to the UWMP will account for future residential growth associated with the City's 2021-2029 RHNA and the additional residential and non-residential growth opportunities provided by Project implementation, and would identify short-term and long-term water demand management measures to meet growing water demands during normal, dry, and multiple-dry years.

As site-specific development is not currently proposed, there is the potential that for future qualifying projects, a Water Supply Assessment would be required pursuant to SB 610. The Water Supply Assessment discerns whether the expected demand from the development being proposed has been accounted for in the forecasted demands in the most recent UWMP. A Written Verification of Supply per SB 221 is prepared as a condition of approval for a subdivision map of 500 units or more. Considered a fail-safe mechanism to provide sufficient evidence that adequate water supplies are available before construction begins, the Written Verification of Supply is also prepared/adopted by the water supplier and approved by the land use authority. Depending on the project, one or both of these analyses may be required. Development proposals that may not warrant a Water Supply Assessment and/or Written Verification of Supply, but meet the definition of a project under CEQA, would still require an analysis of sufficient water supplies in the CEQA process. The Lawndale Municipal Code includes several provisions related to water conservation, including: Chapter 8.40, *Water Conservation*, which allows the City Council to declare voluntary and mandatory water restrictions, as appropriate to water supply conditions; Chapter 15.28, *Green Building Standards Code*, which adopts CALGreen's regulations to improve water efficiency and conservation; and Chapter 17.88, *Water Efficient Landscape*, which promotes water-efficient landscaping in new and substantially altered or expanded existing development projects.

Additionally, the General Plan Update includes goals, policies, and actions directed towards water conservation to ensure that adequate water supply, treatment, and distribution capacity is available to meet the needs of future development without negatively impacting the existing community. These actions would result in reduced water consumption on a per capita basis that would help offset the increased demand from additional development within the Planning Area. Proposed Resource Management Element Policy RM-6.1 promotes water conservation strategies using innovative strategies and contemporary best practices. Policy RM-6.2 encourages all public and private landscaping in new development and significantly altered redevelopment projects to be designed to reduce water demand, prevent erosion, decrease flooding, and reduce pollutants through the installation of irrigation systems, the selection of appropriate plant materials, and proper soil preparation. Action RM-6b ensures City participation in programs that seek to expand the availability and use of recycled water for irrigation where feasible and legally permitted. Action RM-6c directs the City to work with local water agencies and service providers to: implement groundwater recharge programs; participate in water conservation programs; establish water conservation education programs; require water efficient landscaping; expand the production and use of reclaimed water; and require water conservation devices in new development and rehabilitation projects. Proposed Community Facilities Element Policy CF-2.1 coordinates with local water districts when considering land use changes in order to assist the districts in planning for adequate



capacity to accommodate future growth. Policy CF-2.2 encourages the use and expansion of recycled water. Policy CF-2.3 considers the impacts of climate change in projections used to establish which water supply, distribution facilities, and conservation efforts are necessary to sustain future water demands. Action CF-2a requires the development review process to ensure sufficient water supply and water infrastructure capacity is available to serve the proposed development prior to approval of the project. Action CF-2c directs the City to cooperate with the State, regional, and local water agencies and suppliers to participate in programs that seek to expand the availability and use of recycled water for irrigation where feasible and legally permitted. Through implementation of existing Federal, State, and local regulations and the General Plan Update goals, policies, and actions, the environmental impacts to water supplies would be less than significant.

Proposed General Plan Update Goals, Policies, and Actions:

RESOURCE MANAGEMENT ELEMENT

Policy RM-6.1: Conservation. Promote residential, commercial and institutional water conservation strategies using multiple innovative strategies and contemporary best practices.

Policy RM-6.2: Landscaping. Encourage all public and private landscaping in new development and significantly altered redevelopment projects to be designed to reduce water demand, prevent erosion, decrease flooding, and reduce pollutants through the installation of irrigation systems, the selection of appropriate plant materials, and proper soil preparation.

Action RM-6b: In cooperation with the State, Regional and local water agencies and suppliers, participate in programs that seek to expand the availability and use of recycled water for irrigation where feasible and legally permitted. Cooperate with these agencies to establish standards and regulations for the use of recycled water in development projects.

Action RM-6c: Work with local water agencies and service providers, regional wholesalers, and private developers to encourage water conservation in the following ways:

- Implementing groundwater recharge programs;
- Participating in water conservation programs operated by the local and Regional water districts;
- Establishing water conservation education programs;
- Requiring Water-Efficient Landscaping for public and private areas, including parks and recreational facilities, in accordance with the Water-Efficient Landscape requirements;
- Expanding the production and use of reclaimed (recycled) water;
- Requiring the incorporation of water conservation devices, including low flush toilets, flow restriction devices, and water conserving appliances in both new public and private development projects and rehabilitation projects.

COMMUNITY FACILITIES ELEMENT



- Policy CF-2.1: Water Supply Needs.** Coordinate with local water districts when considering land use changes in order to assist the districts in planning for adequate capacity to accommodate future growth.
- Policy CF-2.2: Use of Recycled Water.** Encourage the use of recycled water in development projects and landscaping; implement best practices (e.g., dual plumbing) to expand recycled water use when safe, financially feasible, and available.
- Policy CF-2.3: Climate Change Impacts.** Consider the impacts of climate change in projections used to establish which water supply, distribution facilities, and conservation efforts are necessary to sustain future water demands.
- Policy CF-2a:** Through the development review process, require that sufficient water supply and water infrastructure capacity is available to serve the development prior to approval of the project, pursuant to Water Code Section 10910 and Government Code Section 66473.7.
- Policy CF-2c:** In cooperation with the State, Regional, and Local water agencies and suppliers, participate in programs that seek to expand the availability and use of recycled water for irrigation where feasible and legally permitted.

Mitigation Measures: No mitigation is required.

Level of Significance: Less Than Significant Impact.

USS-3: Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Impact Analysis: As discussed above, the City's local sewers discharge into the LACSD facilities and are conveyed for treatment at LACSD's JWPCP. The JWPCP has a capacity of 400 MGD and treats approximately 260 MGD of wastewater, resulting in a remaining capacity of 140 MGD. As shown in [Table 5.19-5](#), LACSD projects an average flow of 423 MGD at the JWPCP for 2050, which exceeds the plant's current permitted capacity by 23 MGD. The LACSD continues to monitor and adjust its projected flows and would expand treatment capacity as needed based on these updates. No current plant expansion is being planned, as ongoing water conservation efforts throughout the region continue to lower current wastewater flows.

Based on the anticipated growth under the General Plan Update, as described in [Section 3.0](#), and summarized in [Table 3-4](#), buildout under the General Plan Update could yield a net change over existing conditions of an additional population of 9,482 people within the Planning Area. Using the wastewater generation rate of 83 gpcd from LACSD's 2012 Clearwater Program Master Facilities Plan, growth associated with implementation of the General Plan Update would generate 3.9 MGD of wastewater within the Planning Area, a net increase of 0.8 MGD (25.8 percent) over existing conditions.

As noted above, the General Plan Update enables additional development but does not include specific development proposals. At the time future projects are proposed, they would require a separate



environmental review and compliance with regulations in existence at that time to ensure adequate wastewater treatment capacity exists. LACSD charges annual wastewater sewer fees through its Wastewater Treatment Surcharge Program, as well as sewer connection fees through its Connection Fee Program, in order to maintain and expand LACSD's wastewater services. Additionally, the General Plan Update includes goals, policies, and actions to ensure adequate wastewater facilities capacity to serve the Project's projected demand. Proposed Land Use Element Policy LU-2.6 would notify adjacent jurisdictions and agencies of proposed land use actions within the Planning Area that may affect them. Proposed Community Facilities Element Policy CF-1.3 directs the City to maintain and implement public facility master plans, in collaboration with appropriate regional, State, and Federal laws, to identify infrastructure needs, funding sources, and implement improvements for public facilities and services in Lawndale. Policy CF-1.8 directs City participation in the preparation of plans and programs addressing regional infrastructure and public services issues. Action CF-1a directs City coordination with outside service providers and other agencies regarding their public facility plans and to provide local input on goals, objectives, and projects. Policy CF-1d requires any new development or major redevelopment that would put local and/or regional facilities at or near capacity to upgrade those facilities. Policy CF-3.1 directs the City to work with appropriate service providers to promote safe and reliable wastewater collection and treatment infrastructure to serve existing and future development. Policy CF-3.2 directs coordination with the CSMD to encourage facilities to provide sufficient capacity for Lawndale, and that wastewater infrastructure within the City is adequately monitored and maintained. Policy CF-3.3 proposes the City take a comprehensive approach to water infrastructure that integrates sewer system planning with potable and recycled water systems, stormwater systems, and increased conservation awareness. Policy CF-3a directs the City to require that sufficient wastewater infrastructure capacity is available to serve proposed development prior to approval of the project; ensure the project applicant has paid the required fees prior to occupancy of any new development; and to periodically review the fee schedules for sewer connections and revise fees as necessary to cover the cost of related services and facilities. The implementation of existing Federal, State, and local regulations and the General Plan Update policies and actions would ensure adequate wastewater treatment capacity and impacts would be less than significant.

Proposed General Plan Update Goals, Policies, and Actions:

LAND USE ELEMENT

Action LU-1e: Initiate a coordinated process to regularly review and adjust population assumptions and forecasts in conjunction with the Department of Finance, Southern California Association of Governments (SCAG), and the County of Los Angeles in order to adequately plan for growth, including jobs-housing balance projections.

Policy LU-2.6: Regional Growth. Notify adjacent jurisdictions and agencies of proposed land use actions within the Planning Area that may affect them and take appropriate action to consider and respond to their concerns.

COMMUNITY FACILITIES ELEMENT



- Goal CF-1:** **Infrastructure and Public Services.** A community with adequate, reliable public and quasi-public infrastructure and services to support existing and future development.
- Policy CF-1.1:** **Capital Improvements.** Maintain and finance the capital improvement program to ensure the timely implementation of the General Plan and the adequate and efficient provision of public facility and municipal improvements.
- Policy CF-1.3:** **Public Facility Plans.** Maintain and implement public facility master plans, in collaboration with appropriate Regional, State, and Federal laws, to identify infrastructure needs, funding sources, and implement improvements for public facilities and services in Lawndale.
- Policy CF-1.5:** **Infrastructure Rehabilitation.** Regularly maintain and rehabilitate public facilities and critical infrastructure to extend its useful life; prioritize infrastructure improvements in areas targeted for near-term redevelopment and in areas designated as lower-income and/or disadvantaged communities.
- Policy CF-1.8:** **Regional Issues.** Continue to participate in the preparation of plans and programs addressing regional infrastructure and public services issues.
- Policy CF-1.10:** **Regional Services Providers.** Collaborate with the various regional facility and service providers to deliver high levels of service to Lawndale residents, and to plan for new development.
- Policy CF-1.11:** **Capital Improvement Planning.** Encourage agencies to carry out long-range capital improvement planning, which includes funding methods for the construction of projects that are compatible with regional land use planning goals and objectives.
- Action CF-1a:** Regularly coordinate with outside service providers and other agencies regarding their public facility plans and provide local input on goals, objectives, and projects.
- Action CF-1b:** Maintain records regarding the quality and status of public facilities and critical infrastructure and use this information to inform the capital improvement planning process.
- Action CF-1c:** Study mechanisms for funding and phasing of new infrastructure.
- Action CF-1d:** Require any new development or major redevelopment that would put local and/or regional facilities at or near capacity to upgrade those facilities.
- Action CF-1e:** Participate in regional and sub-regional planning forums that may address matters affecting the quality of life in Lawndale and the region.
- Policy CF-3.1:** **Wastewater System.** Work with appropriate service providers to promote safe and reliable wastewater collection and treatment infrastructure to serve existing and future development.
-



Policy CF-3.2: Adequate Infrastructure. Coordinate with the County of Los Angeles Consolidated Sewer Maintenance District to encourage facilities to provide sufficient capacity for Lawndale, and that wastewater infrastructure within the City is adequately monitored and maintained.

Policy CF-3.3: Integrated Systems Planning. Develop a comprehensive approach to water infrastructure that integrates sewer system planning with potable and recycled water systems, stormwater systems, and increased conservation awareness.

Action CF-3a: Through the development review process, continue to cooperate with the County of Los Angeles Consolidated Sewer Maintenance District to ensure adequate wastewater facilities are provided and maintained in the community. Specifically, the City should:

- Require that sufficient wastewater infrastructure capacity is available to serve the development prior to approval of the project;
- Ensure the project applicant has paid the required fees prior to occupancy of any new development; and
- Periodically review the fee schedules for sewer connections and revise fees as necessary to cover the cost of related services and facilities.

Mitigation Measures: No mitigation is required.

Level of Significance: Less Than Significant Impact.

USS-4: Would the Project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Impact Analysis: Future development of projects as contemplated under the General Plan Update may increase the population within the Planning Area by an additional 9,482 people. As described above, the City has achieved a disposal rate of 2.1 PPD per resident in 2021. Assuming these disposal rates remain constant throughout the life of the General Plan Update, the new growth under General Plan buildout would result in a net increase of approximately 19,912.2 PPD of solid waste over existing conditions, which equals 9.6 net TPD or 3,634.0 net tons of solid waste per year.

The City's projected increase in solid waste generation associated with 2045 buildout under the General Plan Update is within the permitted capacity of the Olinda Alpha Landfill, Sunshine Canyon Landfill, and El Sobrante Landfill, where the vast majority of waste from the City was disposed of in 2019. Olinda Alpha Landfill has a remaining capacity of approximately 17.5 million cubic yards as of 2020, is permitted a maximum throughput of 8,000 TPD, and has enough projected capacity to serve residents and businesses until approximately 2036. Sunshine Canyon Landfill has a remaining capacity of approximately 77,900,000 cubic yards as of 2018, is permitted a maximum throughput of 12,100 TPD, and has enough projected capacity to serve residents and businesses until approximately 2037. El Sobrante Landfill has a remaining capacity of approximately 143,977,170 cubic yards as of 2018, is permitted a maximum throughput of



16,054 TPD, and has enough projected capacity to serve residents and businesses until approximately 2051, beyond the 20-year planning horizon of the General Plan Update. In addition, the City disposes solid waste to a number of other landfills and the Southeast Resource Recovery Facility. Conservatively assuming the Olinda Alpha Landfill and Sunshine Canyon Landfill reach full capacity during the 20-year planning horizon of the General Plan Update, the El Sobrante Landfill would have adequate capacity to accommodate the City's projected solid waste generation under buildout of 49.8 TPD. Further, it is more likely that future solid waste would be distributed to the other landfills serving the City.

In addition, all future development would be required to comply with the mandatory commercial and multifamily recycling requirements of AB 341, thus reducing the amount of landfill waste. Furthermore, the General Plan Update includes policies and actions to responsibly manage and reduce solid waste. Proposed Resource Management Element Policy RM-2.1 ensures compliance with local, Regional and State regulations regarding waste diversion, source reduction, recycling and composting. Policy RM-2.2 supports efforts of the solid waste service provider to maintain adequate waste disposal, recycling and refuse services in the City, and periodically reviews waste collection performance to verified adequacy of service. Policy RM-2.3 directs City participation in source reduction and recycling techniques to reduce the amount of solid waste sent to landfills and to ensure adequate landfill capacity in the region. Policy RM-2.5 directs the City to work with appropriate service providers to collect and compost green waste to distribute for use in parks, medians, and other municipal areas. Policy RM-2.6 directs the City to work with appropriate service providers to periodically review collection, recycling, and disposal fees to achieve State and Federal mandates, meet community expectations, and reflect cost efficiencies or increases for service delivery. Policy RM-2.7 promotes Citywide educational programs related to recycling. Action RM-2a ensures solid waste collection activities, facility siting and construction of transfer and/or disposal facilities, operation of waste reduction and recycling programs, and household hazardous waste disposal and education programs are consistent with the Los Angeles Countywide Integrated Waste Management Plan. Action RM-2c requires standard language is included in request for services and in City agreements requiring contractors to use BMPs to maximize diversion of waste from the landfill in order to meet the City's specified diversion rates. Action RM-2e encourages recycling, reuse, and appropriate disposal of hazardous materials through increased participation in single-family and multi-family residential curbside recycling programs; increased participation in commercial and industrial recycling programs for paper, cardboard, and plastics; and reduced yard and landscape waste through methods such as composting, grass recycling, and using resource efficient landscaping techniques.

Through the implementation of existing regulations and the General Plan Update policies and actions, this is a less than significant impact.

Proposed General Plan Update Goals, Policies, and Actions:

RESOURCE MANAGEMENT ELEMENT

Policy RM-2.1: Compliance with State Legislation. Comply with local, Regional and State regulations regarding waste diversion, source reduction, recycling and composting.

Policy RM-2.2: Solid Waste Collection. Support efforts of the solid waste service provider to maintain adequate waste disposal, recycling and refuse services for present and future residents



and businesses, and periodically review waste collection performance to verified adequacy of service.

Policy RM-2.4: Source Reduction and Recycling Efforts. Participate in source reduction and recycling techniques to reduce the amount of solid waste sent to landfills and ensure adequate landfill capacity in the region.

Policy RM-2.5: Organic Waste. Work with appropriate service providers to collect and compost green waste, including landscaping, Christmas trees, composting and mulch, and other sources of organic waste, to distribute for use in parks, medians, and other municipal areas.

Policy RM-2.6: Fees and Funding. Work with appropriate service providers to periodically review collection, recycling, and disposal fees to achieve State and Federal mandates, meet community expectations, and reflect cost efficiencies or increases for service delivery.

Policy RM-2.7: Public Education. Promote Citywide educational programs to inform residents of the benefits of recycling and appropriate recycling options and locations.

Action RM-2a: On an ongoing basis and in compliance with State law, ensure solid waste collection activities, facility siting and construction of transfer and/or disposal facilities, operation of waste reduction and recycling programs, and household hazardous waste disposal and education programs are consistent with the Los Angeles Countywide Integrated Waste Management Plan.

Action RM-2c: Include standard language in request for services and in City agreements requiring contractors to use best management practices to maximize diversion of waste from the landfill in order to meet the City's specified diversion rates.

Action RM-2e: Encourage recycling, reuse, and appropriate disposal of hazardous materials, including the following:

- Increased participation in single-family and multi-family residential curbside recycling programs;
- Increased participation in commercial and industrial recycling programs for paper, cardboard, and plastics; and
- Reduce yard and landscape waste through methods such as composting, grass recycling, and using resource efficient landscaping techniques.

Mitigation Measures: No mitigation is required.

Level of Significance: Less Than Significant Impact.

USS-5: Would the Project comply with Federal, state, and local management and reduction statutes and regulations related to solid waste?



Impact Analysis: As discussed in the settings section, Chapter 8.32, *Solid Waste – Collection and Management*, of the Municipal Code establishes mandatory solid waste and recycling collection to comply with the requirements of AB 939 and AB 341. The City has also established disposal and mandatory recycling requirements for commercial facilities, single family residential, and multifamily residential premises to comply with State law diversion requirements. As permitted by AB 939, the City authorizes a private solid waste franchisee (i.e., Republic Services) to handle the City’s solid waste and requires Republic to cooperate in the preparation of solid waste disposal characterization studies and the preparation of waste stream audits. Republic and the City work together to submit information to meet the reporting requirements of AB 939, or any other law or regulation, to reach the solid waste and recycling goals mandated by AB 939.

The General Plan Update includes policies and actions to responsibly manage and reduce solid waste in compliance with Federal, State, and local regulations. Proposed Resource Management Element Policy RM-2.1 ensures compliance with local, Regional and State regulations regarding waste diversion, source reduction, recycling and composting. Policy RM-2.2 supports efforts of the solid waste service provider to maintain adequate waste disposal, recycling and refuse services in the City, and periodically reviews waste collection performance to verified adequacy of service. Policy RM-2.3 directs City participation in source reduction and recycling techniques to reduce the amount of solid waste sent to landfills and to ensure adequate landfill capacity in the region. Policy RM-2.5 directs the City to work with appropriate service providers to collect and compost green waste to distribute for use in parks, medians, and other municipal areas. Policy RM-2.6 directs the City to work with appropriate service providers to periodically review collection, recycling, and disposal fees to achieve State and Federal mandates, meet community expectations, and reflect cost efficiencies or increases for service delivery. Policy RM-2.7 promotes Citywide educational programs related to recycling. Action RM-2a ensures solid waste collection activities, facility siting and construction of transfer and/or disposal facilities, operation of waste reduction and recycling programs, and household hazardous waste disposal and education programs are consistent with the Los Angeles Countywide Integrated Waste Management Plan. Action RM-2c requires standard language is included in request for services and in City agreements requiring contractors to use BMPs to maximize diversion of waste from the landfill in order to meet the City’s specified diversion rates. Action RM-2e encourages recycling, reuse, and appropriate disposal of hazardous materials through increased participation in single-family and multi-family residential curbside recycling programs; increased participation in commercial and industrial recycling programs for paper, cardboard, and plastics; and reduced yard and landscape waste through methods such as composting, grass recycling, and using resource efficient landscaping techniques.

Through the implementation of existing regulations and the General Plan Update policies and actions, future development implemented by the General Plan Update would continue to comply with management and reduction statutes and regulations related to solid waste and impacts would be less than significant.

Proposed General Plan Update Goals, Policies, and Actions:

RESOURCE MANAGEMENT ELEMENT



Policy RM-2.1: Compliance with State Legislation. Comply with local, Regional and State regulations regarding waste diversion, source reduction, recycling and composting.

Policy RM-2.2: Solid Waste Collection. Support efforts of the solid waste service provider to maintain adequate waste disposal, recycling and refuse services for present and future residents and businesses, and periodically review waste collection performance to verified adequacy of service.

Policy RM-2.4: Source Reduction and Recycling Efforts. Participate in source reduction and recycling techniques to reduce the amount of solid waste sent to landfills and ensure adequate landfill capacity in the region.

Policy RM-2.5: Organic Waste. Work with appropriate service providers to collect and compost green waste, including landscaping, Christmas trees, composting and mulch, and other sources of organic waste, to distribute for use in parks, medians, and other municipal areas.

Policy RM-2.6: Fees and Funding. Work with appropriate service providers to periodically review collection, recycling, and disposal fees to achieve State and Federal mandates, meet community expectations, and reflect cost efficiencies or increases for service delivery.

Policy RM-2.7: Public Education. Promote Citywide educational programs to inform residents of the benefits of recycling and appropriate recycling options and locations.

Action RM-2a: On an ongoing basis and in compliance with State law, ensure solid waste collection activities, facility siting and construction of transfer and/or disposal facilities, operation of waste reduction and recycling programs, and household hazardous waste disposal and education programs are consistent with the Los Angeles Countywide Integrated Waste Management Plan.

Action RM-2c: Include standard language in request for services and in City agreements requiring contractors to use best management practices to maximize diversion of waste from the landfill in order to meet the City's specified diversion rates.

Action RM-2e: Encourage recycling, reuse, and appropriate disposal of hazardous materials, including the following:

- Increased participation in single-family and multi-family residential curbside recycling programs;
- Increased participation in commercial and industrial recycling programs for paper, cardboard, and plastics; and
- Reduce yard and landscape waste through methods such as composting, grass recycling, and using resource efficient landscaping techniques.

Mitigation Measures: No mitigation is required.

Level of Significance: Less Than Significant Impact.



5.19.6 CUMULATIVE IMPACTS

Section 4.0, *Basis of Cumulative Analysis*, identifies the methodology used to determine the potential for cumulative growth and development to interact with the proposed Project to the extent that a significant cumulative effect relative to utilities and service systems may occur. The geographic setting for utilities and service systems considers development within the City as well as the service areas specific to water, wastewater conveyance and treatment, and solid waste, which serve the larger region.

Would the project, combined with other related cumulative projects, require or result in the relocation or construction of new or expanded water facilities, the construction or relocation of which could cause significant environmental effects, or have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Impact Analysis: As discussed, water service in the Planning Area is provided by the GSWC. In addition to the Project, cumulative projects within the City would receive water service from GSWC. Similar to future development associated with Project implementation, cumulative development projects would be located within areas that are already developed and serviced by the GSWC. Additionally, Lawndale Municipal Code Section 3.14.090, *Water Users Tax*, imposes a tax on water users in the City and would help fund necessary infrastructure improvements. The specific impacts of providing new and expanded facilities cannot be determined at this time, as the Project does not propose or authorize development nor does it designate specific sites for new or expanded water facilities. Cumulative development projects are anticipated to occur gradually as development occurs in the Planning Area and would be required to pay applicable development impact fees to ensure water facilities can be constructed/expanded, if necessary. Further, the General Plan Update includes policies and actions related to the provision of utilities and water conservation. The policies and actions included within the General Plan Update and compliance with the Zoning Code would reduce the cumulative effect of the General Plan Update on water facilities to a less than significant level. Thus, the Project's incremental impacts to water facilities would not be cumulatively considerable.

Project implementation may result in increased population growth in the Planning Area, and a corresponding increase in the demand for additional water supplies. Similar to future development associated with Project implementation, cumulative development projects would require an analysis of sufficient water supplies through provisions in SB 610 and/or the CEQA process. Additionally, future development associated with the Project and cumulative projects would be required to comply with existing Federal, State, and local regulations, including the Municipal Code, to conserve water and ensure the efficient use of available water supplies. Further, the General Plan Update includes policies and actions related to the provision of utilities and water conservation. The policies and actions included within the General Plan Update and compliance with the Zoning Code would reduce the cumulative effect of the General Plan Update on water supplies to a less than significant level. Thus, the Project's incremental impacts to water supplies would not be cumulatively considerable.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.



Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

Would the project, combined with other related cumulative projects, require or result in the relocation or construction of new or expanded wastewater facilities, the construction or relocation of which could cause significant environmental effects, or result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Impact Analysis: As discussed, the City and LACSD provide wastewater services to the Planning Area. In addition to the Project, cumulative projects within the City would be provided wastewater services by the City and LACSD. Similar to future development associated with Project implementation, cumulative development projects would be located within areas that are already developed and serviced by the City and LACSD. The City would review each site to determine if sufficient local and trunk sewer capacity exists to serve each specific development project. Pursuant to Lawndale Municipal Code Section 13.08.070, a building permit would not be issued if the anticipated sewage from a proposed project is found by the City Engineer to exceed the capacity available in the public sewer. Lawndale Municipal Code Chapter 13.08, *Sewer Capacity – Peak-flow Charges*, provides for sewer connection and facilities expansion fees for the City's local wastewater transmission lines. The specific impacts of providing new and expanded facilities cannot be determined at this time, as the Project does not propose or authorize development nor does it designate specific sites for new or expanded wastewater facilities. Cumulative development projects are anticipated to occur gradually as development occurs in the Planning Area and would be required to pay applicable development impact fees to ensure wastewater facilities can be constructed/expanded, if necessary, to ensure adequate capacity to serve the proposed development. Further, the General Plan Update includes policies and actions related to the provision of utilities. The policies and actions included within the General Plan Update and compliance with the Zoning Code would reduce the cumulative effect of the General Plan Update on wastewater facilities to a less-than-significant level. Thus, the Project's incremental impacts to wastewater facilities would not be cumulatively considerable.

Project implementation may result in increased population growth in the Planning Area, and a corresponding increase in the flow of wastewater requiring treatment. As noted above, the Project enables additional development but does not include specific development proposals. At the time future projects are proposed, they would be required to ensure adequate wastewater treatment capacity exists. Additionally, LACSD charges annual wastewater sewer fees through its Wastewater Treatment Surcharge Program, as well as sewer connection fees through its Connection Fee Program, in order to maintain and expand wastewater services, including wastewater treatment. Thus, the Project's incremental impacts to wastewater would not be cumulatively considerable.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.



Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

Would the project, combined with other related cumulative projects, require or result in the relocation or construction of new or expanded stormwater facilities, the construction or relocation of which could cause significant environmental effects?

Impact Analysis: As discussed, storm drain infrastructure in the Planning Area is owned and operated by the City and the LACFCD. The Planning Area is primarily developed, with limited areas of pervious surfaces. Similar to the Project, cumulative projects have the potential to slightly increase impervious areas within specific areas of the Planning Area. However, due to the urbanized nature of the Planning Area, the majority of development activities associated with cumulative development would consist of infill and redevelopment on currently urbanized sites and would not substantially increase the rate or amount of surface runoff. Federal, State and local regulations would require individual projects to provide necessary on-site storm drain infrastructure and any off-site infrastructure improvements.

The specific impacts of providing new and expanded drainage facilities cannot be determined at this time, as the Project does not propose or approve any specific development project nor does it designate specific sites for new or expanded public facilities. Stormwater drainage and conveyance facilities would be evaluated at the project-level in association with subsequent development projects. However, the environmental impacts of constructing and operating the facilities would likely be similar to those associated with new development under the proposed Project. As future development and cumulative development projects are considered by the City, each project would be evaluated for conformance with the Municipal Code, and other applicable regulations. Further, the General Plan Update includes policies and actions related to the provision of public facilities. The policies and actions included within the General Plan Update and compliance with the Zoning Code would reduce the cumulative effect of the General Plan Update on stormwater facilities to a less than significant level. Thus, the Project's incremental impacts to stormwater would not be cumulatively considerable.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

Would the project, combined with other related cumulative projects, require or result in the relocation or construction of new or expanded electrical, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Impact Analysis: As discussed, the City is within the service areas of SCE, SoCalGas, and various telecommunication providers. The Planning Area is primarily developed and includes existing electrical, natural gas, and telecommunications infrastructure. Similar to the Project, cumulative projects have the potential to increase demand for electrical, natural gas, and telecommunications services, potentially resulting in the new construction or relocation of facilities. The specific impacts of providing new and



expanded electrical, natural gas, and telecommunications services cannot be determined at this time, as the Project does not propose or approve any specific development project nor does it designate specific sites for new or expanded public facilities. The environmental effects of future expansions of electrical, natural gas, and telecommunication facilities would be evaluated with each development proposal and would require a separate environmental review, as required, related to the construction and operation of new electrical, natural gas, and telecommunications infrastructure. Future development associated with the Project and cumulative projects would have to coordinate with each utility provider to establish service, provide any necessary extensions of facilities, and comply with regulations in existence at that time. As future development and cumulative development projects are considered by the City, each project would be evaluated for conformance with the Municipal Code, and other applicable regulations, including the General Plan Update. The General Plan Update includes policies and actions related to the provision of utilities. The policies and actions included within the General Plan Update and compliance with the Zoning Code would reduce the cumulative effect of the General Plan Update on natural gas, electrical, and telecommunications facilities to a less than significant level. Thus, the Project's incremental impacts to electrical, natural gas, or telecommunications would not be cumulatively considerable.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

Would the project, combined with other related cumulative projects, generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals, and comply with Federal, state, and local management and reduction statutes and regulations related to solid waste?

Impact Analysis: Similar to the Project, cumulative projects have the potential to increase solid waste generated within the Planning Area. As described above, the Lawndale Municipal Code, Chapter 8.28 establishes mandatory solid waste and recycling collection to comply with the requirements of AB 939 and AB 341. As permitted by AB 939, the City authorizes a private solid waste franchisee (i.e., Republic Services) to handle the City's solid waste and cooperate in the preparation of solid waste disposal characterization studies and the preparation of waste stream audits. Republic and the City work together to submit information to meet the reporting requirements of AB 939, or any other law or regulation, to reach the solid waste and recycling goals mandated by the AB 939. Future development associated with the Project and cumulative projects would be required to implement existing regulations, including the Municipal Code, to comply with regulations related to solid waste and ensure the permitted capacity of landfills serving the City is not exceeded. Further, the General Plan Update includes policies and actions related to solid waste, including source reduction. The policies and actions included within the General Plan Update and compliance with the Zoning Code would reduce the cumulative effect of the General Plan Update on solid waste to a less than significant level. Thus, the Project's incremental impacts to solid waste would not be cumulatively considerable.



Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.19.7 SIGNIFICANT UNAVOIDABLE IMPACTS

Impacts to utilities and service systems associated with the implementation of the General Plan Update would be less than significant. No significant unavoidable impacts to utilities and service systems would occur as a result of the General Plan Update.

5.19.8 REFERENCES

California Department of Resources Recycling and Recovery (CalRecycle), *Jurisdiction Disposal and Alternative Daily Cover (ADC) Tons by Facility*, <https://www2.calrecycle.ca.gov/LGCentral/DisposalReporting/Destination/DisposalByFacility>, accessed March 10, 2023a.

California Department of Resources Recycling and Recovery (CalRecycle), *SWIS Facility/Site Activity Details: Olinda Alpha Landfill (30-AB-0035)*, <https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2757?siteID=2093>, accessed March 10, 2023b.

California Department of Resources Recycling and Recovery (CalRecycle), *Sunshine Canyon City/County Landfill (19-AA-2000)*, <https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/259?siteID=4702>, accessed March 10, 2023c.

California Department of Resources Recycling and Recovery (CalRecycle), *El Sobrante Landfill (33-AA-0217)*, <https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2280?siteID=2402>, accessed March 10, 2023d.

California Department of Resources Recycling and Recovery (CalRecycle), *Southeast Resource Recovery Facility (19-AK-0083)*, <https://www2.calrecycle.ca.gov/SolidWaste/Site/Summary/1423>, accessed June 19, 2023e.

California Department of Resources Recycling and Recovery (CalRecycle), *Jurisdiction Per Capita Disposal Trends*, <https://www2.calrecycle.ca.gov/LGCentral/AnnualReporting/ReviewReports>, accessed March 10, 2023f.

City of Lawndale, *Sewer System Management Plan*, 2014.

City of Lawndale, *Trash & Recycling*, https://www.lawndalecity.org/government/departments/public_works/trash%20&%20recycling, accessed March 10, 2023.



Golden State Water Company (GSWC), *Southwest Service Area 2020 Urban Water Management Plan*, July 2021.

Highspeedinternet.com, *Internet Providers in 90260*,
<https://www.highspeedinternet.com/ca/lawndale?zip=90260>, accessed March 10, 2023.

Los Angeles County Department of Public Works (LACDPW), *Welcome to South Bay*,
https://dpw.lacounty.gov/epd/swims/Residents/SOUTH_BAY.aspx, accessed March 10, 2023a.

Los Angeles County Department of Public Works (LACDPW), *Permanent Centers*,
<https://dpw.lacounty.gov/epd/hhw/Permanent/>, accessed March 10, 2023b.

Los Angeles County Flood Control District (LACFCD), *About the District*,
<https://pw.lacounty.gov/LACFCD/web/>, accessed March 10, 2023.

Los Angeles County Sanitation Districts (LACSD), *Final Clearwater Program Master Facilities Plan*, November 2012.

Los Angeles County Sanitation Districts (LACSD), *Southeast Resource Recovery Facility (SERRF) Brochure*,
<https://www.lacsd.org/services/solid-waste/facilities/southeast-resource-recovery-facility-serrf/southeast-resource-recovery-facility-serrf-brochure>, accessed March 10, 2023.

Southern California Electric (SCE), *About Us*, <https://www.sce.com/about-us>, accessed March 9, 2023.

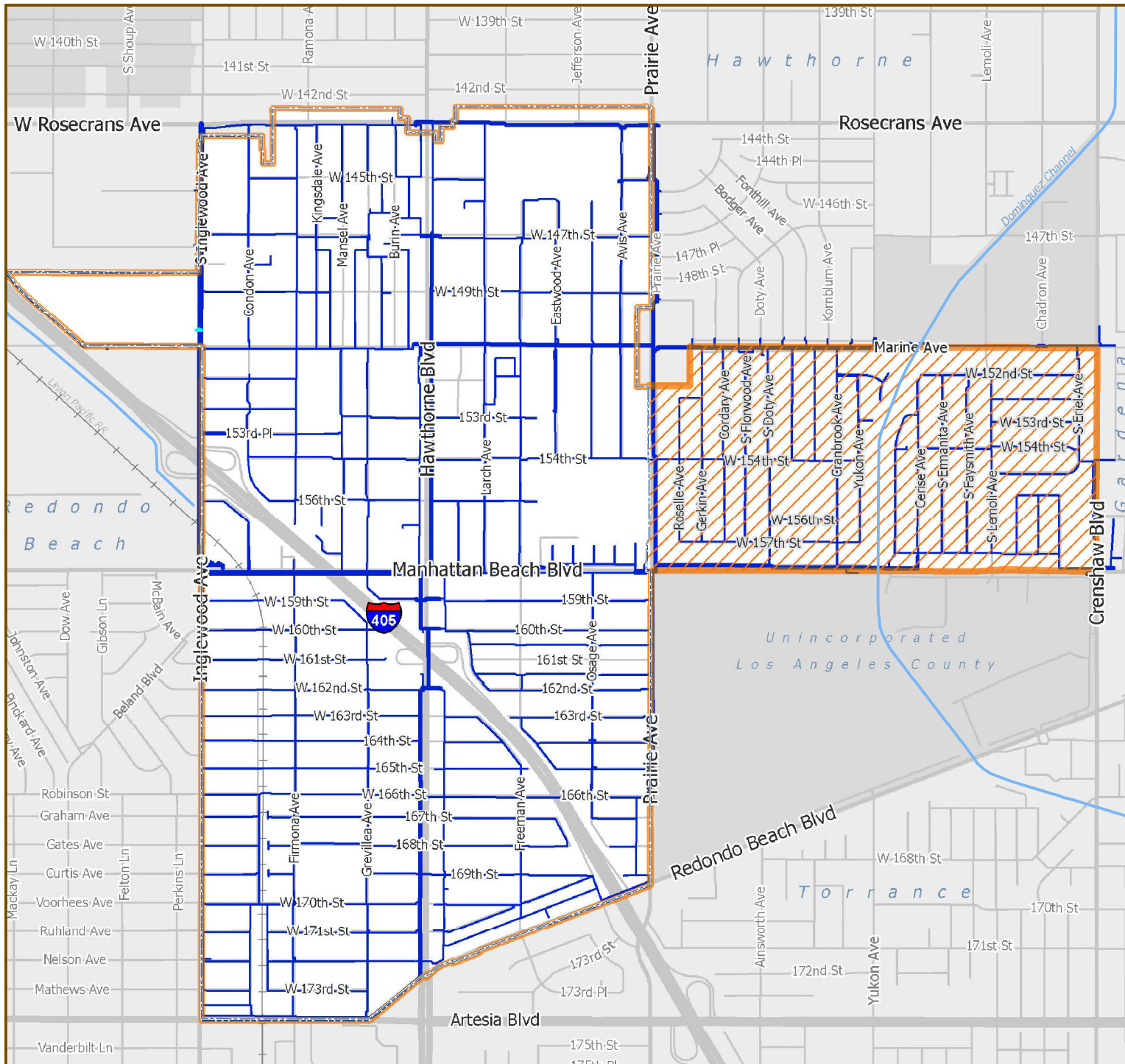
Southern California Gas Company (SoCalGas), *Company Profile*, <https://www.socalgas.com/about-us/company-profile#:~:text=About%20SoCalGas%C2%AE,in%20more%20than%20500%20communities>, accessed March 9, 2023.

West Yost Associates, *Background Report for Infrastructure Analysis for the City of Lawndale General Plan Update*, December 31, 2020.



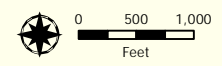
This page intentionally left blank.

Figure 5.19-1.
Existing
Water Infrastructure



LEGEND

- City of Lawndale
- Sphere of Influence
- Planning Area
- Adjacent Incorporated Area
- Unincorporated Los Angeles County
- Golden State Water Company Pipelines**
- 2-inch - 8-inch
- 10-inch - 16-inch



Sources: City of Lawndale; Los Angeles County; West. Yost.
Date: June 27, 2023.

City of Lawndale
The heart of the Southbay

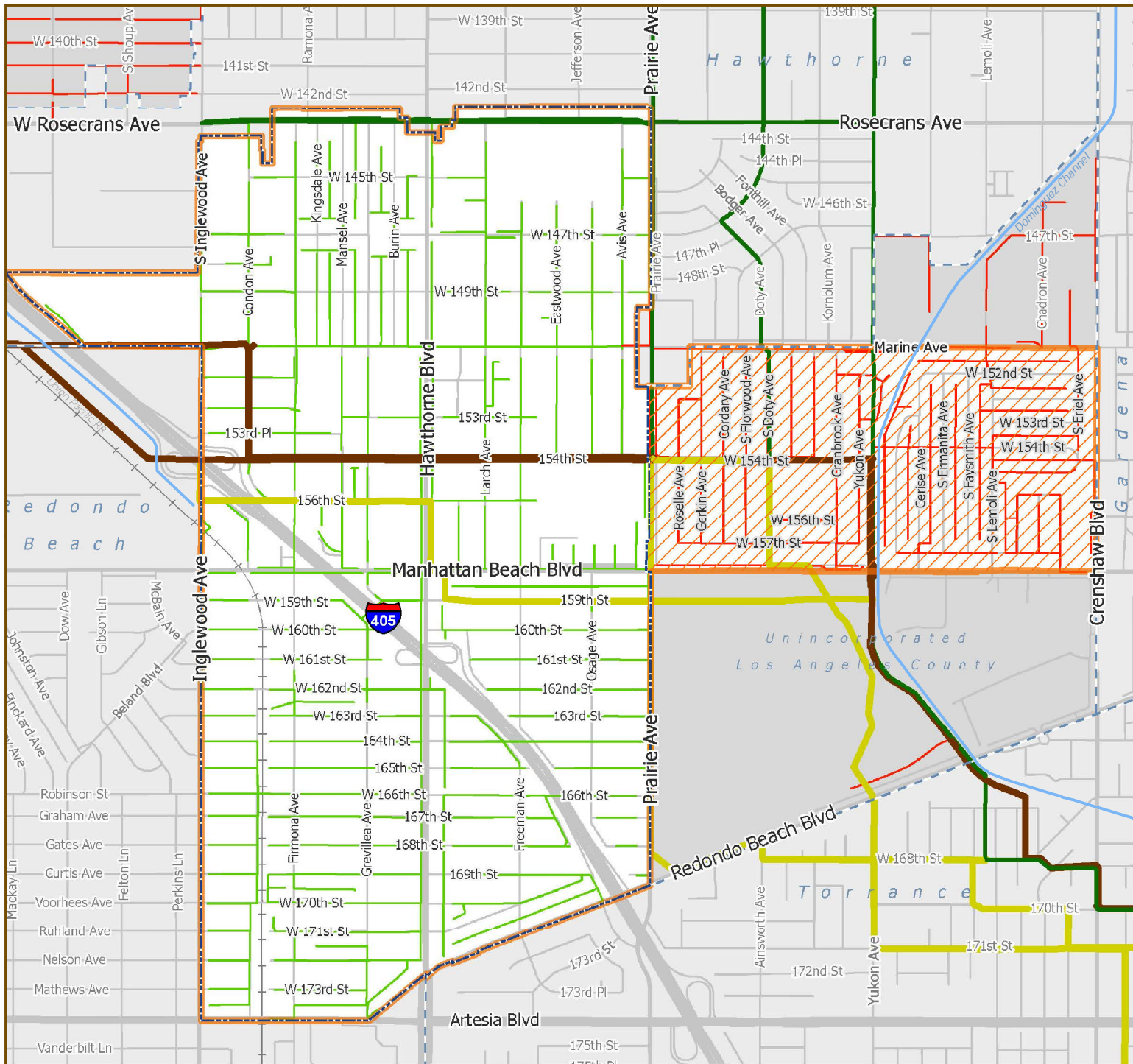


2020 GENERAL PLAN &
HAWTHORNE BOULEVARD SPECIFIC PLAN UPDATE



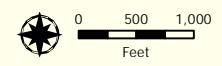
This page intentionally left blank.

Figure 5.19-2.
Existing
Sewer Infrastructure



LEGEND

- City of Lawndale
- Sphere of Influence
- Planning Area
- Adjacent Incorporated Area
- Unincorporated Los Angeles County
- LACSD Conveyance System**
 - District Trunk Sewers
 - JO A Trunk Line
 - JO D Trunk Line
- Collection Pipes**
 - City of Lawndale
 - County of Los Angeles



Sources: City of Lawndale; Los Angeles County; West Yost.
Date: June 27, 2023.

City of Lawndale
The heart of the Southbay

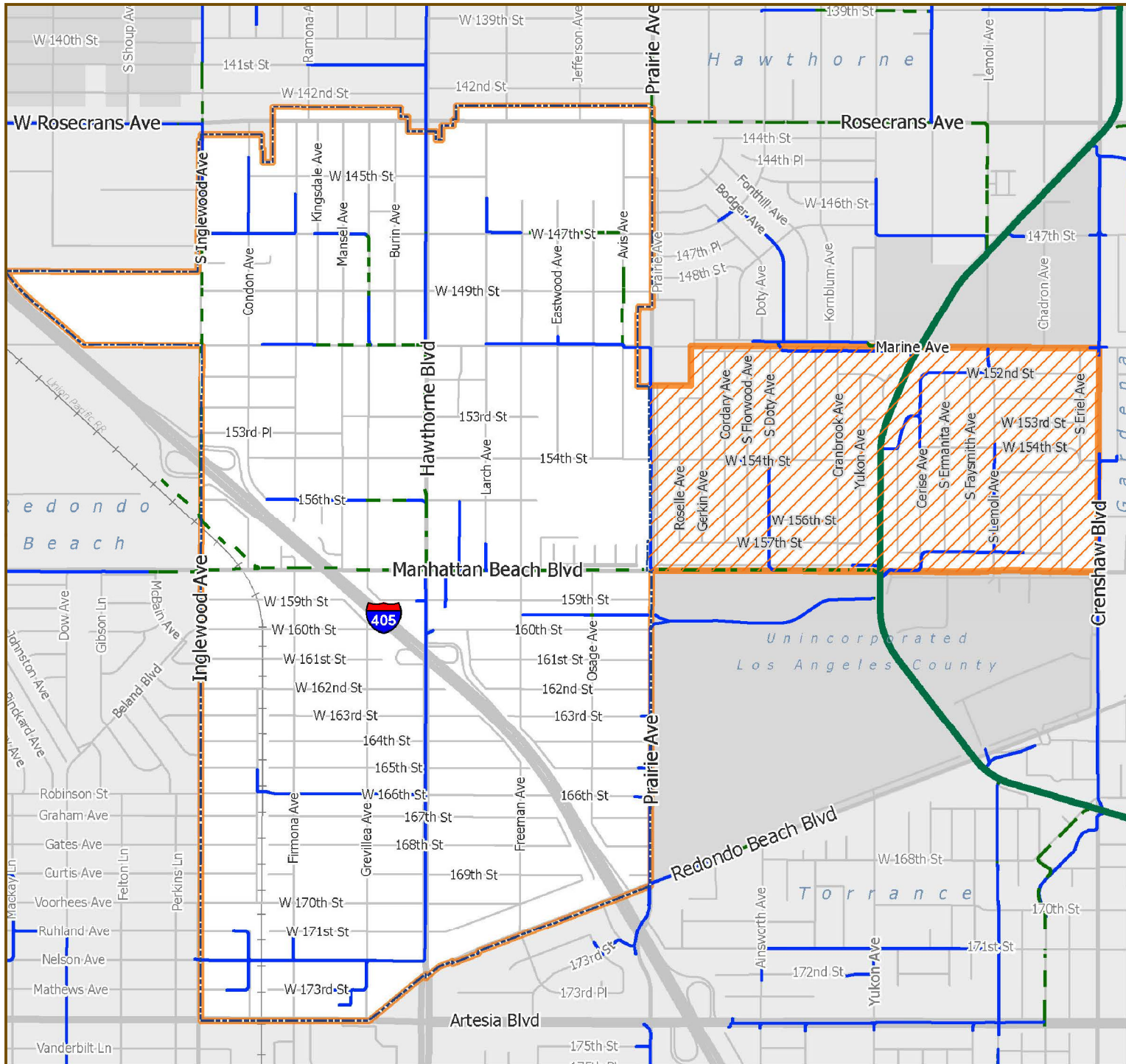


2020 GENERAL PLAN &
HAWTHORNE BOULEVARD SPECIFIC PLAN UPDATE



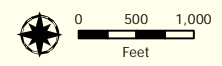
This page intentionally left blank.

Figure 5.19-3.
Existing Stormwater and
Flood Control Facilities



LEGEND

- City of Lawndale
- Sphere of Influence
- Planning Area
- Adjacent Incorporated Area
- Unincorporated Los Angeles County
- LAFCD Conveyance Infrastructure**
- Dominguez Channel
- LAFCD Collection Infrastructure**
- Reinforced Concrete Box (RCB)
- Reinforced Concrete Pipe (RCP)



Sources: City of Lawndale; Los Angeles County; West Yost.
Date: June 27, 2023.

City of Lawndale
The heart of the Southbay



2020 GENERAL PLAN &
HAWTHORNE BOULEVARD SPECIFIC PLAN UPDATE



This page intentionally left blank.



5.20 WILDFIRE

This section analyzes potentially significant impacts related to wildfire that could result from implementation of the General Plan Update. Further discussion of fire suppression resources is located in Section 5.15, *Public Services*, of this EIR.

5.20.1 ENVIRONMENTAL SETTING

WILDFIRE HAZARDS

Threat from wildfire hazards is determined based on a number of factors, including fuel loading (vegetation); topography; climatic conditions, such as wind, humidity, and temperature; and the proximity of structures and urban development to fire hazards. Wildland fire hazards are most pronounced in Wildland-Urban Interface (WUI) areas and areas of development that are located within Fire Hazard Severity Zones (FHSZs). WUI areas typically contain higher amounts of vegetation that can serve as fuel for fires. Generally, the periods of greatest risk for wildland fire are the late summer and early fall when vegetation is at its driest. Human activity, including residential and agricultural burning, campfires, and the use of fireworks can all trigger fires. Natural causes such as lightning strikes may also start fires.

The State has charged the California Department of Forestry and Fire Protection (CAL FIRE) with the identification of FHSZ within State Responsibility Areas (SRA). In addition, CAL FIRE must recommend Very High Fire Hazard Severity Zones (VHFHSZ) identified within any Local Responsibility Areas (LRA). The FHSZ maps are used by the State Fire Marshall as a basis for the adoption of applicable building code standards and are meant to help limit wildfire damage to structures through planning, prevention, and the application of risk reduction measures. The mapped areas, or “zones,” are based on factors such as fuel (e.g., flammable vegetation), slope, and fire weather. There are three zones, based on increasing fire hazard: moderate, high, and very high.

According to Los Angeles County’s and CAL FIRE’s FHSZ maps, the Planning Area is located within a LRA, and there are no FHSZs in an LRA or SRA within the Planning Area (Los Angeles County 2023; CAL FIRE 2023a).

IDENTIFYING FIRE HAZARDS

Fuel rank is a ranking system developed by CAL FIRE that incorporates four wildfire factors: fuel model, slope, ladder index, and crown index.

The U.S. Forest Service has developed a series of fuel models, which categorize fuels based on burn characteristics. These fuel models help predict fire behavior. In addition to fuel characteristics, slope is an important contributor to fire hazard levels. A surface ranking system has been developed by CAL FIRE, which incorporates the applicable fuel models and slope data. The model categorizes slope into six ranges: 0-10 percent, 11-25 percent, 26-40 percent, 41-55 percent, 56-75 percent, and greater than 75 percent. The combined fuel model and slope data are organized into three categories, referred to as surface rank. Thus, surface rank is a reflection of the quantity and burn characteristics of the fuels and the topography in a given area.



The ladder index is a reflection of the distance from the ground to the lowest leafy vegetation for tree and plant species. The crown index is a reflection of the quantity of leafy vegetation present within individual specimens of a given species. The surface rank, ladder index, and crown index for a given area are combined in order to establish a fuel rank of medium, high, or very high. Fuel rank is used by CAL FIRE to identify areas in the California Fire Plan where large, catastrophic fires are most likely.

The fuel rank data is used by CAL FIRE to delineate fire threat based on a system of ordinal ranking. Thus, the Fire Threat model creates discrete regions, which reflect fire probability and predicted fire behavior. The four classes of fire threat range from moderate to extreme.

HISTORY OF WILDFIRE

Lawndale adopted a Citywide Local Hazard Mitigation Plan (LHMP) in March 2016. As wildfires do not pose a major threat to the City, the LHMP does not include the topics of wildland and urban fires within the Natural Hazard Risk Assessment discussion. However, CAL FIRE records all known fires that occur annually and compiles them into the CAL FIRE Incident Database. The CAL FIRE Incident Database archives date back to 2013, but some of the larger fires have been recorded since the early 2000s. The larger (1,000 acres+) fires that have occurred within an approximately 35-mile radius in and around the Planning Area within the last ten years are shown in Table 5.20-1, History of Fire in Lawndale and Surrounding Area.

**Table 5.20-1
History of Fire in Lawndale and Surrounding Area**

Year	Fire Name, Location, & Description	Acres Burned	Containment
2014	Colby Fire; located near Morris Reservoir, north of Glendora. Active for nine days before containment. Approximately 32 miles northeast of Planning Area.	1,952	100%
2016	Sage Fire; off of Calgrove Blvd, southwest of Santa Clarita. Active for seven days. Approximately 35 miles north of Planning Area.	1,100	100%
2016	Marek Fire; incident located at Lake View Terrace. Active for one day before containment. Approximately 28 miles north of Planning Area.	4,824	100%
2017	La Tuna Fire; incident occurred at Lowell Ave and I-210, Verdugo Hills, in the City of Los Angeles. Active from September 1, 2017 to January 9, 2018. Approximately 22 miles north of Planning Area.	7,194	100%
2017	Creek Fire; located at Kagel Canyon Rd, north of Lake View terrace. Active from December 5, 2017 to August 6, 2018. Approximately 28 miles north of Planning Area.	15,619	100%
2019	Saddle Ridge Fire; located on Saddle Ridge Road, Sylmar. Active for 21 days in October of 2019 before containment. Approximately 30 miles north of Planning Area.	8,799	100%
2020	Ranch 2 Fire; North San Gabriel Canyon Road and Ranch Road, San Gabriel Canyon. Active from August 13 to October 5. Approximately 30 miles northeast of Planning Area.	4,237	100%
2021	Palisades Fire; located at Palisades Court and Michael Lane, Topanga Canyon. Active for 12 days before containment. Approximately 16 miles northwest of Planning Area.	1,202	100%

Source: California Department of Forestry and Fire Protection (CAL FIRE), *Incident Data 3/9/23*, <https://www.fire.ca.gov/incidents>, accessed March 9, 2023b.



WILDFIRE PREPAREDNESS & PROGRAMS

Due to the urbanized character of the City, fires would primarily be associated with structures, trash/debris, and vehicle fires. Structure fires, including homes, industrial and commercial buildings, and other facilities are of the greatest concern due to the potential for loss of life as well as property. Generally, the risk of injury and damage is greater for higher occupancy structures, such as condominiums, apartment buildings, hotels, and churches. In addition, higher density areas are of increased concern due to the large number of people residing within a concentrated area and the potential for fires to spread from one structure to another. Lawndale is among the highest density areas within Los Angeles County. Development of the City has resulted in small lot development with multiple structures on single lots and narrow streets. As discussed above, the Planning Area, does not contain VHFHSZs within SRAs and LRAs.

The City of Lawndale contracts with the Los Angeles County Fire Department (LACoFD) for fire and emergency services. The LACoFD contracts with CAL FIRE for provision of services as part of an integrated fire protection system. There is one fire station within City limits: Fire Station 21, located at 4312 West 147th Street.

LACoFD's areas of expertise include: Firefighting; Emergency Medical Services; Urban Search and Rescue, and Hazardous Materials; Air and Wildland; Lifeguarding; Dispatch; Prevention; and Public Education. The Air and Wildland Department maintains a fleet of ten helicopters for paramedic transport, hoist rescues and wildland firefighting. Contract aircraft are also available during wildfire season. Nine camps are also staffed year-round for fire suppression, fire road maintenance and miscellaneous projects. The Prevention Department educates the community about the benefits of proper safety practices and identifies and eliminates all types of hazardous conditions that pose a threat to life, the environment and property (Los Angeles County Fire Department 2023).

The LACoFD Strategic Plan 2017- 2021 outlines goals and strategies for fire protection services throughout the Los Angeles County Operational Area, including facility needs and improvements, training requirements, and disaster preparedness.

Further, LACoFD supports the "Ready Set, Go!" (RSG) CAL FIRE State program. This program is a preparedness campaign that gives Los Angeles County residents tips on how to be prepared for wildfires (and floods) year-round. It is an easy-to-understand guide for how to make a home resistant to wildfires as well as preparing families to leave early and safely. The publication was prepared by the International Association of Fire Chief's RSG Program and the U.S. Department of Agriculture, U.S. Forest Service, U.S. Department of the Interior, and the U.S. Fire Administration.

5.20.2 REGULATORY SETTING

FEDERAL

[FY 2001 Appropriations Act](#)

Title IV of the Appropriations Act required the identification of "Urban Wildland Interface Communities in the Vicinity of Federal Lands that are at High Risk from Wildfire" by the U.S. Departments of the Interior and Agriculture.



[Disaster Mitigation Act](#)

The Disaster Mitigation Act of 2000 requires that a state mitigation plan, as a condition of disaster assistance, add incentives for increased coordination and integration of mitigation activities at the state level through the establishment of requirements for two different levels of state plans: “Standard” and “Enhanced.” The Disaster Mitigation Act also established a new requirement for local mitigation plans.

[National Cohesive Wildland Fire Management Strategy](#)

Under the direction of the Federal Land Assistance, Management, and Enhancement Act of 2009 (the FLAME Act), the Secretary of the Interior and the Secretary of Agriculture created the National Cohesive Wildland Fire Management Strategy report. This report contains a cohesive wildfire management strategy as directed by the FLAME Act and under the advisement of the intergovernmental Wildland Fire Leadership Council. The most recent version of this report is The National Strategy: The Final Phase in the Development of the National Cohesive Wildland Fire Management Strategy (2014).

[National Fire Plan \(NFP\) 2000](#)

The summer of 2000 marked a historic milestone in wildland fire records for the United States. Dry conditions (across the western United States), led to destructive wildfire events on an estimated 7.2 million acres, nearly double the 10-year average. Costs in damages, including fire suppression activities, were approximately 2.1 billion dollars. Congressional direction called for substantial new appropriations for wildland fire management. This resulted in action plans, interagency strategies, and the Western Governor’s Association’s “A Collaborative Approach for Reducing Wildland Fire Risks to Communities and the Environment - A 10-Year Comprehensive Strategy - Implementation Plan”, which collectively became known as the National Fire Plan. This plan places a priority on collaborative work within communities to reduce their risk from large-scale wildfires.

[Healthy Forest Initiative 2002/Healthy Forest Restoration Act 2003](#)

In August 2002, the Healthy Forests Initiative was launched with the intent to reduce the severe wildfires risks that threaten people, communities, and the environment. Congress then passed the Healthy Forests Restoration Act on December 3, 2003 to provide the additional administrative tools needed to implement the Healthy Forests Initiative. The Healthy Forests Restoration Act strengthened efforts to restore healthy forest conditions near communities by authorizing measures such as expedited environmental assessments for hazardous fuels projects on Federal land. This Act emphasized the need for Federal agencies to work collaboratively with communities in developing hazardous fuel reduction projects and places priority on fuel treatments identified by communities themselves in their Community Wildfire Protection Plans.

[Department of the Interior Departmental Manual Part 620](#)

Wildland Fire Management Part 620 of the Department of the Interior Departmental Manual pertains to wildland fire management policies, with the goal of providing an integrated approach to wildland fire management. The guiding principles of the plan emphasize the need for public health and safety considerations, risk management protocols, inter-agency collaboration, and economic feasibility of wildfire management practices, as well as the ecological role of wildfires.



STATE

[California Department of Forestry and Fire Protection \(CAL FIRE\)](#)

Under Title 14 of the Natural Resources of the California Code of Regulations (CCR), CAL FIRE has the primary responsibility for implementing wildfire planning and protection for SRA lands. CAL FIRE develops fire safe regulations and issues fire safe clearances for land within the SRA. The CAL FIRE Resource Management Program manages more than 31 million acres of California’s privately-owned wildlands, and provides emergency services in 36 of the State’s 58 counties via contracts with local governments.

Under CCR Title 24, *Regulations Development*, the Office of the State Fire Marshal is responsible for promulgating regulations that promote fire and life safety for inclusion into the State Building Codes, including the California Building Code, California Fire Code, California Electrical Code, California Mechanical Code, California Plumbing Code, and California Historical Building Code. The process incorporates a great deal of public participation and is guided by the State Building Standards Law.

[Strategic Fire Plan for California](#)

The State Board of Forestry and Fire Protection, along with CAL FIRE, updated the previous 2010 Strategic Fire Plan to reflect current and anticipated needs by incorporating and updating goals and objectives to reflect new priorities and changed conditions. The 2018 Strategic Fire Plan focuses on 1) fire prevention and suppression activities to protect lives, property, and ecosystem services, and 2) natural resource management to maintain the state’s forests as a carbon sink to meet California’s climate change goals and to serve as important habitat for adaptation and mitigation. It serves as guidance for CAL FIRE and stakeholders who share similar missions and responsibilities towards public safety and fire suppression.

[California Fire Code](#)

The 2022 California Fire Code (CCR Title 24, Part 9) establishes regulations to safeguard against the hazards of fire, explosion, or dangerous conditions in new and existing buildings, structures, and premises. The Fire Code also establishes requirements intended to provide safety for and assistance to firefighters and emergency responders during emergency operations. The provisions of the Fire Code apply to the construction, alteration, movement, enlargement, replacement, repair, equipment, use and occupancy, location, maintenance, removal, and demolition of every building or structure throughout California. The Fire Code includes regulations regarding fire-resistance-rated construction, fire protection systems such as alarm and sprinkler systems, fire services features such as fire apparatus access roads, means of egress, fire safety during construction and demolition, and WUI areas.

[California State Multi-Hazard Mitigation Plan](#)

The purpose of the State Multi-Hazard Mitigation Plan (SHMP) is to significantly reduce deaths, injuries, and other losses attributed to natural- and human-caused hazards in California. The SHMP provides guidance for hazard mitigation activities emphasizing partnerships among local, State, and Federal agencies as well as the private sector.



California Government Code

California Government Code Section 65302.5 requires the State Board of Forestry and Fire Protection to provide recommendations to a local jurisdiction's General Plan fire safety element at the time that the General Plan is amended. While not a direct and binding fire prevention requirement for individuals, General Plans that adopt the Board's recommendations will include goals and policies that provide for contemporary fire prevention standards for the jurisdiction.

California Government Code Section 51175 defines Very High Fire Hazard Severity Zones and designates lands considered by the State to be a very high fire hazard.

California Government Code Section 51182 specifically requires people who own, lease, control, operate, or maintain a building or structure on or adjoining land within a VHFHSZ, to do all of the following: (A) Maintain defensible space of 100 feet from each side and from the front and rear of the structure, (B) Remove that portion of a tree that extends within 10 feet of the outlet of a chimney or stovepipe, (C) Maintain a tree, shrub, or other plant adjacent to or overhanging a building free of dead or dying wood, (D) Maintain the roof of a structure free of leaves, needles, or other vegetative materials, and (E) Prior to constructing a new dwelling or structure that will be occupied or rebuilding an occupied dwelling or occupied structure damaged by a fire in that zone, the construction or rebuilding of which requires a building permit, the owner shall obtain a certification from the local building official that the dwelling or structure, as proposed to be built, complies with all applicable state and local building standards.

California Government Code Section 51189 directs the Office of the State Fire Marshal to create building standards for wildland fire resistance. The code includes measures that increase the likelihood of a structure withstanding intrusion by fire (such as building design and construction requirements that use fire-resistant building materials) and provides protection of structure projections (such as porches, decks, balconies and eaves), and structure openings (such as attics, eave vents, and windows).

California Public Resources Code

The State's Fire Safe Regulations are set forth in Public Resources Code Section 4290, which include the establishment of SRAs.

Public Resources Code Section 4291 sets forth defensible space requirements, which are applicable to anyone that owns, leases, controls, operates, or maintains a building or structure in, upon, or adjoining a mountainous area, forest-covered lands, brush covered lands, grass-covered lands, or land that is covered with flammable material (Section 4291(a)).

Public Resources Code Sections 4292-4296 and 14 CCR 1256, Fire Prevention for Electrical Utilities, address the vegetation clearance standards for electrical utilities. They include the standards for clearing around energy lines and conductors such as power-line hardware and power poles. These regulations are critical to wildland fire safety because of the substantial number of power lines in wildlands, the historic source of fire ignitions associated with power lines, and the extensive damage that results from power line caused wildfires in severe wind conditions.



[Assembly Bill 337](#)

Per AB 337, local fire prevention authorities and CAL FIRE are required to identify VHFHSZs in LRAs. Standards related to brush clearance and the use of fire-resistant materials in fire hazard severity zones are also established.

[California Code of Regulations Title 8](#)

In accordance with CCR Title 8, Sections 1270 and 6773 (Fire Prevention and Fire Protection and Fire Equipment), the Occupational Safety and Health Administration (Cal OSHA) establishes fire suppression service standards. The standards range from fire hose size requirements to the design of emergency access roads.

[California Code of Regulations Title 14 \(Natural Resources\)](#)

Division 1.5 (Department of Forestry and Fire Protection), Title 14 of the CCR establishes a variety of wildfire preparedness, prevention, and response regulations.

[California Code of Regulations Title 19 \(Public Safety\)](#)

Title 19 of the CCR establishes a variety of emergency fire response, fire prevention, and construction and construction materials standards.

[California Code of Regulations Title 24 \(California Building Code\)](#)

The California Building Code (CBC) contains general building design and construction requirements relating to fire and life safety, structural safety, and access compliance. CBC provisions provide minimum standards to safeguard life or limb, health, property, and public welfare by regulating and controlling the design, construction, quality of materials, use and occupancy, location, and maintenance of all buildings and structures and certain equipment.

[California Health and Safety Code and Uniform Building Code Section 13000 et seq.](#)

State fire regulations are set forth in Section 13000 et seq. of the California Health and Safety Code, which is divided into “Fires and Fire Protection” and “Buildings Used by the Public.” The regulations provide for the enforcement of the UBC and mandate the abatement of fire hazards.

The code establishes broadly applicable regulations, such as standards for buildings and fire protection devices, in addition to regulations for specific land uses, such as childcare facilities and high-rise structures.

[California Senate Bill 1241](#)

California Senate Bill 1241 requires that the Safety Element component of city or county general plans to incorporate fire risk related to SRAs and VHFSZ.

LOCAL

[Los Angeles County Operational Area Emergency Response Plan](#)

The purpose of the Los Angeles County Operational Area Emergency Response Plan (OAERP) is to increase cooperation and coordination between relevant governmental agencies and jurisdictions in order to



increase efficiency and minimize losses in the event of an emergency or disaster. The OAERP established the Operational Area (OA) emergency organization, identifies departmental responsibilities, and specifies policies and general procedures for addressing emergencies impacting the OA. This Plan provides for the coordination of emergency operations plans of agencies and jurisdictions. The OAERP conforms to the requirements of the National Incident Management System (NIMS) and the California Standardized Emergency Management System (SEMS).

[County of Los Angeles All-Hazards Mitigation Plan](#)

The 2020 All-Hazards Mitigation Plan (AHMP) assess risks posed by natural hazards and to develop a mitigation action plan for reducing the risks in Los Angeles County. The primary focus of the 2020 AHMP is preparation for natural hazards and secondary hazards, that follow as a result of a natural hazard. In addition, potential climate change impacts are addressed in the plan as increasing surface temperatures will likely result in more droughts and subsequently the risk of wildfires. Therefore, climate change, dam failure, drought, earthquake, flood, landslide, tsunami, and wildfire are the main focuses in the 2020 AHMP. The County developed the 2020 AHMP to cover mitigation responsibilities of County departments (including LACoFD). It helps ensure the most effective allocation of resources for the maximum benefit and protection of the public in time of emergency.

[City of Lawndale Local Hazard Mitigation Plan 2016](#)

The City of Lawndale developed the 2016 Local Hazard Mitigation Plan (LHMP) in an effort to reduce future loss of life and property resulting from natural disasters and to provide increased resiliency for the City, allowing Lawndale to return to “the norm” sooner, with fewer impacts to people and infrastructure. The purpose of the Lawndale LHMP is to provide the City with a blueprint for hazard mitigation action planning. The plan identifies resources, information, and strategies for risk reduction, and provides a tool to measure the success of mitigation implementation on a continual basis.

[City of Lawndale Emergency Operations Plan \(EOP\)](#)

The City adopted the EOP in 2011, which was updated in 2015. The EOP addresses the City’s planned response to natural or human-caused disasters, provides an overview of operational concepts, and identifies components of the City’s emergency/disaster management organization within the Standardized Emergency Management System (SEMS), the National Incident Management System (NIMS) and the Incident Command System (ICS). The EOP also describes the organizational structures, roles, responsibilities, policies and protocols for providing emergency support.

[City of Lawndale Municipal Code](#)

Chapter 2.44, *Disaster Council*, provides for the preparation and carrying out of plans for the protection of people and property within the City in the event of an emergency; the direction of the emergency organization; and the coordination of the emergency functions of the City with all other public agencies, corporations, organizations and affected private persons. The intent of this Chapter is to develop emergency and mutual-aid plans and agreements.

Municipal Code Title 13, *Public Services*, addresses wastewater and storm drains within the City. Chapter 13.12, *Storm Water and Urban Runoff Pollution Control*, establishes stormwater runoff controls and best management practices (BMPs) to prevent and/or reduce the quantity of pollutants from being discharged



into the municipal stormwater system (MS4). Section 13.12.060, *Best Management Practices Required*, requires the implementation of BMPs during project operation. Section 13.12.070, *Construction Activity Stormwater Measures*, requires applicants for grading or building permits within the City to provide satisfactory proof of compliance with the Construction General Permit, including a Stormwater Pollution Prevention Plan (SWPPP), when applicable. Applicants that are not required to comply with the Construction General Permit are required to implement a grading and construction activity runoff control program. Chapter 3.16, *Standard Urban Stormwater Mitigation Plan and Low Impact Development Implementation*, contains a number of requirements to control stormwater pollution. Subject new development and redevelopment projects are required to comply with standard urban stormwater mitigation program (SUSMP) conditions assigned by the City, consisting of low impact development (LID) structural and non-structural BMPs, source control BMPs; and structural and non-structural BMPs for specific types of uses. Section 13.16.070, *Control of Erosion of Slopes and Channels*, requires BMPs to be used on slopes or channels in subject new development or redevelopment projects. Per Section 13.16.110, *Maintenance of Best Management Practices*, applicants for new subject development and redevelopment projects must agree to maintain any structural or treatment control BMPs.

Municipal Code Chapter 15.20, *Fire Code*, adopts and incorporates the California Fire Code, as amended by Title 32 the Los Angeles County Fire Code, as the City's fire code prescribing regulations governing the creation and maintenance of conditions dangerous to life and property due to hazards of fire and explosions. The Fire Code sets fire safety related building standards and practices to safeguard life and property.

Section 17.36.220, *Temporary Storage of Construction Materials*, and Section 17.36.230, *Temporary Storage- City Construction Materials and Other Public Agency Construction Materials*, regulate construction materials and equipment. Particularly, Section 17.36.220 requires construction activities to keep adjacent sidewalks, public streets, and, alleys, to be kept free of trash, dirt, debris, or other material for the duration of the construction, as well as sixty days following substantial completion of such construction. Section 17.36.230 allows property in any zone to be used for the storage of materials, equipment and/or for a contractor's temporary office for any city construction project and/or other public agency construction projects.

5.20.3 SIGNIFICANCE CRITERIA AND THRESHOLDS

Appendix G of the California Environmental Quality Act (CEQA) Guidelines contains the Initial Study Environmental Checklist, which includes questions related to wildfire. The issues presented in the Initial Study Environmental Checklist, which have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant environmental impact if located in or near state responsibility areas or lands classified as very high fire hazard severity zones, and if it would:

- Substantially impair an adopted emergency response plan or emergency evacuation plan (refer to Impact Statement WF-1);
- Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire (refer to Impact Statement WF-2);



- Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment (refer to Impact Statement WF-3); and/or
- Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes (refer to Impact Statement WF-4).

5.20.4 IMPACT ANALYSIS AND MITIGATION MEASURES

WF-1: Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

Impact Analysis: According to the CAL FIRE and County FHSZ Maps, the Planning Area is not located within an SRA or within a VHFHSZ within a LRA (CAL FIRE 2023a; Los Angeles County 2015). Therefore, although the General Plan Update would allow for a variety of new development within the Planning Area, no future development within the Planning Area would be located within a FHSZ in SRA or LRA. Any future development would be required to comply with all City and LACoFD requirements for fire prevention and safety measures, including site access. Additionally, implementation of the General Plan Update would not impair or physically interfere with an adopted emergency response plan or emergency evacuation plan. As described in [Section 5.15, *Public Services*](#), LACoFD provides fire and emergency response service to the City of Lawndale. The County OAERP addresses the planned response to extraordinary situations associated with natural disasters and/or human caused incidents, including wildfires, and outlines mutual aid provisions within the Los Angeles County OA. The City's EOP addresses the City's planned response to natural or human-caused disasters and describes the organizational structures, roles, responsibilities, policies and protocols for providing emergency support. The EOP does not provide a specific evacuation route map, as evacuation measures would be implemented based on the specific emergency and area affected. The General Plan Update would not require or result in revisions to the adopted OAERP or EOP.

While the Project does not propose site-specific development, infrastructure improvements would occur gradually to accommodate the new growth as further discussed in [Section 5.17, *Transportation*](#). Future development would be designed, constructed, and maintained in accordance with applicable standards, including vehicular access to ensure that adequate emergency access and evacuation would be maintained. Pursuant to Municipal Code Chapter 15.20, *Fire Code*, construction activities that may temporarily restrict fire apparatus access would be required to implement appropriate measures to facilitate the passage of fire apparatus and emergency vehicles through/around any effected roadways, as part of the building permit process. The General Plan Update identifies major arterials as the primary routes for evacuation; however, evacuation routes would depend upon the emergency event and area affected. Law enforcement will identify the appropriate routes and assist residents leaving the City in the event an evacuation of all or part of the City is required.

Future development within the Planning Area is not anticipated to result in the substantial modification of roadways surrounding specific development sites or the placement of any permanent physical barriers on adjacent roadways. There is the potential that traffic lanes located immediately adjacent to a



development site may be temporarily closed or controlled by construction personnel during construction activities. However, any temporary construction activity would adhere to Municipal Code Section 17.36.220, *Temporary Storage of Construction Materials*, which requires sidewalks, public streets, and, alleys adjacent to construction sites to be kept free of debris or other materials that could interfere with circulation for the duration of construction activities, as well as sixty days following substantial completion of such construction. Thus, the Project would not substantially impair an adopted emergency response plan or emergency evacuation plan.

The General Plan Update includes policies and actions to address public safety and emergency evacuation. Proposed Public Safety Element Goal PS-1, and subsequent policies and actions, pertains to emergency operations. Policy PS-1.3 implements emergency preparedness and response measures in coordination with the County including periodic trainings with staff and/or participation in County trainings on emergency operations procedures and responses. Policy PS-1.4 requires the Lawndale Local Hazard Mitigation Plan to be regularly maintained and updated. Policy PS-1.6 seeks opportunities to improve emergency access and circulation throughout the community. Action PS-1a reviews County and State emergency response procedures that must be coordinated with City procedures. Action PS-1b continues to implement and update (when relevant) the City's EOP. Policy PS-4.2 continues involvement of the LACoFD in the development review process to ensure fire safety is addressed in new and modified developments. Policy PS-4.3 ensures all new development provides adequate access for emergency vehicles and evacuation. With adherence to Municipal Code regulations and General Plan Update policies, implementation of the Project would not substantially impair an adopted emergency response plan or emergency evacuation plan and no impact would occur.

Proposed General Plan Update Goals, Policies, and Actions:

PUBLIC SAFETY ELEMENT

- Goal PS-1: Emergency Operations.** A community prepared to provide effective response and recovery efforts in the event of an emergency.
- Policy PS-1.2: Critical Facilities.** Coordinate with service providers to promote the resilience of critical facilities, lifeline services, and infrastructure, and plan for the use of critical facilities during post-disaster response and recovery.
- Policy PS-1.3: Emergency Preparedness and Response.** Continue to implement emergency preparedness and response measures in coordination with Los Angeles County including periodic trainings with staff and/or participation in County trainings on emergency operations procedures and responses.
- Policy PS-1.4: Local Hazard Mitigation.** Regularly maintain and update natural and man-made hazard information relevant to the Lawndale Local Hazard Mitigation Plan.
- Policy PS-1.6: Emergency Access.** Investigate and seek out opportunities to improve emergency access and circulation throughout the community.



Action PS-1a: Regularly review County and State emergency response procedures that must be coordinated with City procedures.

Action PS-1b: Continue to implement and update (when relevant) the City's Emergency Operations Plan.

Policy PS-4.2: Development Review. Involve LACoFD in the development review process so that fire safety is addressed in new and modified developments.

Policy PS-4.3: Emergency Access. Require all new developments provide adequate access for emergency vehicles and evacuation as part of the development review process.

Mitigation Measures: No mitigation measures are required.

Level of Significance: No Impact.

WF-2: Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Impact Analysis: The Planning Area does not contain lands classified as FHSZs, nor is the Planning Area located within an SRA. The Planning Area is predominantly flat, built-out, and surrounded by highly urbanized development. Urbanized land does not typically facilitate the spread of wildfire in the same manner as vegetated, open space areas.

The Project would allow for a variety of new development within the Planning Area, but does not propose any site-specific development. Implementation of the General Plan Update would not substantially alter the slope, prevailing winds, or other factors that would increase exposure Lawndale residents, employees or visitors to increased pollutant concentrations from wildfire or result in the uncontrollable spread of a wildfire. Future development is not anticipated to exacerbate wildfire risks. The General Plan Update includes policies and actions to address public safety and emergency services, including fire protection services. Proposed Public Safety Element Policy PS-4.1 coordinates fire protection services with LACoFD so that sufficient capacity, stations, personnel, and equipment are available to meet needs in Lawndale for fire protection and related emergency services. Policy PS-4.2 involves LACoFD in the development review process so that fire safety is addressed in new and modified developments. Policy PS-4.4 requires that all buildings and facilities within the City comply with local, State, and Federal regulatory standards such as the California Building and Fire Codes, as well as other applicable fire safety standards. Action PS-4a requires all new habitable structures be designed in accordance with the most recent California Building and Fire Code with local amendments adopted by the City. Therefore, with implementation of the applicable General Plan Update goals, policies and actions, and compliance with fire codes, no impact would occur.

Proposed General Plan Update Goals, Policies, and Actions:

PUBLIC SAFETY ELEMENT



- Policy PS-1.4: Local Hazard Mitigation.** Regularly maintain and update natural and man-made hazard information relevant to the Lawndale Local Hazard Mitigation Plan.
- Policy PS-1.6: Emergency Access.** Investigate and seek out opportunities to improve emergency access and circulation throughout the community.
- Goal PS-4: Fire Hazards.** A community protected from loss of life or injury and damage to property due to fire hazards.
- Policy PS-4.1: Fire Protection Services.** Coordinate fire protection services with LACoFD so that sufficient capacity, stations, personnel, and equipment are available to meet needs in Lawndale for fire protection and related emergency services.
- Policy PS-4.2: Development Review.** Involve LACoFD in the development review process so that fire safety is addressed in new and modified developments.
- Policy PS-4.4: Building Fire Codes.** Require that all buildings and facilities within the City comply with local, State, and Federal regulatory standards such as the California Building and Fire Codes, as well as other applicable fire safety standards.
- Action PS-4a:** Require all new habitable structures be designed in accordance with the most recent California Building and Fire Code with local amendments adopted by the City.
- Action PS-4b:** Work with LACoFD to disseminate educational programs for residents on fire hazard risks and fire safety measures.

Mitigation Measures: No mitigation measures are required.

Level of Significance: No Impact.

WF-3: Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Impact Analysis: The City is highly urbanized and existing infrastructure generally exists within the Planning Area. While no site-specific development is currently proposed, future development anticipated by the General Plan Update could require the eventual construction and installation of new infrastructure or maintenance of existing infrastructure, including roads, water and sewer, and power lines to serve increased growth and development. The Planning Area does not contain lands classified as FHSZs, nor is the Planning Area located within an SRA.

The General Plan Update includes provisions for emergency access, fire protection services, and fire safe design site standards. Proposed Public Safety Element Policy PS-1.2 directs coordination with service providers to promote the resilience of critical facilities, lifeline services, and infrastructure, and plan for the use of critical facilities during post-disaster response and recovery. Policy PS-4.1 coordinates fire protection services with LACoFD so that sufficient capacity, stations, personnel, and equipment are available to meet needs in Lawndale for fire protection and related emergency services. Policy PS-4.2



involves LACoFD in the development review process so that fire safety is addressed in new and modified developments. Policy PS-4.4 requires that all buildings and facilities within the City comply with local, State, and Federal regulatory standards such as the California Building and Fire Codes, as well as other applicable fire safety standards.

Future development of utility infrastructure would be subject to the requirements established in Public Resources Code Section 4292, which requires clearing of flammable fuels for a minimum 10-foot radius from the outer circumference of poles and towers; and Section 4293, which sets basic requirements for clearances around electrical conductors. Furthermore, future development would be required to meet vegetation clearance requirements outlined in Title 14, Section 1104.1(d) of the California Code of Regulations for single overhead facilities.

Maintenance of existing infrastructure and the potential installation of new infrastructure for future projects in the Planning Area would be required to comply with Fire Code requirements found in the Municipal Code (Chapter 15.20, *Fire Code*). Proposed development would be reviewed by the LACoFD to determine the specific fire requirements applicable to ensure compliance with the Fire Code. The potential for future projects to impact environmental resources to meet compliance with fire development standards such as (as fuel breaks and clearance requirements) would require site specific environmental evaluation under CEQA to identify any site-specific impacts. In addition, any development in the City would need to comply with the California Building Code, Public Resource Code, and the City Municipal Code to ensure that new developments have access to necessary utilities, and any additional utility construction complies with all code requirements.

As demonstrated throughout this EIR, implementation of the various policies and actions contained in the General Plan Update would reduce potential impacts associated with the construction and expansion of infrastructure. Implementation of the General Plan Update policies and actions, combined with local and State requirements, would ensure that potential wildland fire hazards would not be exacerbated by the installation or maintenance of local infrastructure, and no impact would occur.

Proposed General Plan Update Goals, Policies, and Actions:

PUBLIC SAFETY ELEMENT

Policy PS-1.2 Critical Facilities. Coordinate with service providers to promote the resilience of critical facilities, lifeline services, and infrastructure, and plan for the use of critical facilities during post-disaster response and recovery.

Policy PS-1.4: Local Hazard Mitigation. Regularly maintain and update natural and man-made hazard information relevant to the Lawndale Local Hazard Mitigation Plan.

Policy PS-1.5: Resources. Support policies and programs that facilitate the availability of adequate resources to respond to health, fire, and police emergencies.

Goal 4: Fire Hazards. A community protected from loss of life or injury and damage to property due to fire hazards.



Policy PS-4.1: Fire Protection Services. Coordinate fire protection services with LACoFD so that sufficient capacity, stations, personnel, and equipment are available to meet needs in Lawndale for fire protection and related emergency services.

Policy PS-4.2: Development Review. Involve LACoFD in the development review process so that fire safety is addressed in new and modified developments.

Policy PS-4.4 Building Fire Codes. Require that all buildings and facilities within the City comply with local, State, and Federal regulatory standards such as the California Building and Fire Codes, as well as other applicable fire safety standards.

Mitigation Measures: No mitigation measures are required.

Level of Significance: No Impact.

WF-4: Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Impact Analysis: Wildfire can alter the hydrologic response of a watershed to the extent that even modest rainstorms can produce dangerous flash floods and debris flows (United States Geological Survey 2021). A number of factors affect the likelihood of downstream flooding or landslide after a fire including basin morphometry, burn severity, soil properties, and rainfall characteristics.

The General Plan Update would allow development and improvement projects that would involve some land clearing, grading, and other ground-disturbing activities that could temporarily increase soil erosion rates during and shortly after project construction. There are no designated FHSZs within the Planning Area. Additionally, the Planning Area is predominantly flat, built-out, and surrounded by highly urbanized development.

As detailed throughout [Section 5.10, *Hydrology and Water Quality*](#), there are no mapped flood hazard zones located within the Planning Area; the entire Planning Area is located within an area of minimal flood hazard. Future development resulting from implementation of the General Plan Update could increase the potential for localized flooding in low spots or where infrastructure is unable to accommodate peak flows during a storm event. However, as discussed in [Section 5.10](#), all future development and redevelopment projects would be required to comply with applicable Federal, State, regional, and local plans, policies, and regulations to address site-specific drainage and potential flooding risks. Specifically, future site-specific development would be required to comply with Municipal Code Chapter 13.12, *Storm Water and Urban Runoff Pollution Control*, and 13.16, *Standard Urban Stormwater Mitigation Plan and Low Impact Development Implementation*. Municipal Code Chapter 13.12 establishes required BMPs during operational phase of projects. Municipal Code Chapter 13.12 also indicates that each person applying to the City for a grading or building permit must submit satisfactory proof to the City that a SWPPP has been prepared, before the City issues any grading or building permit on the construction project. Municipal Code Chapter 13.16 requires subject new development and redevelopment projects to comply with SUSMP conditions assigned by the City, consisting of LID structural and non-structural BMPs; source control BMPs; and structural and non-structural BMPs for specific types of uses. Section 13.16.060,



Stormwater Pollution Control and Design Standards for Best Management Practices (BMPs), requires applicable development and redevelopment projects to submit a SUSMP for City review and approval, which is required to be incorporated into the applicant's project plans. Section 13.16.070, *Control of Erosion of Slopes and Channels*, requires BMPs to be used on slopes or channels in subject new development or redevelopment projects. Per Section 13.16.110, *Maintenance of Best Management Practices*, applicants for new subject development and redevelopment projects must agree to maintain any structural or treatment control BMPs. These regulations would minimize danger to life and property due to the hazards of flood, soil erosion, seepage and destruction of natural topography and plant material. Further, subsequent development and infrastructure projects would be analyzed for potential environmental impacts, consistent with the requirements of CEQA. Construction of storm drainage improvements would occur as part of an overall development or infrastructure project, and would be considered in the environmental review associated with the specific project being proposed (refer to [Section 5.10](#) for additional details).

The General Plan Update includes policies and actions to address public safety, which would limit risks to people and structures within the City. Proposed Public Safety Element Policy PS-1.2 directs coordination with service providers to promote the resilience of critical facilities, lifeline services, and infrastructure, and plan for the use of critical facilities during post-disaster response and recovery. Policy PS-4.1 coordinates fire protection services with LACoFD so that sufficient capacity, stations, personnel, and equipment are available to meet needs in Lawndale for fire protection and related emergency services. Policy PS-4.2 involves LACoFD in the development review process so that fire safety is addressed in new and modified developments. Policy PS-4.4 requires that all buildings and facilities within the City comply with local, State, and Federal regulatory standards such as the California Building and Fire Codes, as well as other applicable fire safety standards. Policy PS-5.3 adheres to the latest building, site, and design codes to avoid or minimize the risk of flooding hazards in the community. Policy PS-5.4 encourages new developments that add substantial amounts of impervious surfaces to integrate LID BMPs to reduce stormwater runoff. Compliance with local, State, and Federal regulations, and General Plan Update goals, policies, and actions would reduce potential exposure of people or structures to significant risks resulting from runoff, post-fire slope instability, or drainage changes. No impact would occur in this regard.

Proposed General Plan Update Goals, Policies, and Actions:

PUBLIC SAFETY ELEMENT

- Goal PS-1:** **Emergency Operations.** A community prepared to provide effective response and recovery efforts in the event of an emergency.
- Policy PS-1.2:** **Critical Facilities.** Coordinate with service providers to ensure the resilience of critical facilities, lifeline services, and infrastructure, and plan for the use of critical facilities during post-disaster response and recovery.
- Goal 4:** **Fire Hazards.** A community protected from loss of life or injury and damage to property due to fire hazards.



- Policy PS-4.1: Fire Protection Services.** Coordinate fire protection services with LACoFD so that sufficient capacity, stations, personnel, and equipment are available to meet needs in Lawndale for fire protection and related emergency services.
- Policy PS-4.2: Development Review.** Involve LACoFD in the development review process so that fire safety is addressed in new and modified developments.
- Action PS-4a:** Require all new habitable structures be designed in accordance with the most recent California Building and Fire Code with local amendments adopted by the City.
- Goal PS-5: Flood Hazards.** A community that is protected from flood hazards.
- Policy PS-5.3 Site Design.** Adhere to the latest building, site, and design codes to avoid or minimize the risk of flooding hazards in the community.
- Policy PS-5.4 Best Management Practices.** Encourage new developments that add substantial amounts of impervious surfaces to integrate low impact development Best Management Practices to reduce stormwater runoff.
- Policy PS-5.6: Local Storm Drainage Infrastructure.** Maintain and regularly assess the status of local storm drainage infrastructure to confirm that the system is functioning property.

Mitigation Measures: No mitigation measures are required.

Level of Significance: No Impact.

5.20.5 CUMULATIVE IMPACTS

Section 4.0, Basis of Cumulative Analysis, identifies projected growth within the Planning Area and County with the potential to interact with the proposed Project to the extent that a significant cumulative effect relative to wildfire may occur. The cumulative projects' setting for wildfire considers the region and projects within the City.

Would the project, combined with other related cumulative projects, substantially impair an adopted emergency response plan or emergency evacuation plan?

Impact Analysis: The Planning Area and immediately surrounding area is highly urbanized and not located within an SRA or FHSZ per CAL FIRE and County regulatory maps. Therefore, future development associated with implementation of the Project and cumulative projects would not be developed in an SRA or FHSZ. Additionally, future development associated with implementation of the Project and cumulative projects would not impair or physically interfere with an adopted emergency response plan or emergency evacuation plan. The County OAERP addresses the planned response to extraordinary situations associated with natural disasters and/or human caused incidents, including wildfires, and outlines mutual aid provisions within the Los Angeles County OA. The City's EOP addresses the City's planned response to natural or human-caused disasters and describes the organizational structures, roles, responsibilities, policies and protocols for providing emergency support. Future development associated with implementation of the Project and cumulative projects would be subject to similar fire protection



development standards and would be required to comply with each jurisdiction's established regulatory framework, including the respective municipal code and General Plan policies and programs to assist in protecting life and property in the event of a wildfire. The Project's would not contribute to cumulative wildfire hazard impacts. Thus, the Project and cumulative development projects' incremental effects involving an adopted emergency response plan or emergency evacuation plan would be less than cumulatively considerable.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.

Mitigation Measures: No mitigation measures are required.

Level of Significance: No Impact.

Would the project, combined with other related cumulative projects, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Impact Analysis: The Planning Area and immediately surrounding area is highly urbanized and not located within an SRA or FHSZ per CAL FIRE and County regulatory maps. Therefore, future development associated with implementation of the Project and cumulative projects would not be developed in an SRA or FHSZ. Urbanized land does not typically facilitate the spread of wildfire in the same manner as vegetated, open space areas. Future development and cumulative development would be required to comply with the Fire Code, which would further minimize and reduce impacts related to wildfire. Additionally, the General Plan Update includes policies and programs to address public safety and emergency services. As part of the City's development review process, the LACoFD would review all projects for related fire hazards. Wildfire risks would not change with adoption of the General Plan Update, and exposure to pollutant concentrations from wildfire for occupants in the Planning Area would not significantly increase. Accordingly, the Project's incremental contribution to wildfire risks exposing project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire would be less than cumulatively considerable.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.

Mitigation Measures: No mitigation measures are required.

Level of Significance: No Impact.

Would the project, combined with other related cumulative projects, require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Impact Analysis: The Planning Area and immediately surrounding area is highly urbanized and not located within an SRA or FHSZ per CAL FIRE regulatory maps. Therefore, future development associated with



implementation of the Project and cumulative projects would not be developed in an SRA or FHSZ. Future development and cumulative development could require the eventual construction and installation of new infrastructure or maintenance of existing infrastructure, including roads, water and sewer, and power lines to serve increased growth and development. Maintenance of existing infrastructure and the potential installation of new infrastructure for future development and cumulative development would be required to comply with Fire Code requirements and would be reviewed by the LACoFD to determine the specific fire requirements applicable to ensure compliance with the Fire Code. Additionally, the General Plan Update includes policies and programs to address public safety and emergency services. Thus, the Project's incremental contribution involving potential wildland fire hazards due to the installation or maintenance of local infrastructure would be less than cumulatively considerable.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.

Mitigation Measures: No mitigation measures are required.

Level of Significance: No Impact.

Would the project, combined with other related cumulative projects, expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Impact Analysis: Future development associated with implementation of the Project and cumulative projects would be subject to similar fire protection development standards and would be required to comply with each jurisdiction's established regulatory framework, including the respective municipal code and General Plan policies and programs to assist in protecting life and property in the event of a fire. The Project's incremental contribution to cumulative wildfire hazard impacts would not be significant. As previously discussed, the City is highly urbanized and future development and redevelopment activities in the City would occur in areas that have been previously developed. As a result, the degree of wildland fire hazard, including secondary hazards such as post-fire flooding and landslides, would not substantially change with adoption of the General Plan Update, and current hazards would not significantly increase.

As described previously, there are no SRA or FHSZs mapped within the Planning Area. As such, the General Plan Update does not approve, propose, or authorize development in an SRA or FHSZ per CAL FIRE and County regulatory maps. New development would be required to comply with the Fire Code, which would further minimize and reduce impacts related to potential fires within the City. As part of the City's development review process, the LACoFD would review all projects for fire related hazards. Additionally, the General Plan Update includes policies and programs to address public safety and emergency services. Accordingly, the Project's incremental contribution involving significant risks as a result of runoff, post-fire slope instability, or drainage changes would be less than cumulatively considerable.

Proposed General Plan Update Goals, Policies, and Actions: Refer to the General Plan goals, policies, and actions cited above.

Mitigation Measures: No mitigation measures are required.



Level of Significance: No Impact.

5.20.6 SIGNIFICANT UNAVOIDABLE IMPACTS

Wildfire impacts associated with the implementation of the General Plan Update would have no impact; no significant unavoidable wildfire impacts would occur as a result of the General Plan Update.

5.20.7 REFERENCES

California Department of Forestry and Fire Protection (CAL FIRE), *FHSZ Viewer*, <https://egis.fire.ca.gov/FHSZ/>, accessed March 7, 2023a.

California Department of Forestry and Fire Protection (CAL FIRE), *Incident Data 3/9/23*, <https://www.fire.ca.gov/incidents>, accessed March 9, 2023b.

Los Angeles County Fire Department (LACoFD), *About Us*, <https://fire.lacounty.gov/about-us-2/>, accessed March 9, 2023.

Los Angeles County, *Fire Hazard Severity Zone Web App*, <https://lacounty.maps.arcgis.com/apps/webappviewer/index.html?id=d2ea45d15c784adfa601e84b38060c4e>, accessed March 7, 2023.

Los Angeles County, *Los Angeles County 2035 General Plan*, October 2015.

United States Geological Survey (USGS), *Emergency Assessment of Post-Fire Debris-Flow Hazards*, 2021 https://landslides.usgs.gov/hazards/postfire_debrisflow/, accessed June 8, 2023.



6.0 OTHER CEQA CONSIDERATIONS

6.1 LONG-TERM IMPLICATIONS OF THE PROPOSED PROJECT

Pursuant to CEQA Guidelines Section 15126.2, Consideration and Discussion of Significant Environmental Effects, an EIR is required to consider: (a) The Significant Environmental Effects of the proposed Project; (b) Energy Impacts; (c) Significant Environmental Effects Which Cannot be Avoided if the Proposed Project is Implemented; (d) Significant Irreversible Environmental Changes Which Would be Caused by the Proposed Project Should it be Implemented; and (e) Growth-Inducing Impact of the Proposed Project.

In response to CEQA Guidelines, Section 15162.2 (a), Significant Environmental Effects of the Proposed Project and Section 15162 (c), Significant Environmental Effects Which Cannot be Avoided if the Proposed Project is Implemented, are considered and identified in Section 5.0, *Environmental Analysis*, of this EIR. Energy Impacts, pursuant to CEQA Guidelines Section 15162.2 (b), are analyzed in Section 5.6, *Energy*.

6.2 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

According to CEQA Guidelines Sections 15126(c) and 15126.2(d), an EIR is required to address any significant irreversible environmental changes that would occur should the proposed project be implemented. As stated in CEQA Guidelines Section 15126.2(d):

“Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also irreversible damage can result from environmental accidents associated with the project. Irrecoverable commitments of resources should be evaluated to assure that such current consumption is justified.”

Determining whether the proposed Project would result in significant irreversible effects requires a determination of whether key resources would be degraded or destroyed such that there would be little possibility of restoring them. Irrecoverable commitments of resources should be evaluated to assure that such current consumption is justified.

CONSUMPTION OF NONRENEWABLE RESOURCES

The environmental impacts associated with implementation of the General Plan Update are analyzed in Section 5.0. Future development would consume limited, slowly renewable and non-renewable resources. This consumption would occur during each individual project’s construction phase and would continue throughout its operational lifetime.

Construction associated with future development would require a commitment of resources that would include: (1) building materials; (2) fuel and operational materials/resources; and (3) the transportation of goods and persons to and from individual development sites. Construction would require the consumption of resources that are not renewable or which may renew so slowly as to be considered non-



renewable. These resources would include the following construction supplies: lumber and other forest products; aggregate materials used in concrete and asphalt; metals; and water. Fossil fuels such as gasoline and oil would also be consumed to power construction vehicles and equipment.

The operational activities of new development accommodated through implementation of the General Plan Update would consume resources which would be similar to those currently consumed within the City (i.e., energy resources such as electricity and natural gas, petroleum-based fuels required for vehicle-trips, fossil fuels, and water). Fossil fuels would represent the primary energy source associated with both construction and ongoing operation, and the existing, finite supplies of these natural resources would be incrementally reduced. Future development operations would occur in accordance with California Code of Regulations (CCR) Title 24, Part 6, which sets forth conservation practices that would limit energy consumption. Nonetheless, the proposed Project's energy requirements would represent a long-term commitment of essentially non-renewable resources.

Construction activities associated with implementation of the General Plan Update could release hazardous materials into the environment through reasonably foreseeable upset and accident conditions; refer to [Section 5.9, *Hazards and Hazardous Materials*](#). All potential demolition, grading, and excavation activities would be subject to the established regulatory framework to ensure that hazardous materials are not released into the environment. Compliance with the established regulatory framework and mitigation measures would protect against a significant and irreversible environmental change resulting from the accidental release of hazardous materials.

In addition, there is the potential that individual future development projects would use and store limited amounts of potentially hazardous materials typical; refer to [Section 5.9](#). All future development activities requiring the routine use, storage, transport, or disposal of hazardous materials would be subject to all applicable Federal, State, and local regulations and standards in place for hazardous materials. Compliance with these regulations and standards would protect against significant and irreversible environmental changes due to the accidental release of hazardous materials.

In conclusion, future construction and operations would result in the irretrievable commitment of limited, slowly renewable, and nonrenewable resources, which would limit the availability of these resource quantities for future generations or for other uses during the life of the individual developments. It is noted that the continued use of such resources would be on a relatively small scale in a regional context.

IRRETRIEVABLE COMMITMENTS/IRREVERSIBLE PHYSICAL CHANGES

Implementation of the General Plan Update would result in a commitment of land uses designated for the foreseeable future. Land use and development consistent with the Project would result in irretrievable commitments by designating land for development that is more intense, in some instances, than current designations allow. Additionally, residential development would be allowed on land not currently designated for residential development. Development would physically change the environment in terms of aesthetics, air emissions, noise, and traffic. These physical changes are irreversible after development occurs. Therefore, the Project would result in changes in land use within the Planning Area that would commit future generations to these uses.



In summary, the General Plan Update includes an extensive policy framework that is designed to address land use and environmental issues to the greatest extent feasible, while allowing growth and economic prosperity for the City. Construction and operation of future development projects associated with Project implementation would result in the irretrievable commitment of limited, slowly renewable, and nonrenewable resources that would limit the availability of these resource quantities for future generations or for other uses during the life of the Project. However, the Planning Area is an urbanized area and already uses such resources. Additionally, the continued use of such resources would be on a relatively small scale in a regional context. As such, although irreversible environmental changes would result from the Project, such changes would not be considered significant.

6.3 GROWTH-INDUCING IMPACTS

Section 15126.2(e) of the CEQA Guidelines requires that an EIR evaluate the growth-inducing impacts of a proposed action. A growth-inducing impact is defined by the CEQA Guidelines as:

“The way in which a proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (a major expansion of a waste water treatment plant might, for example, allow for more construction in service areas). Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.”

The State CEQA Guidelines do not provide specific criteria for evaluating growth inducement. Growth-inducing impacts fall into two general categories: direct or indirect. Direct growth-inducing impacts are generally associated with new residences or businesses that could induce population growth directly. Indirect growth-inducing impacts provide urban services, such as the extension of roads or other infrastructure, to an undeveloped area that could induce population growth indirectly.

In general, a project may foster spatial, economic, or population growth in a geographic area if it results in any of the following:

- Removal of an impediment to growth (e.g., establishment of an essential public service and provision of new access to an area);
- Fostering of economic expansion or growth (e.g., changes in revenue base and employment expansion);
- Fostering of population growth (e.g., construction of additional housing), either directly or indirectly;
- Establishment of a precedent-setting action (e.g., an innovation, a change in zoning and general plan amendment approval); or



- Development of or encroachment on an isolated or adjacent area of open space (being distinct from an infill project).

Should a project meet any one of the above-listed criteria, it may be considered growth inducing. Generally, growth-inducing projects are either located in isolated, undeveloped, or underdeveloped areas, necessitating the extension of major infrastructure such as sewer and water facilities or roadways, or encourage premature or unplanned growth. Note that the CEQA Guidelines require an EIR to “discuss the ways” a project could be growth inducing and to “discuss the characteristics of some projects that may encourage...activities that could significantly affect the environment.” However, the CEQA Guidelines do not require that an EIR predict (or speculate) specifically where such growth would occur, in what form it would occur, or when it would occur. The answers to such questions require speculation, which CEQA discourages (refer to CEQA Guidelines Section 15145).

In accordance with the CEQA Guidelines and based on the above-listed criteria, the project’s potential growth-inducing impacts are evaluated below.

Removal of an Impediment to Growth: The Planning Area and surrounding area are fully developed and urbanized. Transportation and infrastructure exists to serve the range of residential and non-residential uses within the surrounding area. The General Plan Update does not introduce new roadways or new or significantly expanded infrastructure that would provide for additional development within the surrounding area. Potential infrastructure improvements associated with future site-specific development would not remove obstacles to growth since the Planning and surrounding area are already served by existing utility providers and potential improvements would be to serve the specific development being proposed. As the General Plan Update would not establish an essential public service or provide new access to an area, the proposed Project would not be considered growth-inducing.

Economic Expansion or Growth: In addition to residential uses, the Project anticipates the development of commercial uses within the Planning Area. The construction of future development projects would result in construction-related jobs. However, construction activities and durations would vary depending upon the specific development and would be temporary in respect to each individual development site and therefore, would not be considered growth-inducing.

Project operations would introduce new residents and jobs to the Planning Area. Future development associated with implementation of the General Plan Update would primarily consist of infill development and redevelopment of already developed sites. New residential development could occur and greater densities, providing additional housing opportunities that would further support commercial and retail uses within the City. Additional non-residential development would provide for new employment opportunities. Residents and employees would seek shopping, entertainment, employment, and other economic opportunities in the City and surrounding area. This could create an increased demand for goods and services that would encourage the creation of new businesses or the expansion of existing businesses. Although economic growth is anticipated within the Planning Area, significant economic growth resulting in the potential to significantly affect the environment is not anticipated as the surrounding area is urbanized.



Population Growth: A project could induce population growth in an area either directly or indirectly. More specifically, the development of new residences or businesses could induce population growth directly, whereas the extension of roads or other infrastructure could induce population growth indirectly. The Planning Area is located within an urbanized area served by existing roads, transit, and infrastructure. The Project does not involve the extension of roads or infrastructure into undeveloped areas; refer to the “Removal of an Impediment to Growth” discussion above.

As shown in Table 3-4, General Plan Update Growth Assumptions, buildout of the General Plan Update through 2045 could yield up to 3,942 new housing units and 808,864 square feet of new non-residential building square footage within the Planning Area. The General Plan Update is intended to accommodate the City’s fair share of Statewide housing needs, based on regional numbers provided by the California Department of Housing and Community Development on a regular basis (every five to eight years). The City of Lawndale 2021-2029 Housing Element was adopted in February 2022 and accommodates the City’s share of the regional housing need for the 2021-2029 RHNA period of 2,463 units. The City’s 2021-2029 Housing Element identifies the implementation of Housing Overlays as the primary opportunity to accommodate the City’s RHNA allocation. The Project has the potential to yield an additional 3,942 dwelling units and 9,482 residents over existing conditions. This would be an approximately 34 percent increase over existing conditions and an approximately 38 percent increase over SCAG’s projected future conditions of 34,400 residents (2045). Thus, Project implementation would exceed the population projections anticipated by SCAG’s growth forecasts.

SCAG is the responsible agency for developing and adopting regional housing, population, and employment growth forecasts for local Los Angeles County governments, among other counties. SCAG provides household, population, and employment projection estimates in five-year increments through 2045. While Project growth projections are anticipated to exceed SCAG’s 2045 population, SCAG’s projections, which are compiled using a number of sources including adopted plans, historical trends, and interviews with local jurisdictions, tend to be more accurate on a regional level than on a local or city level. It is likely that through a combination of market changes, catalytic projects, updated land use direction in the General Plan, and other factors, Lawndale could capture either more or less of expected regional growth than forecasted by SCAG. Discrepancies between Project and regional forecasts can also be attributed to the RHNA process. The General Plan Update is intended to implement the City’s 2021-2029 Housing Element; SCAG’s Connect SoCal growth forecasts through 2045 do not consider the regional housing need for the 2021-2029 period, as jurisdictional allocations were not known at the time of SCAG’s Connect SoCal adoption. The regional housing needs and associated General Plan growth projections will be included as part of SCAG’s future growth forecasts.

Although the Project would allow for currently unplanned population growth anticipated in the existing General Plan and by SCAG, this Draft EIR identifies General Plan Update goals, policies, and actions, where appropriate, that would serve to reduce or eliminate potentially significant impacts associated with specific environmental issues associated with growth. Sections 5.1 through 5.20 provide a discussion of environmental effects associated with development allowed under the General Plan Update.

With implementation of General Plan Update goals, policies, and actions intended to guide growth to appropriate areas and provide services necessary to accommodate growth, the land uses allowed under



the General Plan Update, the infrastructure anticipated to accommodate proposed land uses, and the goal and policy framework would not induce growth that would exceed adopted thresholds. Therefore, population and housing growth associated with the General Plan Update would result a less than significant impact.

Establishment of a Precedent-Setting Action: The General Plan is a long-term plan intended to accommodate projected population, housing, and employment growth, including the appropriate balance among these factors with the necessary public services and infrastructure. The proposed General Plan Update would serve as a comprehensive, long-term plan for the physical development of Lawndale. The proposed General Plan Update would only regulate future land development within the Planning Area and would not induce growth within areas outside of the City's jurisdiction. Any future development within the Planning Area would be reviewed in light of the General Plan and this General Plan Update EIR pursuant to CEQA on a project-by-project basis. Future development would be required to comply with the goals, policies, and actions intended to reduce potential environmental impacts associated with future site-specific development. Thus, Project implementation would not involve a precedent-setting action that could significantly impact the environment.

Development or Encroachment of Open Space: As stated, the Planning Area is located within an urbanized area. Park and open space resources within the City are limited and primarily associated with parks and schools. The Project does not propose modifications to these existing resources and would not result in encroachment into these areas. The Project would not be growth-inducing with respect to development or encroachment into an isolated or adjacent area of an existing open space.

6.4 SIGNIFICANT AND UNAVOIDABLE IMPACTS

CEQA Guidelines Section 15126.2(b) requires an EIR to discuss unavoidable significant environmental effects, including those that can be mitigated but not reduced to a level of insignificance. The following significant and unavoidable impacts of the General Plan Update are discussed in Section 5.0. Refer to those discussions for further details and analysis of the significant and unavoidable impacts identified below:

Air Quality

- General Plan implementation would result in a cumulatively considerable net increase of criteria pollutants for which the project region is non-attainment under an applicable Federal or State ambient air quality standard during construction and operational activities.
- General Plan implementation would expose sensitive receptors to substantial pollutant concentrations during construction and operational activities.
- General Plan implementation would result in a cumulatively considerable contribution to significant cumulative air quality impacts with the potential to expose sensitive receptors to substantial pollutant concentrations.



Greenhouse Gas Emissions

- Project implementation would generate greenhouse gas emissions that would not satisfy the Greenhouse Gas reduction targets established by Federal and State law and may have a significant effect on the environment.
- Project implementation would contribute to global climate change through a cumulatively considerable contribution of greenhouse gases. The Project would result in a cumulatively considerable and significant adverse GHG emissions impact.



This page intentionally left blank.



7.0 ALTERNATIVES

7.1 INTRODUCTION

Section 15126.6 of the CEQA Guidelines requires the identification and evaluation of a range of reasonable alternatives designed to feasibly achieve the most basic objectives of the project, while avoiding or substantially lessening any of the significant environmental effects of the project. In addition, CEQA requires a comparative evaluation of the merits of the alternatives.

Pursuant to Section 15126.6(f)(1) of the CEQA Guidelines, factors that may be taken into account when addressing the feasibility of alternatives include, but are not limited to, site suitability, economic viability, availability of infrastructure, general plan consistency, other plan or regulator limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent). Although these factors do not present a strict limit on the scope of reasonable alternatives to be considered, they help establish the context in which “the rule of reason” is measured against when determining an appropriate range of alternatives sufficient to establish and foster meaningful public participation and informed decision-making.

7.2 ALTERNATIVES CONSIDERED IN THIS EIR

FACTORS GUIDING SELECTION OF ALTERNATIVES

A Notice of Preparation (NOP) was circulated to the public and a public scoping meeting was held during the public review period to solicit recommendations for a reasonable range of alternatives to the proposed project. No specific alternatives were recommended by commenting agencies or the general public during the NOP public review and comment period.

An EIR must only discuss in detail an alternative that is capable of feasibly attaining most of the basic objectives associated with an action, while at the same time avoiding or substantially lessening any of the significant effects associated with the proposed project. As described in [Section 3.0, Project Description](#), the following objectives have been identified for the proposed Project:

1. Reflect the current goals and vision expressed by city residents, businesses, decision-makers, and other stakeholders;
2. Address issues and concerns identified by city residents, businesses, decision-makers, and other stakeholders;
3. Protect Lawndale’s existing residences, character, and sense of community;
4. Proactively plan for and accommodate local and regional growth in a responsible manner;
5. Encourage mixed-use development patterns that promote vibrant commercial and residential areas;
6. Allow for a range of high-quality housing options;



7. Attract and retain businesses and industries that provide jobs for local residents;
8. Continue to maintain and improve multimodal transportation opportunities;
9. Maintain strong fiscal sustainability and continue to provide efficient and adequate public services;
10. Address new requirements of State law; and
11. Address emerging transportation, housing, and employment trends.

SIGNIFICANT AND UNAVOIDABLE IMPACTS

The General Plan Update would result in the following significant and unavoidable impacts, which are described in [Sections 5.1](#) through [5.20](#):

Air Quality

- General Plan implementation would result in a cumulatively considerable net increase of criteria pollutants for which the project region is non-attainment under an applicable Federal or State ambient air quality standard during construction and operational activities.
- General Plan implementation would expose sensitive receptors to substantial pollutant concentrations during construction and operational activities.
- General Plan implementation would result in a cumulatively considerable contribution to significant cumulative air quality impacts with the potential to expose sensitive receptors to substantial pollutant concentrations.

Greenhouse Gas Emissions

- Project implementation would generate greenhouse gas emissions that would not satisfy the Greenhouse Gas reduction targets established by Federal and State law and may have a significant effect on the environment.
- Project implementation would contribute to global climate change through a cumulatively considerable contribution of greenhouse gases. The Project would result in a cumulatively considerable and significant adverse GHG emissions impact.

Implementation of the proposed General Plan goals, policies and actions can reduce all other potentially significant impacts to less than significant levels. This section considers alternatives that could otherwise avoid or minimize these significant and unavoidable impacts. A description of each alternative and a comparative environmental evaluation of the impacts identified for the General Plan Update is provided below.

An EIR must identify an “environmentally superior” alternative and where the No Project Alternative is identified as environmentally superior, the EIR is then required to identify as environmentally superior an alternative from among the others evaluated. Each alternative’s environmental impacts are compared to the proposed Project and determined to be environmentally superior, inferior, or neutral. However, as stated above, only those impacts found to be significant and unavoidable for the proposed Project are



used in making the final determination of whether an alternative is environmentally superior or inferior to the proposed Project.

ALTERNATIVES TO THE GENERAL PLAN UPDATE

Two alternatives to the General Plan Update were considered based on the analysis performed to identify the environmental effects of the proposed Project. Project alternatives focus on amending land uses to potentially address impacts. The alternatives analyzed in this EIR include the following:

Alternative 1: No Project Alternative/Existing General Plan.

As required by CEQA Guidelines Section 15126.6(e), under Alternative 1, the City would not adopt the General Plan Update. The existing Lawndale General Plan would continue to be implemented and no changes to the General Plan, including the Land Use Map, goals, policies, or actions would occur. This Alternative assumes that ultimate development of the 1992 General Plan would occur and the 1992 General Plan would continue to provide outdated information regarding several issues, including projections and policy direction that were identified in the 1990s that are not reflective of the existing socioeconomic data and anticipated development patterns. This Alternative assumes that increased residential development opportunities in the Hawthorne Boulevard Specific Plan area and Housing Opportunity Overlay land use designation areas in order to accommodate the City's Regional Housing Needs Allocation (RHNA) as identified in the 2021-2029 Housing Element, would not occur. Subsequent projects, such as updating the Hawthorne Boulevard Specific Plan and amending the Municipal Code (including the zoning map), would not occur. The existing General Plan Land Use Map is shown on [Figure 3.3](#) in [Section 3.0, Project Description](#).

Alternative 2: Reduced Growth Alternative

Under Alternative 2, the City would adopt the updated General Plan policy document, but at residential densities lower than those reflected in the proposed General Plan Update. This Alternative is defined by two major changes from the proposed General Plan Update:

1. Reduction in the maximum density associated with the Housing Opportunity Overlay (HOO) land use designation; in Alternative 2, the maximum density for residential development in areas designated with the HOO is reduced from 100 du/ac to 33 du/ac (consistent with the maximum density proposed for the High Density Residential land use designation).
2. Reduction in the maximum density associated with residential development within the Hawthorne Boulevard Specific Plan (HBSP) land use designation; in Alternative 2, the maximum density for residential development in the HBSP is reduced from 150 du/ac to 33 du/ac (consistent with the maximum density proposed for the High Density Residential land use designation).

Under Alternative 2, non-residential development potential and anticipated job growth would remain unchanged from the proposed General Plan Update. This alternative continues to allow for mixed-use opportunities with less residential development potential than allowed under the General Plan Update. It also reflects a maximum residential density of 33 du/ac, consistent with the maximum residential density allowed under the current General Plan. This alternative was developed to potentially reduce the severity of potential impacts related to air quality and greenhouse gas emissions, as overall development of residential uses would be less than what could develop under the proposed Project.



7.3 ENVIRONMENTAL ANALYSIS

A summary of the growth projections, including population growth, housing units, jobs, and the resultant job/housing balance for the project and each alternative is shown in [Table 7-1, *Growth Projections by Alternative*](#).

**Table 7-1
Growth Projections by Alternative**

Alternative	Housing Units	Population	Non-Residential Development (Square Feet)	Jobs	Jobs per Housing Unit
Existing Conditions					
Planning Area	11,463	37,948	4,542,162	6,470	0.56
New Growth					
Proposed General Plan	3,942	9,482	808,864	2,738	-
Alternative 1: No Project/Existing General Plan	1,923	704	528,817	2,247	-
Alternative 2: Reduced Growth Alternative	2,339	5,843	808,864	2,738	-
Buildout Growth: Existing plus New Growth					
Proposed General Plan	15,405	47,430	5,351,026	9,208	0.59
Alternative 1: No Project/Existing General Plan	13,386	38,652	5,070,979	8,717	0.65
Alternative 2: Reduced Growth Alternative	13,802	43,791	5,351,026	9,208	0.67

The alternatives analysis provides a summary of the relative impact level of significance associated with each alternative for each of the environmental issue areas analyzed in this EIR. Following the analysis of each alternative, [Table 7-4, *Comparison of Alternatives*](#), summarizes the comparative effects of each alternative with the proposed Project.

The primary difference between the proposed Project and Alternative 2 is that Alternative 2 would result in approximately 1,603 fewer housing units and 3,639 fewer residents within the Planning Area when compared to the proposed Project; refer to [Table 7-3, *Alternative 2: Reduced Growth Alternative Compared to the Proposed Project*](#).

ALTERNATIVE 1 – NO PROJECT/EXISTING GENERAL PLAN

Under Alternative 1, the City would continue to implement the existing General Plan and no changes would be made to address updated OPR General Plan Guidelines, or the requirements of State law. Since



adoption of the existing General Plan, State legislation has been passed requiring the City to address new safety and circulation requirements in the General Plan and to further address greenhouse gas emissions. Additionally, the City recently updated its 2021-2029 Housing Element (adopted in February 2022), and the existing General Plan does not conform to State requirements regarding planning for future housing growth. In the 2021-2029 Housing Element, the City introduced two new mechanisms to allow for residential development to be created to implement the Housing Element on sites considered viable for housing development. The first is “Housing Overlay 100”, which will be applied to 16 nonresidential sites outside of the Hawthorne Boulevard Specific Plan area and allow for residential densities of up to 100 dwelling units per acre. The second is “Housing Overlay 150” which will be applied to 68 nonresidential sites inside the Hawthorne Boulevard Specific Plan area, will allow for residential densities up to 150 dwelling units per acre. The General Plan goals, policies, and actions, as well as the Land Use Map, would not be updated to address the vision and concerns of the City’s residents, property owners, decision-makers, and other stakeholders that actively participated in the visioning and goal and policy development process.

Alternative 1 would result in the continuation of existing conditions and development levels, as described in [Section 5.11, Land Use and Planning](#), and as shown in [Table 3-1](#) in [Section 3.0, Project Description](#). New growth would be allowed as envisioned under the existing General Plan, with land uses required to be consistent with the existing General Plan Land Use Map as shown on [Figure 3.3](#) in [Section 3.0](#). [Table 7-2, Alternative 1: No Project/Existing General Plan Alternative Compared to the Proposed Project](#), compares the assumed development potential associated with the 1992 General Plan and the General Plan Update 2045 buildout.

Table 7-2
Alternative 1: No Project/Existing General Plan Alternative Compared to the Proposed Project

Alternative	Housing Units	Population	Non-Residential Development (Square Feet)	Jobs	Jobs per Housing Unit
Alternative 1: Existing General Plan/No Project	13,386	38,652	5,070,979	8,717	0.65
General Plan Update (Proposed Project)	15,405	47,430	5,351,026	9,208	0.59
Difference	-2,019	-8,778	-280,047	-491	-

As shown in [Table 7-2](#), Alternative 1 (No Project/Existing General Plan Alternative) would result in less development within the Planning Area compared to the proposed Project. Under Alternative 1, the existing General Plan policy framework would still be in effect, which would constitute a status quo approach to land use regulation in the City.

The Proposed Land Use Map, along with the policy framework proposed by the General Plan Update, encourages and aims to achieve a community with a balanced land use pattern that meets the City’s long-term housing, employment, and civic needs. The land uses allowed under the General Plan Update provide opportunities for cohesive new growth at infill locations primarily within the Hawthorne Boulevard



Specific Plan area. A balanced land use pattern would create a community where new development blends with existing neighborhoods. The proposed General Plan Update carries forward and enhances policies and measures from the City's existing General Plan that were intended for environmental protection. The proposed General Plan Update was prepared in conformance with State laws and regulations associated with the preparation of general plans, including requirements for environmental protection.

Alternative 1 would not include updated policies, particularly those related to housing, greenhouse gases, hazards, complete streets, and environmental justice to address environmental health concerns for disadvantaged communities, as required by State law. This alternative would not include policies proposed in the General Plan Update to ensure protection of environmental resources, both at a project level and under cumulative conditions, consistent with the objectives of CEQA.

Alternative 1 fails to meet several of the basic Project objectives, including the following:

- Reflect the current goals and vision expressed by City residents, businesses, decision-makers, and other stakeholders;
- Address issues and concerns identified by city residents, businesses, decision-makers, and other stakeholders;
- Proactively plan for and accommodate local and regional growth in a responsible manner;
- Encourage mixed-use development patterns that promote vibrant commercial and residential areas;
- Allow for a range of high-quality housing options;
- Attract and retain businesses and industries that provide jobs for local residents;
- Continue to maintain and improve multimodal transportation opportunities;
- Address new requirements of State law; and
- Address emerging transportation, housing, and employment trends.

Aesthetics

As described in Section 5.1, Aesthetics, impacts related to Aesthetics were found to be less than significant. Both the General Plan Update and No Project/Existing General Plan Alternative would anticipate increased development within the City through future development that would result in densification of the City. Alternative 1 would result in decreased densities in the Planning Area when compared to the General Plan Update. Future projects under both development scenarios would be subject to applicable Municipal Code requirements. Although buildout of this Alternative would result in 2,019 fewer housing units and 280,047 fewer square feet of nonresidential uses, overall, the Planning Area would experience significant development compared to existing conditions which would change the character and image of the area under both Alternative 1 and the proposed Project.

Generally, the existing General Plan would not address the visual character of future development to the extent of the General Plan Update. For example, the General Plan Update includes goals and policies to develop and enforce design standards and objective design guidelines, and include site planning



requirements. Additionally, this Alternative would not require the update of the Hawthorne Boulevard Specific Plan area, which would allow a combination of commercial and residential uses together in the same area, creating more pedestrian and transit-oriented neighborhoods. As such, Alternative 1 would be considered environmentally inferior to the General Plan Update.

Agricultural Resources

As described in Section 5.2, *Agricultural Resources*, the proposed General Plan Update would result in no impacts to agriculture and forestry resources. Like the General Plan Update, Alternative 1 would accommodate development generally in the same areas, and these areas are already urbanized. Given that no agriculture and forestry resources would be impacted by the proposed Project, impacts associated with Alternative 1 would be the same and no impacts would occur. As such, Alternative 1 would be neither environmentally superior nor inferior to the General Plan Update.

Air Quality

As described in Section 5.3, *Air Quality*, construction and operation of future developments would occur within close proximity to sensitive receptors, and there is the potential for localized emissions to exceed regulatory levels. The following significant impacts related to air quality have been identified:

- General Plan implementation would result in a cumulatively considerable net increase of criteria pollutants for which the project region is non-attainment under an applicable Federal or State ambient air quality standard during construction and operational activities.
- General Plan implementation would expose sensitive receptors to substantial pollutant concentrations during construction and operational activities.
- General Plan implementation would result in a cumulatively considerable contribution to significant cumulative air quality impacts with the potential to expose sensitive receptors to substantial pollutant concentrations.

When compared to Alternative 1 (No Project/Existing General Plan), the General Plan Update includes a range of goals and policies that would reduce air quality emissions, including policies to encourage mixed-use development, complete streets, and multi-modal improvements that would further reduce air quality impacts. Additionally, when compared to Alternative 1 (No Project/Existing General Plan), the General Plan Update presents substantially more opportunities for trip internalization and increased opportunities for walking and bicycling due to the proposed mix of higher density residential and commercial development. While land uses and development under Alternative 1 would be required to adhere to the same policy guidance and local, State, and regional air quality measures as the General Plan Update, the decrease in residential units and non-residential building square footage, and the corresponding reduction in construction emissions, operational emissions, and potential reductions in overall traffic volumes would result in reductions in air emissions under Alternative 1 when compared to the proposed General Plan Update, although impacts to air quality would continue to be significant and unavoidable. As such, Alternative 1 would be considered environmentally superior to the General Plan Update.



Biological Resources

The Planning Area is urbanized and developed with residential and non-residential uses. The Planning Area consists primarily of developed and/or disturbed land that has been developed, paved, or landscaped, and existing vegetation consists of primarily ornamental and/or nonnative plant species. As described in [Section 5.4, *Biological Resources*](#), the General Plan Update does not include any specific development proposals and would not result in significant direct impacts to existing biological resources. However, subsequent development projects under the proposed General Plan Update could result in direct impacts to certain species found present on an individual project site. Future development projects would be required to adhere to applicable Federal, State, and local regulations that provide for sensitive species as part of the discretionary approval process for site-specific development projects. Compliance with Federal, State, and local regulations, and implementation of General Plan Update policies and actions, would reduce potential impacts to sensitive species to a less than significant level.

Alternative 1 would result in similar development patterns to the General Plan Update, which could result in a less than significant impact to biological resources. The proposed General Plan Update would also include updated biological policies and actions aimed at protecting biological resources (as described in detail in [Section 5.4](#)), which Alternative 1 would not include. As such, Alternative 1 would be considered environmentally inferior to the General Plan Update.

Cultural Resources

As described in [Section 5.5, *Cultural Resources*](#), while the General Plan Update does not directly propose site-specific development with the potential to directly impact cultural resources, future development associated with implementation of the General Plan Update could cause a substantial adverse change in the significance of known or unknown historic or archaeological resources. As future development and infrastructure projects are considered by the City, each project would be evaluated for conformance with the City's General Plan, Municipal Code, and other applicable State and local regulations relative to historic and potentially historic resources. The General Plan Update Resource Management Element includes goals, policies, and actions addressing heritage resources, including historical and archaeological resources. Compliance with the General Plan Update policies and actions and existing regulations, would not cause a substantial adverse change in the significance of a historical and/or cultural resource and impacts would be less than significant.

Alternative 1 would result in similar development patterns and a similar development footprint to the General Plan Update. However, because Alternative 1 would not update cultural resource policies to include new policies and actions related to agency coordination, consultation, and monitoring that is included in the proposed General Plan Update, impacts to cultural resources would be greater when compared to the General Plan Update which does not include additional and updated policies related to cultural resources. As such, Alternative 1 would be considered environmentally inferior to the General Plan Update.

Energy

As described in [Section 5.6, *Energy*](#), buildout of the General Plan Update would use energy resources for the operation of buildings (electricity and natural gas), for on-road vehicle trips (e.g., gasoline and diesel



fuel), and from off-road construction activities (e.g. diesel fuel) associated with 2045 buildout of the General Plan Update. Buildout of the General Plan Update would be in compliance with all applicable Federal, State, and local regulations regulating energy usage. Energy use impacts associated with the implementation of the General Plan Update would be less than significant.

When compared to Alternative 1 (No Project/Existing General Plan), the General Plan Update includes a range of goals and policies that would reduce energy usage, including policies to encourage mixed-use development, complete streets, and multi-modal improvements that would further reduce per capita energy usage. Additionally, when compared to Alternative 1 (No Project/Existing General Plan), the General Plan Update presents substantially more opportunities for trip internalization and increased opportunities for walking and bicycling to the proposed mix of higher density residential and commercial development. While land uses and development under Alternative 1 would be required to adhere to the same local, State, and regional measures regulating energy usage as the General Plan Update, the decrease in residential units and non-residential building square footage, and the corresponding reduction in electricity and gas for the operation of buildings, diesel fuel for off-road construction activities, and potential reductions in gasoline due to a decrease in the overall traffic volumes would result in reductions in energy usage under Alternative 1 when compared to the proposed General Plan Update. As such, Alternative 1 would be considered environmentally superior to the General Plan Update.

Geology and Soils

As described in Section 5.7, *Geology and Soils*, geology and soils impacts associated with the implementation of the General Plan Update would be less than significant. It is possible that undiscovered paleontological resources could be encountered during future ground-disturbing activities within the Planning Area. Future development associated with implementation of the General Plan Update would be required to assess the potential for development proposals to significantly impact paleontological resources pursuant to CEQA. If the project involves earthworks, the City may require a study conducted by a professional paleontologist to determine if paleontological assets are present, and if the project will significantly impact the resources. If significant impacts are identified, the City may require the project to be modified to avoid impacting the paleontological materials, require monitoring of rock units with high potential to contain significant nonrenewable paleontological resources, or require mitigation measures to mitigate the impacts, such as recovering the paleontological resources for preservation. With implementation of the General Plan Update policies and actions, potential impacts to paleontological resources associated with future development anticipated by the General Plan Update would be reduced to less than significant.

Alternative 1 would result in similar development patterns as the General Plan Update. Since the Planning Area is the same under both development scenarios, similar physical constraints related to geology and soils exist. The potential for new development to expose people or structures to adverse effects associated with seismic ground shaking and geologic instabilities would be similar under this Alternative and the General Plan Update. Further, new development would be required to comply with the California Building Code and applicable Municipal Code requirements. However, this Alternative would not include the updated policies related to geologic hazards, including requirements for project reviews and standards for construction and building practices as the General Plan Update (as described in detail in Section 5.7).



Additionally, this Alternative would not update paleontological resource policies to include new policies and actions related to agency coordination, consultation, and monitoring that is included in the proposed General Plan Update, therefore impacts to paleontological resources would be greater when compared to the General Plan Update which does not include additional and updated policies related to paleontological resources. As such, Alternative 1 would be considered environmentally inferior to the General Plan Update.

Greenhouse Gas Emissions

As described in Section 5.8, *Greenhouse Gas Emissions*, the proposed Project would be required to comply with regulations imposed by the State of California and the SCAQMD aimed at the reduction of air pollutant emissions, and implementation of the General Plan Update's goals, policies and actions would reduce GHG emissions. However, development projects associated with implementation of the proposed Project, would potentially generate emissions inconsistent with the State's long-term goals for reducing GHG emissions in the State of California, particularly the net-zero target as promulgated under AB 1279. As such, the City cannot state with certainty whether implementation of the General Plan Update would meet the State's community emissions target. Therefore, the proposed Project would have a cumulatively significant and unavoidable adverse impact in regards to greenhouse gas emissions.

When compared to Alternative 1 (No Project/Existing General Plan), the General Plan Update includes a range of goals and policies that would reduce GHG emissions, including policies to encourage mixed-use development, complete streets, and multi-modal improvements that would further reduce per capita GHG impacts. Additionally, when compared to Alternative 1 (No Project/Existing General Plan), the General Plan Update presents substantially more opportunities for trip internalization and increased opportunities for walking and bicycling due to their proposed mix of higher density residential and commercial development. While land uses and development under Alternative 1 would be required to adhere to the same policy guidance and local, State, and regional air quality measures as the General Plan Update, the decrease in residential units and non-residential building square footage, and the corresponding reduction in construction emissions, operational emission, and potential reductions in overall traffic volumes would result in reductions in greenhouse gas emissions under Alternative 1 when compared to the proposed General Plan Update, although GHG impacts would continue to be significant and unavoidable. As such, Alternative 1 would be considered environmentally superior to the General Plan Update.

Hazards and Hazardous Materials

As described in Section 5.9, *Hazards and Hazardous Materials*, all impacts related to hazardous materials, aircraft hazards, and emergency response were found to be less than significant.

The General Plan Update would include updated policies and actions aimed at protecting the public from hazardous materials. These policies and actions in the General Plan Update would ensure that potential hazards are identified on a project site, that development is located in areas where potential exposure to hazards and hazardous materials can be mitigated to an acceptable level, and that business operations comply with Federal and State regulations regarding the use, transport, storage, and disposal of hazardous materials. The General Plan Update also includes policies and actions to ensure that the City has adequate



emergency response plans and measures to respond in the event of an accidental release of a hazardous substance (as described in detail in [Section 5.9](#)).

Similar to the General Plan Update, Alternative 1 would result in additional urban uses including commercial, and residential development. However, Alternative 1 would not include the updated policies and actions aimed at protecting the public from hazardous materials that are included as part of the General Plan Update. As such, Alternative 1 would be considered environmentally inferior to the General Plan Update.

[Hydrology and Water Quality](#)

As described in [Section 5.10, *Hydrology and Water Quality*](#), under all impact areas, implementation of the General Plan Update would result in less than significant impacts related to Hydrology and Water Quality.

While this Alternative would result in less dense and intense development compared to the General Plan Update, all new development would be subject to applicable stormwater and water quality requirements per the Los Angeles RWQCB. This variation in intensity and land use designation changes would not substantially alter impacts from or to flooding, water quality, or on groundwater supplies because existing Federal, State, and local regulations would apply to guard against flood hazards, water quality contamination, or impact on groundwater supplies. Potential hydrology and water quality impact for this Alternative, like the proposed Project, would be less than significant.

Alternative 1 would result in slightly reduced development of housing units and non-residential square feet when compared to the General Plan Update. Compared to the General Plan Update, the potential water quality impacts related to construction and operation would be similar. As described in [Section 5.10](#), implementation of the General Plan Update would not result in construction, or long-term impacts to surface water quality from urban stormwater runoff. Future development under all alternatives would also be required to submit a SWPPP with BMPs to the RWQCB and comply with all storm water sewer system (MS4) requirements. It would be expected that impacts related to water quality would be similar under Alternative 1 as compared to the General Plan Update. As such, Alternative 1 would be neither environmentally superior nor inferior to the General Plan Update.

[Land Use and Planning](#)

The proposed General Plan Update and Alternative 1 are long-range land use plans. As described in [Section 5.11, *Land Use and Planning*](#), all impacts related to land use and planning were found to be less than significant under the General Plan Update. As described previously, the General Plan Update would include adoption of the updated policy document. Under Alternative 1, the existing Land Use Element would continue to provide outdated information that does not reflect the current conditions or goals of the City. This Alternative would prevent the City from achieving some of the core objectives of the General Plan Update to meet new State requirements and accommodating the City's RHNA allocation as identified in the City's 2021-2029 Housing Element. In addition, the General Plan Update would allow for greater consistency with applicable State and regional plans related to the provision of housing options at varying densities and income levels within an area served by transit, retail, and services to provide opportunities to reduce VMT and associated GHG emissions when compared to Alternative 1. As such, Alternative 1 would be considered environmentally inferior to the General Plan Update.



Mineral Resources

As described in Section 5.12, *Mineral Resources*, the General Plan Update would result in no impacts relating to mineral resources. Like the General Plan Update, Alternative 1 would accommodate development generally in the same areas, and these areas are already urbanized. Given that no mineral resources would be impacted by the proposed Project, impacts associated with Alternative 1 would be the same and would remain less than significant. As such, Alternative 1 would be neither environmentally superior nor inferior to the General Plan Update.

Noise

As described in Section 5.13, *Noise*, while the General Plan Update does not directly propose site-specific development, future development associated with implementation of the General Plan Update could generate additional noise from construction and operational activities associated with future projects. Where future development projects under the General Plan Update may be exposed to noise levels that exceed the land use compatibility criteria, such as residential developments within the Hawthorne Boulevard Specific Plan area or sensitive land uses developed adjacent to the existing rail line, impacts could be mitigated to a level that is less than significant with the implementation of noise control measures, such as relocating residential outdoor recreational areas away from 60 dBA CNEL or greater areas or shielding outdoor areas using noise barriers. Additionally, the General Plan Update Public Safety Element includes policies and actions intended to minimize exposure to excessive noise, including noise associated with traffic, stationary noise sources, and construction noise.

Alternative 1 would result in similar development patterns and a similar development footprint as the General Plan Update. Alternative 1 would allow for slightly less development (2,019 fewer housing units and 280,047 square feet less of non-residential uses), resulting in a corresponding reduction in construction and operational noise. The decrease in residential units and non-residential building square footage, and the corresponding reduction in overall traffic volumes would result in reductions in roadway noise under Alternative 1 when compared to the proposed General Plan Update. As such, Alternative 1 would be considered environmentally superior to the General Plan Update.

Population and Housing

As shown in Table 7-2, Alternative 1 would allow for 2,019 fewer residential units which would result in 8,778 less residents compared to the General Plan Update. Alternative 1 would not establish updated goals and policies intended to reduce potential growth-related impacts when compared to the General Plan Update. The Existing General Plan does not reflect the most current population, employment, and housing numbers or projections, nor does it provide quantitative population, employment, and housing projections for the year 2045. In contrast, the General Plan Update reflects existing population, employment, and housing conditions and provides projections to 2045.

While the amount and typology of allowable development under the General Plan Update has been crafted to meet City's Regional Housing Needs Allocation (RHNA) for future housing needs, Alternative 1, would not allow the City to adequately plan for population growth and housing to meet its RHNA obligations. The City failing to meet its RHNA obligations would result in the decertification of the adopted



Housing Element by the State and potential penalties such as the loss of significant grants. As such, this Alternative would be considered environmentally inferior to the General Plan Update.

Public Services and Recreation

As described in Section 5.15, *Public Services* and Section 5.16, *Parks and Recreation*, the General Plan Update would result in less than significant impacts relating to public services, parks and recreation. New development would place increased demands on public services such as police, fire, schools, parks, libraries, and other governmental services. The General Plan Update includes policies and actions and compliance with the Municipal Code would require payment of impact fees to the City and other public agencies to ensure that additional development allowed does not have adverse impacts on these services and agencies.

Under Alternative 1, the development area and development types would remain similar, however, there would be fewer jobs, housing units, and reduced population increase when compared to the General Plan Update and thus, impacts to public services (the demand for police, fire and other public services) would be slightly reduced. Overall, Alternative 1 would have a slightly reduced impact to public services when compared to the proposed Project. As such, Alternative 1 would be considered environmentally superior to the General Plan Update.

Transportation

As described in Section 5.17, *Transportation*, transportation impacts associated with implementation of the General Plan Update would be less than significant. The proposed Project would not conflict with policies, plans, or programs regarding roadways, bicycle, pedestrian, or transit facilities or the performance or safety of those facilities. The Project includes goals, policies and actions to encourage new and improved facilities to support multi-modal transportation and access within the Planning Area. Similarly, Alternative 1 would provide for increased density and development within the Planning Area and would not conflict with policies, plans, or programs regarding roadways, bicycle, pedestrian, or transit facilities or the performance or safety of those facilities.

The proposed Project would result in a VMT per capita and VMT per employee below the Los Angeles Countywide average. Comparing the Project to Alternative 1, there would be an increase in VMT per capita and a decrease in VMT per employee. As such, Alternative 1 would be neither environmentally superior nor inferior to the General Plan Update.

Tribal Cultural Resources

As described in Section 5.18, *Tribal Cultural Resources*, while the General Plan Update does not directly propose site-specific development with the potential to directly impact tribal cultural resources, future development associated with implementation of the General Plan Update could cause a substantial adverse change in the significance of known or unknown tribal cultural resources. Potential impacts to tribal cultural resources associated with future development would be reduced through implementation of General Plan Update policies and actions. Subsequent development and infrastructure projects would be analyzed for potential environmental impacts, consistent with the requirements of CEQA, pursuant to the City's entitlement review process. Subsequent discretionary projects implemented in accordance with the General Plan Update would be subject to the provisions of AB 52 and may require tribal consultation



with California Native American tribes that are traditionally and culturally affiliated with the Planning Area and who have previously requested AB 52 consultations with the City. Future AB 52 consultation may identify tribal cultural resources not yet found and formally recorded that could be impacted by subsequent projects. Compliance with the General Plan Update policies and actions and existing regulations would not cause a substantial adverse change in the significance of a tribal cultural resource and impacts would be less than significant.

Alternative 1 would result in similar development patterns and a similar development footprint as the proposed General Plan Update. However, Alternative 1 would not update tribal cultural resource policies to include new policies and actions related to agency coordination, consultation, and monitoring compared with the General Plan Update. As such, Alternative 1 would be considered environmentally inferior to the General Plan Update.

Utilities and Service Systems

As described in [Section 5.19, *Utilities and Service Systems*](#), the General Plan Update would result in less than significant impacts relating to utilities and service systems.

New development would place increased demands on utilities. Under Alternative 1, the Planning Area would be developed with similar development patterns and uses as the General Plan Update; however, the overall residential intensity/density, and job increases would be reduced. The quantity of infrastructure installed would not be substantially reduced, as this alternative would require similar development patterns and footprints, but the demand for utility services, including wastewater and solid waste services would be less than would be required under the General Plan Update. However, both Alternative 1 and the proposed Project would likely require the construction or expansion of new utilities to serve the site-specific development that is being proposed. The quantity of infrastructure installed would not be substantially reduced, as the Project Area is urbanized and contains existing utilities infrastructure. The potential environmental effects associated with infrastructure projects would be similar under Alternative 1 and the proposed Project. Similarly, storm drainage runoff under Alternative 1 would be approximately the same when compared to the proposed Project, due to the general development footprint remaining the same for this alternative when compared to the General Plan Update. Since demand for utilities would be slightly less under Alternative 1 due to the lower densities and associated development potential, Alternative 1 would be considered environmentally superior to the General Plan Update.

Wildfire

As described in [Section 5.20, *Wildfire*](#), the Planning Area is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones; the General Plan Update would result in no impacts related to wildfire. Like the General Plan Update, Alternative 1 would accommodate development generally in the same areas, and these areas are already urbanized. Given that the Planning Area is not located in an area of high fire hazard potential, impacts associated with Alternative 1 would be the same and no impacts would occur. As such, Alternative 1 would be neither environmentally superior nor inferior to the General Plan Update.



Irreversible Effects

The proposed Project would have a less than significant impact associated with irreversible environmental effects as described in Section 6.0, Other CEQA Considerations. Implementation of the General Plan Update would result in a commitment of land uses designated for the foreseeable future. Land use and development consistent with the Project would result in irretrievable commitments by designating land for development that is more intense, in some instances, than current designations allow. Additionally, residential development would be allowed on land not currently designated for residential development. Development would physically change the environment in terms of aesthetics, air emissions, noise, and traffic. Therefore, the Project would result in changes in land use within the Planning Area that would commit future generations to these uses. Construction and operation of future development projects associated with Project implementation would result in the irretrievable commitment of limited, slowly renewable, and nonrenewable resources that would limit the availability of these resource quantities for future generations or for other uses during the life of the Project. However, the Planning Area is an urbanized area and already uses such resources. Additionally, the continued use of such resources would be on a relatively small scale in a regional context. As such, although irreversible environmental changes would result from the Project, such changes would not be considered significant.

During the planning horizon, development under Alternative 1 would be reduced in comparison to the General Plan Update. Under cumulative conditions, Alternative 1 would result in less residential and less non-residential floor area (see Table 7-1). Alternative 1 would use nonrenewable resources, including metals, stone, and other materials related to construction, and result in on-going demand for fossil fuels and other resources associated with energy production at levels lower than the proposed Project. Alternative 1 would have slightly reduced impacts in comparison to the General Plan Update due to reduced development levels. As such, Alternative 1 would be considered environmentally superior to the General Plan Update.

ALTERNATIVE 2 – REDUCED GROWTH ALTERNATIVE

Alternative 2 (Reduced Growth Alternative) continues to allow for new development in mixed-use opportunities, like those included in the proposed Project, but at lower densities that are more consistent with those allowed under the current General Plan. Table 7-3, Alternative 2: Reduced Growth Alternative Compared to the Proposed Project, compares the assumed development potential associated with the Reduced Growth Alternative and the General Plan Update 2045 buildout.



Table 7-3
Alternative 2: Reduced Growth Alternative Compared to the Proposed Project

Alternative	Housing Units	Population	Non-Residential Development (Square Feet)	Jobs	Jobs per Housing Unit
Alternative 2: Reduced Growth Alternative	13,802	43,791	5,351,026	9,208	0.67
General Plan Update (Proposed Project)	15,405	47,430	5,351,026	9,208	0.59
Difference	-1,603	-3,639	0	0	-

The goals, policies, and actions of the General Plan Update would apply to subsequent development, planning, and infrastructure projects under this alternative. This Alternative was developed to reduce the severity of potential impacts related to air quality and greenhouse gas emissions, as overall development of residential uses within the Planning Area would be less than what could under the proposed Project.

As shown in [Table 7-3](#), Alternative 2 would result in approximately 1,603 fewer housing units and 3,639 fewer residents within the Planning Area when compared to the proposed General Plan Land Use Map. Nonresidential development potential and employment opportunities would remain the same under this alternative when compared to the proposed General Plan Update. The City recently updated its 2021-2029 Housing Element (adopted in February 2022), and the existing General Plan does not conform to State requirements regarding planning for future housing growth. In the 2021-2029 Housing Element, the City introduced two new mechanisms to allow for residential development to be created to implement the Housing Element on sites considered viable for housing development. The first is “Housing Overlay 100”, which will be applied to 16 nonresidential sites outside of the Hawthorne Boulevard Specific Plan area and allow for residential densities of up to 100 dwelling units per acre. The second is “Housing Overlay 150” which will be applied to 68 nonresidential sites inside the Hawthorne Boulevard Specific Plan area, will allow for residential densities up to 150 dwelling units per acre. This Alternative assumes that the 2021-2029 Housing Element would be in non-compliance, since it would not implement these mechanisms at the planned densities.

Alternative 2 fails to meet several of the basic Project objectives, including the following:

- Proactively plan for and accommodate local and regional growth in a responsible manner;
- Allow for a range of high-quality housing options;
- Address new requirements of State law; and
- Address emerging transportation, housing, and employment trends.

Aesthetics

As described in [Section 5.1, Aesthetics](#), impacts related to Aesthetics were found be less than significant. Both the General Plan Update and Reduced Growth Alternative would anticipate increased development and associated densification within the City. The proposed General Plan Update and Alternative 2 would



allow for an increase in density of the existing land uses than is currently allowed. Future projects under both development scenarios would be subject to applicable Municipal Code requirements. Although, buildout of this Alternative would result in 1,603 fewer housing units, overall, the Planning Area would experience significant development compared to existing conditions which would change the character and image of the area under both Alternative 2 and the proposed Project.

Similar to the General Plan Update, Alternative 2 would provide guidance as to the intensity and density of development. Future projects under both development scenarios would be subject to applicable Municipal Code requirements and be guided by relevant General Plan Update policies. Neither Alternative 2 nor the proposed Project would conflict with applicable zoning and other regulations governing scenic quality. As such, Alternative 2 would be neither environmentally superior nor inferior to the General Plan Update.

Agricultural Resources

As described in Section 5.2, *Agricultural Resources*, the proposed General Plan Update would result in no impacts to agriculture and forestry resources. Like the General Plan Update, Alternative 2 would accommodate development generally in the same areas, and these areas are already urbanized. Given that no agriculture and forestry resources would be impacted by the proposed Project, impacts associated with Alternative 2 would be the same and no impacts would occur. As such, Alternative 2 would be neither environmentally superior nor inferior to the General Plan Update.

Air Quality

As described in Section 5.3, *Air Quality*, construction and operation of future developments would occur within close proximity to sensitive receptors, and there is the potential for localized emissions to exceed regulatory levels. The following significant impacts related to air quality have been identified:

- General Plan implementation would result in a cumulatively considerable net increase of criteria pollutants for which the project region is non-attainment under an applicable Federal or State ambient air quality standard during construction and operational activities.
- General Plan implementation would expose sensitive receptors to substantial pollutant concentrations during construction and operational activities.
- General Plan implementation would result in a cumulatively considerable contribution to significant cumulative air quality impacts with the potential to expose sensitive receptors to substantial pollutant concentrations.

Both Alternative 2 and the General Plan Update would provide opportunities for trip internalization and increased opportunities for walking and bicycling due to the proposed mix of higher density residential and commercial development. While land uses and development under Alternative 2 would be required to adhere to the same policy guidance and local, State, and regional air quality measures as the General Plan Update, the decrease in residential units, and the corresponding reduction in construction emissions, operational emission, and potential reductions in overall traffic volumes would result in reductions in air emissions under Alternative 2 when compared to the proposed General Plan Update. As such, Alternative



2 would be considered environmentally superior to the General Plan Update, although air quality impacts would remain significant and unavoidable.

Biological Resources

The Planning Area is urbanized and developed with residential and non-residential uses. The Planning Area consists primarily of developed and/or disturbed land that has been developed, paved, or landscaped, and existing vegetation consists of primarily ornamental and/or nonnative plant species. As described in [Section 5.4, *Biological Resources*](#), the General Plan Update does not include any specific development proposals and would not result in significant direct impacts to existing biological resources. However, subsequent development projects under the proposed General Plan Update could result in direct impacts to certain species found present on an individual project site. Future development projects would be required to adhere to applicable Federal, State, and local regulations that provide for sensitive species as part of the discretionary approval process for site-specific development projects. Compliance with Federal, State, and local regulations, and implementation of General Plan Update policies and actions, would reduce potential impacts to sensitive species to a less than significant level.

Alternative 2 would result in similar development patterns to the General Plan Update, which could result in a less than significant impact to biological resources. The proposed General Plan Update and Alternatives 2 would also include updated biological policies and actions aimed at protecting biological resources (as described in detail in [Section 5.4](#)). Therefore, impacts to biological resources under Alternative 2 would remain the same when compared to the proposed General Plan Update. As such, Alternative 2 is considered neither environmentally superior nor inferior to the General Plan Update.

Cultural Resources

As described in [Section 5.5, *Cultural Resources*](#), while the General Plan Update does not directly propose site-specific development with the potential to directly impact cultural resources, future development associated with implementation of the General Plan Update could cause a substantial adverse change in the significance of known or unknown historic or archaeological resources. As future development and infrastructure projects are considered by the City, each project would be evaluated for conformance with the City's General Plan, Municipal Code, and other applicable State and local regulations relative to historic and potentially historic resources. The General Plan Update Resource Management Element includes goals, policies, and actions addressing heritage resources, including historical and archaeological resources. Compliance with the General Plan Update policies and actions and existing regulations, would not cause a substantial adverse change in the significance of a historical and/or cultural resource and impacts would be less than significant.

Alternative 2 would result in similar development patterns and a similar development footprint as the proposed Project. Additionally, Alternative 2 would update cultural resource policies to include new policies and actions related to agency coordination, consultation, and monitoring consistent with the proposed General Plan Update. The impact under Alternatives 2 would remain the same compared to the proposed Project. As such, Alternative 2 is considered neither environmentally superior nor inferior to the General Plan Update.



Energy

As described in Section 5.6, *Energy*, buildout of the General Plan Update would use energy resources for the operation of buildings (electricity and natural gas), for on-road vehicle trips (e.g., gasoline and diesel fuel), and from off-road construction activities (e.g. diesel fuel) associated with 2045 buildout of the General Plan Update. Buildout of the General Plan Update would be in compliance with all applicable Federal, State, and local regulations regulating energy usage. Energy use impacts associated with the implementation of the General Plan Update would be less than significant.

While land uses and development under Alternative 2 would be required to adhere to the same policy guidance and local, State, and regional measures regulating energy usage as the General Plan Update, the decrease in residential units, and the corresponding reduction in electricity and gas for the operation of buildings, diesel fuel for off-road construction activities, and potential reductions in gasoline due to a decrease in the overall traffic volumes would result in reductions in energy usage under Alternative 2 when compared to the proposed General Plan Update. As such, Alternative 2 would be considered environmentally superior to the General Plan Update.

Geology and Soils

As described in Section 5.7, *Geology and Soils*, geology and soils impacts associated with the implementation of the General Plan Update would be less than significant. It is possible that undiscovered paleontological resources could be encountered during future ground-disturbing activities within the Planning Area. Future development associated with implementation of the General Plan Update would be required to assess the potential for development proposals to significantly impact paleontological resources pursuant to CEQA. If the project involves earthwork, the City may require a study conducted by a professional paleontologist to determine if paleontological assets are present, and if the project will significantly impact resources. If significant impacts are identified, the City may require the project to be modified to avoid impacting the paleontological materials, require monitoring of rock units with high potential to contain significant nonrenewable paleontological resources, or require mitigation measures to mitigate the impacts, such as recovering the paleontological resources for preservation. With implementation of the General Plan Update policies and actions, potential impacts to paleontological resources associated with future development anticipated by the General Plan Update would be reduced to less than significant.

Alternative 2 would result in similar development patterns to the General Plan Update. Since the Planning Area is the same under both development scenarios, similar physical constraints related to geology and soils exist. The potential for new development to expose people or structures to adverse effects associated with seismic ground shaking and geologic instabilities would be similar under this Alternative and the General Plan Update. Further, new development would be required to comply with the California Building Code and applicable Municipal Code requirements. The General Plan Update and Alternative 2 would also include updated policies related to geologic hazards, including requirements for project reviews and standards for construction and building practices, as well as updated policies related to mitigate potential impacts to paleontological resources (as described in detail in Section 5.7). Therefore, impacts under Alternative 2 related to Geology and Soils would generally remain the same as the General



Plan Update. As such, Alternative 2 is considered neither environmentally superior nor inferior to the General Plan Update.

Greenhouse Gas Emissions

As described in [Section 5.8, *Greenhouse Gas Emissions*](#), the proposed Project would be required to comply with regulations imposed by the State of California and the SCAQMD aimed at the reduction of air pollutant emissions, and implementation of the General Plan Update's goals, policies and actions would reduce GHG emissions. However, development projects associated with implementation of the proposed Project, would potentially generate emissions inconsistent with the State's long-term goals for reducing GHG emissions in the State of California, particularly the net-zero target as promulgated under AB 1279. As such, the City cannot state with certainty whether implementation of the General Plan Update would meet the State's community emissions target. Therefore, the proposed Project would have a cumulatively significant and unavoidable adverse impact in regards to greenhouse gas emissions.

Under Alternative 2, the Planning Area would be developed with similar uses as the General Plan Update, but the potential increase in total housing units and population would be reduced. The reduced residential development potential and resulting population may decrease total greenhouse gas emissions when compared to the General Plan Update. The General Plan Update and Alternative 2 include a range of goals and policies that would reduce GHG emissions, including policies to encourage mixed-use development, complete streets, and multi-modal improvements that would further reduce per capita and per employee GHG impacts. Both the General Plan Update and Alternative 2 present more opportunities for trip internalization and increased opportunities for walking and bicycling due to their proposed mix of higher density residential and commercial development. However, the greenhouse gas emissions impact would be decreased slightly under Alternative 2 when compared to the proposed General Plan Update. As such, Alternative 2 would be considered environmentally superior to the General Plan Update, although GHG impacts would remain significant and unavoidable.

Hazards and Hazardous Materials

As described in [Section 3.9, *Hazards and Hazardous Materials*](#), all impacts related to hazardous materials, aircraft hazards, and emergency response were found to be less than significant.

The General Plan Update and Alternative 2 would include updated policies and actions aimed at protecting the public from hazardous materials. These policies and actions in the General Plan Update would ensure that potential hazards are identified on a project site, that development is located in areas where potential exposure to hazards and hazardous materials can be mitigated to an acceptable level, and that business operations comply with Federal and State regulations regarding the use, transport, storage, and disposal of hazardous materials. The General Plan Update also includes policies and actions to ensure that the City has adequate emergency response plans and measures to respond in the event of an accidental release of a hazardous substance (as described in detail in [Section 5.9](#)).

Similar to the General Plan Update, Alternative 2 would result in additional urban uses including commercial and residential development. Impacts related to hazards and hazardous materials and emergency response under Alternative 2 would remain the same when compared to the proposed



General Plan Update. As such, Alternative 2 is considered neither environmentally superior nor inferior to the General Plan Update.

Hydrology and Water Quality

As described in Section 5.10, *Hydrology and Water Quality*, under all impact areas, implementation of the General Plan Update would result in less than significant impacts related to Hydrology and Water Quality.

While this Alternative would result in less dense development compared to the General Plan Update, all new development would be subject to applicable stormwater and water quality requirements per the Los Angeles RWQCB. This variation in intensity and land use designation changes would not substantially alter impacts from or to flooding, water quality, or on groundwater supplies because existing Federal, State, and local regulations would apply to guard against flood hazards, water quality contamination, or impact on groundwater supplies. Potential hydrology and water quality impacts for this alternative, like the proposed Project, would be less than significant.

Alternative 2 would result in slightly reduced development of housing units when compared to the General Plan Update. Compared to the General Plan Update, the potential water quality impacts related to construction and operation would be similar. As described in Section 5.10, implementation of the General Plan Update would not result in construction, or long-term impacts to surface water quality from urban stormwater runoff. Future development under all alternatives would also be required to submit a SWPPP with BMPs to the RWQCB and comply with all storm water sewer system (MS4) requirements. It would be expected that impacts related to water quality would be similar under Alternative 2 as compared to the General Plan Update. As such, Alternative 2 would be neither environmentally superior nor inferior to the General Plan Update.

Land Use and Planning

The proposed General Plan Update and Alternative 2 are long-range land use plans. As described in Section 5.11, *Land Use and Planning*, all impacts related to land use and planning were found to be less than significant under the General Plan Update. As described previously, the General Plan Update and Alternative 2 would include adoption of the updated policy document. This Alternative would prevent the City from achieving some of the core objectives of the General Plan Update to meet new State requirements and accommodating the City's RHNA allocation as identified in the City's 2021-2029 Housing Element. This Alternative would result in inconsistency between the General Plan Elements, and would require amendments to the 2021-2029 Housing Element to provide consistency. In addition, the General Plan Update would allow for greater consistency with applicable State and regional plans related to the provision of housing options at varying densities and income levels within an area served by transit, retail, and services to provide opportunities to reduce VMT and associated GHG emissions when compared to Alternative 2. As such, Alternative 2 would be considered environmentally inferior to the General Plan Update.

Mineral Resources

As described in Section 5.12, *Mineral Resources*, the General Plan Update would result in no impacts relating to mineral resources. Like the General Plan Update, Alternative 2 would accommodate development generally in the same areas, and these areas are already urbanized. Given that no mineral



resources would be impacted by the proposed Project, impacts associated with Alternative 2 would be the same and would remain less than significant. As such, Alternative 2 would be neither environmentally superior nor inferior to the General Plan Update.

Noise

As described in [Section 5.13, *Noise*](#), while the General Plan Update does not directly propose site-specific development, future development associated with implementation of the General Plan Update could generate additional noise from construction and operational activities associated with future projects. Where future development projects under the General Plan Update may be exposed to noise levels that exceed the land use compatibility criteria, such as residential developments within the Hawthorne Boulevard Specific Plan area or sensitive land uses developed adjacent to the existing rail line, impacts could be mitigated to a level that is less than significant with the implementation of noise control measures, such as relocating residential outdoor recreational areas away from 60 dBA CNEL or greater areas or shielding outdoor areas using noise barriers. Additionally, the General Plan Update Public Safety Element includes policies and actions intended to minimize exposure to excessive noise, including noise associated with traffic, stationary noise sources, and construction noise.

Alternative 2 would result in similar development patterns and a similar development footprint as the General Plan Update. Alternative 2 would allow for less development (1,603 fewer housing units), resulting in a corresponding reduction in construction and operational noise. The decrease in residential units and non-residential building square footage, and the corresponding reduction in overall traffic volumes would result in reductions in roadway noise under Alternative 2 when compared to the proposed General Plan Update. As such, Alternative 2 would be considered environmentally superior to the General Plan Update.

Population and Housing

Similar to the General Plan Update, this Alternative would update the City's environmental baseline conditions and development projections through 2045. As shown in [Table 7-3](#), the Reduced Growth Alternative would anticipate 1,603 fewer residential units compared to the General Plan Update, which would result in 3,639 less residents compared to Alternative 2. Both the General Plan Update and Reduced Growth Alternative account for population growth and establish goals and policies to reduce potential growth-related impacts. The net increase in population and housing is nominal and would result in similar less than significant impacts.

The amount and typology of allowable development under the General Plan Update and Alternative 2 has been crafted to meet City's Regional Housing Needs Allocation (RHNA) for future housing needs. While Alternative 2 would provide sufficient development capacity to accommodate the City's RHNA, the development assumption in the City's adopted 2021-2029 Housing Element would need to be updated to assume that each housing opportunity site would be developed at the maximum allowable density and the City would be required to prove in the Housing Element based on substantial evidence that development at this density allowed under Alternative 2 would be feasible.

Given the limited development history of similar projects in the City, it would be challenging to provide the evidence required to prove development of each housing opportunity site at maximum allowable



density. If the State does not approve the City's analysis, the State may withdraw certification of the City's Housing Element, even if sufficient development capacity is provided to accommodate its RHNA. However, since the lower density does not preclude the City from meeting its RHNA obligations, impacts associated with Alternative 2 would be the same and would remain less than significant. As such, Alternative 2 is considered neither environmentally superior nor inferior to the General Plan Update.

Public Services and Recreation

As described in [Section 5.15, *Public Services*](#) and [Section 5.16, *Parks and Recreation*](#), the General Plan Update would result in less than significant impacts relating to public services, parks and recreation. New development would place increased demands on public services such as police, fire, schools, parks, libraries, and other governmental services. The General Plan Update includes policies and actions and compliance with the Municipal Code would require payment of impact fees to the City and other public agencies to ensure that additional development allowed does not have adverse impacts on these services and agencies.

Under Alternative 2, the development area and development types would remain similar, however, there would be slightly fewer jobs, dwelling units, and reduced population increase when compared to the General Plan Update and thus, impacts to public services (the demand for police, fire and other public services) would be slightly reduced. Overall, Alternative 2 would have a slightly reduced impact to public services when compared to the proposed Project. As such, Alternative 2 is considered environmentally superior to the General Plan Update.

Transportation

As described in [Section 5.17, *Transportation*](#), transportation impacts associated with implementation of the General Plan Update would be less than significant. The proposed Project would not conflict with policies, plans, or programs regarding roadways, bicycle, pedestrian, or transit facilities or the performance or safety of those facilities. The Project includes goals, policies and actions to encourage new and improved facilities to support multi-modal transportation and access within the Planning Area. Similarly, Alternative 1 would provide for increased density and development within the Planning Area and would not conflict with policies, plans, or programs regarding roadways, bicycle, pedestrian, or transit facilities or the performance or safety of those facilities.

Alternative 2 also includes a more balanced mix of uses and additional opportunities for increased densities as part of mixed-use developments which includes opportunities for trip internalization, and increased opportunities for walking and bicycling. Overall, Alternative 2 would slightly reduce densities as part of mixed-use developments when compared to the General Plan Update, therefore this alternative would have slightly increased impacts relative to per capita VMT when compared to the General Plan Update. As such, Alternative 2 is considered environmentally inferior to the General Plan Update.

Tribal Cultural Resources

As described in [Section 5.18, *Tribal Cultural Resources*](#), while the General Plan Update does not directly propose site-specific development with the potential to directly impact tribal cultural resources, future development associated with implementation of the General Plan Update could cause a substantial adverse change in the significance of known or unknown tribal cultural resources. Potential impacts to



tribal cultural resources associated with future development would be reduced through implementation of General Plan Update policies and actions. Subsequent development and infrastructure projects would be analyzed for potential environmental impacts, consistent with the requirements of CEQA, pursuant to the City's entitlement review process. Subsequent discretionary projects implemented in accordance with the General Plan Update would be subject to the provisions of AB 52 and may require tribal consultation with California Native American tribes that are traditionally and culturally affiliated with the Planning Area and who have previously requested AB 52 consultations with the City. Future AB 52 consultations may identify tribal cultural resources not yet found and formally recorded that could be impacted by subsequent projects. Compliance with the General Plan Update policies and actions and existing regulations would not cause a substantial adverse change in the significance of a tribal cultural resource and impacts would be less than significant.

Alternative 2 would result in similar development patterns and a similar development footprint as the proposed General Plan Update. Additionally, Alternative 2 would update tribal cultural resource policies to include new policies and actions related to agency coordination, consultation, and monitoring consistent with the proposed General Plan Update. Potential impacts to tribal cultural resources would be the same under Alternative 2 and the proposed General Plan Update. As such, Alternative 2 is considered neither environmentally superior nor inferior to the General Plan Update.

Utilities and Service Systems

As described in Section 5.19, *Utilities and Service Systems*, the General Plan Update would result in less than significant impacts relating to utilities and service systems.

New development would place increased demands on utilities. Under Alternative 2, the Planning Area would be developed with similar development patterns and uses as the General Plan Update, however, the overall residential density increases would be reduced. The quantity of infrastructure installed would not be substantially reduced, as the Project Area is urbanized and contains existing utilities infrastructure.

The potential environmental effects associated with infrastructure projects would be similar under Alternative 2 and the proposed Project. Similarly, storm drainage runoff under Alternative 2 would be approximately the same when compared to the proposed Project, due to the general development footprint remaining the same for this alternative when compared to the General Plan Update. Since demand for utilities would be slightly less under Alternative 2 due to the lower densities and associated development potential, Alternative 1 would be considered environmentally superior to the General Plan Update.

Wildfire

As described in Section 5.20, *Wildfire*, the Planning Area is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones; the General Plan Update would result in no impacts related to wildfire. Like the General Plan Update, Alternative 2 would accommodate development generally in the same areas, and these areas are already urbanized. Given that the Planning Area is not located in an area of high fire hazard potential, impacts associated with Alternative 2 would be the same and no impacts would occur. As such, Alternative 2 would be neither environmentally superior nor inferior to the General Plan Update.



Irreversible Effects

The proposed Project would have a less than significant impact associated with irreversible environmental effects as described in Section 6.0, Other CEQA Considerations. Implementation of the General Plan Update would result in a commitment of land uses designated for the foreseeable future. Land use and development consistent with the Project would result in irretrievable commitments by designating land for development that is more intense, in some instances, than current designations allow. Additionally, residential development would be allowed on land not currently designated for residential development. Development would physically change the environment in terms of aesthetics, air emissions, noise, and traffic. Therefore, the Project would result in changes in land use within the Planning Area that would commit future generations to these uses. Construction and operation of future development projects associated with Project implementation would result in the irretrievable commitment of limited, slowly renewable, and nonrenewable resources that would limit the availability of these resource quantities for future generations or for other uses during the life of the Project. However, the Planning Area is an urbanized area and already uses such resources. Additionally, the continued use of such resources would be on a relatively small scale in a regional context. As such, although irreversible environmental changes would result from the Project, such changes would not be considered significant.

During the planning horizon, development under Alternative 2 would be reduced in comparison to the General Plan Update. Under cumulative conditions, Alternative 2 would result in less housing units (see Table 7-1). Alternative 2 would use nonrenewable resources, including metals, stone, and other materials related to construction, and result in on-going demand for fossil fuels and other resources associated with energy production at levels lower than the proposed Project. Alternative 2 would have slightly reduced impacts in comparison to the General Plan Update due to reduced development levels. As such, Alternative 2 would be considered environmentally superior to the General Plan Update.

ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires that an environmentally superior alternative be identified among the alternatives that are analyzed in the EIR. If the No Project Alternative is the environmentally superior alternative, an EIR must also identify an environmentally superior alternative among the other alternatives (CEQA Guidelines Section 15126.6(e)(2)). The environmentally superior alternative is that alternative with the least adverse environmental impacts when compared to the General Plan Update.

A comparative analysis of the General Plan Update and each of the Project alternatives is provided in Table 7-4, Comparison of Alternatives, below. As shown in Table 7-4, Alternative 2 (Reduced Growth Alternative) is the environmentally superior alternative when looked at in terms of all potential environmental impacts. While it would not eliminate the General Plan Update's significant and unavoidable impacts, Alternative 2 would lessen the majority of the environmental impacts associated with the proposed Project. Both alternatives fail to reduce any significant and unavoidable impacts to a less than significant level.



**Table 7-4
Comparison of Alternatives**

Environmental Issue	Alternative 1 (No Project)	Alternative 2 (Reduced Growth)
Aesthetics	▲	=
Agricultural Resources	=	=
Air Quality	▼*	▼*
Biological Resources	▲	=
Cultural Resources	▲	=
Energy	▼	▼
Geology and Soils	▲	=
Greenhouse Gas Emissions	▼*	▼*
Hazards and Hazardous Materials	▲	=
Hydrology and Water Quality	=	=
Land Use and Planning	▲	▼
Mineral Resources	=	=
Noise	▼	▼
Population and Housing	▲	=
Public Services and Recreation	▼	▼
Transportation	=	▲
Tribal Cultural Resources	▲	=
Utilities and Services Systems	▼	▼
Wildfire	=	=
Irreversible Effects	▼	▼
Notes: ▲ Indicates an impact that is greater than the Project (environmentally inferior). ▼ Indicates an impact that is less than the Project (environmentally superior). = Indicates an impact that is equal to the Project (neither environmentally superior nor inferior). * Indicates a significant and unavoidable impact.		



8.0 REPORT PREPARERS

8.1 LEAD AGENCY

City of Lawndale

14717 Burin Avenue
Lawndale, CA, 90260

Sean Moore, City Manager
Jared Chavez, Planning Manager
Jose Hernandez, Associate Planner

8.2 PREPARERS OF THE ENVIRONMENTAL IMPACT REPORT

De Novo Planning Group

180 East Main Street, Suite 108
Tustin, CA 92780

Amanda Tropiano, Principal/Project Manager
Ben Ritchie, Principal
Starla Barker, AICP, Principal Planner
Ashley Brodtkin, Senior Planner
Josh Smith, AICP, Senior Planner
Erik Anderson, Associate Planner

Kittelson & Associates, Inc.

750 The City Drive, Suite 410
Orange, CA 92868

Tim Erney, AICP, PTP, Senior Principal Planner
Fernando Sotelo, TE, Associate Engineer

MD Acoustics, LLC

1197 Los Angeles Avenue, Ste. C-256
Simi Valley, CA 93065

Claire Pincock, INCE-USA
Rachel Edelman



Duke Cultural Resources Management, LLC

18 Technology Drive, Ste. 103
Irvine, CA 92618

Curt Duke, M.A.
Edgar Alvarez, B.A.
Nicholas F. Hearth, M.A.
Benjamin Scherzer, M.S.