
Program Environmental Impact Report

Los Angeles County South Bay Area Plan

PROJECT NO. PRJ2022-004615

STATE CLEARINGHOUSE NO. 2023100445

MAY 2024

Prepared for:

LOS ANGELES COUNTY DEPARTMENT OF REGIONAL PLANNING



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Executive Summary

The purpose of the Executive Summary for this Draft Program Environmental Impact Report (Draft PEIR) is to provide a brief summary of the proposed Los Angeles County South Bay Area Plan (South Bay Area Plan or Project), its environmental consequences, mitigation measures, and alternatives to the Project. Per the requirements of Section 15123 of the State California Environmental Quality Act (CEQA) Guidelines, a summary shall identify:

- (1) Each significant effect with proposed mitigation measures and alternatives that would reduce or avoid that effect (see Section ES.3 and ES.5);
- (2) Areas of controversy known to the Lead Agency including issues raised by agencies and the public (see Section ES.4)
- (3) Issues to be resolved including the choice among alternatives and whether or how to mitigate significant effects (see Section ES.4 and ES.5)

ES.1 Introduction

This Draft PEIR has been prepared by the County of Los Angeles (County) to evaluate potential environmental effects that would result from implementation of the proposed Project. This Draft PEIR has been prepared in conformance with the California Environmental Quality Act of 1970 (CEQA) statutes (California Public Resources Code Section 2100 et seq., as amended) and its implementing guidelines (California Code of Regulations Title 14, Section 15000 et seq.). The proposed Project constitutes a “project” as defined in the CEQA Guidelines Section 15378. Pursuant to Section 15367 of the State CEQA Guidelines, the County is the lead agency for the Project.

The Project would establish the South Bay Area Plan, which, in accordance with the Planning Areas Framework Program of the Los Angeles County 2035 General Plan (General Plan), is intended to guide regional-level growth and development within the unincorporated communities of the South Bay Planning Area. The South Bay Planning Area is one of the 11 Planning Areas of the County. The Project is only applicable to the seven unincorporated communities within the South Bay Planning Area, which are: Alondra Park/El Camino Village, Del Aire/Wiseburn, Hawthorne Island, La Rambla, West Carson, and Westfield/Academy Hills. These communities are collectively referred to as the “Project area” throughout this Draft PEIR. While no direct development is proposed as part of the Project, implementation of the Project’s proposed land-use changes and amendments to Title 22 (Planning and Zoning) of the County Code would accommodate future development (and redevelopment of previously developed areas), as summarized below in Section ES.3, and discussed in further detail in Chapter 3, Project Description, and Appendix B-2, Buildout Methodology, of this Draft PEIR.

CEQA requires the preparation of an environmental impact report (EIR) for any project that a lead agency determines may have a significant impact on the environment. CEQA also establishes mechanisms whereby the public and decision makers can be informed about the nature of the project being proposed and the extent and types of impacts that the project and its alternatives would have on the environment if they were to be implemented.

The basic purposes of CEQA are as follows (CEQA Guidelines Section 15002):

1. Inform governmental decision makers and the public about the potential, significant environmental effects of proposed activities;
2. Identify the ways that impacts to the environment can be avoided or significantly reduced;

3. Prevent significant, avoidable impacts to the environment by requiring changes in projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible; and
4. Disclose to the public the reasons why a governmental agency approved the project in the manner the agency chose if significant environmental effects are involved.

ES.2 Project Description

State CEQA Guidelines Section 15124(b) requires an EIR to include a statement of objectives sought by the Project, including the underlying purpose of the Project. The following Project Objectives have been established and will aid decision-makers in their review of the Project, the Project alternatives, and associated environmental impacts:

1. Advance smart growth principles to create more sustainable communities where people of all ages can live, work, and play.
2. Promote a diversity of neighborhoods, residential densities, recreation, open space, public facilities, and shopping/commercial services to meet the needs of the communities.
3. Encourage mobility infrastructure that facilitates safe, reliable, and sustainable transportation to encourage walking, biking, and other non-automotive travel.
4. Foster a strong and diverse local economy by providing opportunities that attract economic development, businesses, and job creation; increase competitiveness; and promote economic growth.
5. Facilitate new mixed-use development and housing opportunities near existing or proposed high-frequency transit, destinations, and amenities to promote sustainable development.
6. Further opportunities to preserve and enhance existing cultural and historic resources important to the local community by documenting existing historic context and resources.
7. Incorporate the proposed land use policy changes/zoning recommendations identified in the Housing Element to increase the diversity of housing types and choices for a variety of income levels.
8. Increase opportunities for local-serving, legacy, and small commercial businesses to be located within neighborhoods and integrated with new development.
9. Encourage context-sensitive development that responds to the existing community fabric and scale and promotes well-designed buildings that enhance community character.
10. Ensure land use/zoning consistency in land use and zoning maps by making technical corrections based on existing development on the ground.

The Project would establish the South Bay Area Plan, which in accordance with the Planning Areas Framework Program of the General Plan, is intended to guide regional-level growth and development within the unincorporated communities of the South Bay Planning Area (i.e., the Project area). As a component of the General Plan, the South Bay Area Plan would help achieve a shared vision for the Project area by providing a planning framework for the County, the development community, business owners, and residents that would shape the growth of the Project area through horizon year 2045. The South Bay Area Plan would serve several important roles, including: (1) setting direction for County Administration, County Staff, and elected and appointed officials including County Planning Commissioners regarding the long-range land use needs of those who work, live, and play in the Project area; (2) informing community members, community-based organizations, business owners, developers, designers, and

builders of the County's plans for the future and development priorities; and (3) communicating the agreed upon future form of the Project area communities to ensure accountability of decision-makers in achieving the goals of the South Bay Area Plan.

In addition to providing a framework for growth within the Project area, the South Bay Area Plan also addresses land-use policy issues that are specific to the unique characteristics and needs of each Project area community. The Project area is currently subject to the goals and policies of the General Plan and Title 22 (Planning and Zoning) of the County Code. The Project would amend the General Plan and Title 22 of the County Code to establish both areawide and community-specific standards, goals, and policies to address local land use concerns and issues. The Project would implement land use and zoning recommendations from the recently approved Housing Element and proposes new land use and zoning changes to facilitate additional housing and commercial uses, ensure consistency between zoning and land use designations, and respond to changing development patterns in the Project area. The South Bay Area Plan includes policies that address topics such as sustainable development, equity and environmental justice, mobility options aside from single-occupancy vehicles, and recognition of community identity and culture. Finally, the County would use implementation of the Project as an opportunity to correct administrative zoning errors resulting in incongruencies between the existing General Plan land use designation and zoning of select parcels in the South Bay Planning Area.

Future development and redevelopment in the Project area is expected to occur as a result of implementation of the following Project components: the Project would implement land use designation and zoning changes in the communities of Alondra Park/El Camino Village, Del Aire/Wiseburn, La Rambla, Lennox, and West Carson to accommodate new housing; amend Title 22 (Planning and Zoning) of the Los Angeles County Code (County Code) to allow for neighborhood-serving Accessory Commercial Units (ACUs) on corner lots within the Project area's residential zones¹; and update land use designation and zoning in the communities of Alondra Park/El Camino Village, Del Aire/Wiseburn, Lennox, La Rambla, and West Carson to accommodate new commercial uses. The Project, as a whole, is considered and analyzed programmatically in this Draft PEIR; the proposed Project components summarized below were determined to result in quantifiable growth in population and employment associated with the Project.

1. The Project would implement the land use changes set forth in the recently adopted Housing Element, which are required in the communities of Alondra Park/El Camino Village, Del Aire/Wiseburn, Lennox, and La Rambla to accommodate approximately 5,595 dwelling units beyond the existing residential development capacity. These additional dwelling units are required to meet the County's 6th Cycle Regional Housing Needs Assessment (RHNA) obligation. The Project also includes other land use changes within the communities of Alondra Park/El Camino Village, Del Aire/Wiseburn, Lennox, and West Carson that would facilitate development of approximately 4,258 additional dwelling units within the Project area. These changes include removing an existing 'cap' on residential development within the West Carson Transit Oriented District (TOD) Specific Plan area. The 9,853 total Project dwelling units would result in approximately 30,745 additional Project-area residents. The proposed General Plan land use redesignations resulting in additional dwelling units and population are illustrated in the following figures: Figure 3-1a, Proposed General Plan Land Use, Alondra Park/El Camino Village; Figure 3-1b, Proposed General Plan Land Use, Del Aire/Wiseburn; Figure 3-1d, Proposed General Plan Land Use, La Rambla;

¹ Accessory Commercial Units (or ACUs) refer to instances of neighborhood scale retail and commercial uses, such as corner markets, cafes, or in-home businesses, within residential-only zones. Although not always formally recognized by the County, ACUs are already part of the cultural fabric in several Project area communities. Accommodating future development of ACUs acknowledges the prevalence of an existing cultural pattern and provides a regulatory framework that allows for the formalization of this type of commercial activity in residential neighborhoods.

Figure 3-1e, Proposed General Plan Land Use, Lennox; and Figure 3-1f, Proposed General Plan Land Use, West Carson.²

2. The Project would amend Title 22 (Planning and Zoning) of the County Code to allow for the development of ACUs on corner lots in residentially-zoned areas as an accessory use to a primary residential use within the Project area. The intent is to encourage local-serving retail and essential services and promote walkable access to these essential services and healthy foods. Based on collected data, research, and the set of CEQA assumptions used for this analysis, it is projected that approximately 12 parcels in the Project area would develop new ACUs, totaling 10,200 square feet, which would generate approximately 23 new employees. For a distribution of the residential zones (e.g., Single-Family Residence [R-1], Two-Family Residence [R-2], Limited Density Multiple Residence [R-3], Unlimited Residence [R-4]) within the Project area where ACUs would be permitted on corner lots, please refer to the following figures in Chapter 2, Environmental Setting of this Draft PEIR: Figure 2-4a, Existing Zoning, Alondra Park/El Camino Village; Figure 2-4b, Existing Zoning, Del Aire/Wiseburn; Figure 2-4c, Existing Zoning, Hawthorne Island; Figure 2-4d, Existing Zoning, La Rambla; Figure 2-4e, Existing Zoning, Lennox; Figure 2-4f, Existing Zoning, West Carson; and Figure 2-4g, Existing Zoning, Westfield/Academy Hills.
3. The Project would update the land use designation and zoning for the currently underutilized Alpine Village in West Carson (Assessor's Parcel Numbers [APNs] 7350-001-014, 7350-001-016, 7350-001-018, and 7350-001-027) from Light Industrial (IL) to General Commercial (CG) and from M-1.5 (Restricted Heavy Manufacturing) to C-3 (General Commercial) to allow for additional commercial uses. Buildout under the proposed land use designation and zoning would facilitate approximately 649,047 square feet of new commercial building area and 1,271 new employees. In addition, the Project would redesignate and rezone parcels in the communities of Alondra Park/El Camino Village, Del Aire/Wiseburn, La Rambla, Lennox, and West Carson to commercial or mixed use, resulting in approximately 128,651 square feet of new commercial building area and 146 new employees. In total, these proposed changes would facilitate approximately 777,697 square feet of additional commercial use and 1,417 additional employees.

A list of the parcels affected by the Project, which includes existing and proposed land use designations/zoning, is included as Appendix B-1, South Bay Area Plan Parcel Data, of this Draft PEIR. Methodologies used to calculate the anticipated housing, commercial building area, population, and employment growth resulting from implementation of the Project are summarized in Section 3.4 of Chapter 3, Project Description and discussed in detail in Appendix B-2, Buildout Methodology, of this Draft PEIR.

In addition, the Project proposes new development and/or design standards, six implementation programs, and goals/policies related to land use, mobility, conservation and open space, public services and facilities, economic development, and historic preservation. With the exception of Implementation Program No. 1 (Accessory Commercial Units Program), these additional Project components have been determined to not result in the potential for significant impacts to the environment or have growth inducing effects.

The Project would also amend the Mobility Element of the County General Plan, specifically the Los Angeles County Master Plan of Highways, to reclassify the section of Del Amo Boulevard between Normandie Avenue and Vermont Avenue from 'Major Highway' to 'Local Road'. This will help mitigate the constraints of highway dedication on adjacent properties and reflect existing conditions within the community. This Project component has been

² Note that allowable dwelling unit density in the County is governed by the applicable General Plan land use designation. As such, while the Project proposes both land use and zone changes, only the proposed General Plan land use changes would result in the additional capacity for dwelling units.

evaluated as part of this Draft PEIR and has been determined to not result in physical impacts to the environment or have growth inducing effects.

ES.3 Summary of Environmental Impacts and Mitigation Measures

Table ES-1, Summary of Environmental Impacts and Mitigation Measures, provides a summary of the impact analysis related to the Project. Table ES-1 identifies a summary of the significant environmental impacts resulting from the Project pursuant to State CEQA Guidelines Section 15123(b)(1). For a more detailed discussion, please see Chapter 4, Environmental Impact Analysis, of this Draft PEIR. Table ES-1 lists the applicable mitigation measures related to potentially significant impacts, as well as the level of significance after mitigation.

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
4.1	Aesthetics			
4.1-1	Would the project have a substantial adverse effect on a scenic vista?	No Impact	Not applicable.	No Impact
4.1-2	Would the project be visible from or obstruct views from a regional riding, hiking, or multi-use trail?	No Impact	Not applicable.	No Impact
4.1-3	Would the project substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	No Impact	Not applicable.	No Impact
4.1-4	Would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings because of height, bulk, pattern, scale, character, or other features and/or conflict with applicable zoning and other regulations governing scenic quality? (Public views are those that are experienced from publicly accessible vantage point)	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
4.1-5	Would the project create a new source of substantial shadows, light, or glare which would adversely affect day or nighttime views in the area?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Cumulative	Would the project have a cumulative effect on aesthetic resources?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
4.2	Agriculture and Forestry			
4.2-1	Would the project convert Prime Farmland, Unique Farmland, or	No Impact	Not applicable.	No Impact

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
	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?			
4.2-2	Would the project conflict with existing zoning for agricultural use, with a designated Agricultural Resource Area, or with a Williamson Act contract?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
4.2-3	Would the project 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))?	No Impact	Not applicable.	No Impact
4.2-4	Would the project result in the loss of forest land or conversion of forest land to non-forest use?	No Impact	Not applicable.	No Impact
4.2-5	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 Impact	Not applicable.	Not Impact
Cumulative	Would the project have a cumulative effect on agriculture or forestry resources?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
4.3	Air Quality*			
4.3-1	Would the project conflict with or obstruct implementation of applicable air quality plans of either the South Coast AQMD (SCAQMD) or the Antelope Valley AQMD (AVAQMD)?	Potentially Significant Impact	<p>MM-4.3-1. Construction Emissions. If during subsequent project-level environmental review, construction-related criteria air pollutants are determined to have the potential to exceed SCAQMD’s construction mass daily thresholds, the County shall require applicants for new projects that exceed those thresholds to incorporate appropriate measures to reduce or minimize air pollutant emissions during construction activities. New projects are required to comply with all applicable SCAQMD rules and regulations, including but not limited to Rule 403 (Fugitive Dust), Rule 1113 (Architectural Coatings), and Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities). Additional measures for projects that exceed SCAQMD’s construction mass daily thresholds may include, but are not limited to, the following:</p> <ul style="list-style-type: none"> ▪ Off-Road construction equipment with engines that are 50 horsepower or greater shall be rated by the USEPA as having Tier 4 emission limits or better (whichever is the cleanest technology available at time of project development). If it can be demonstrated to County Planning that such equipment is not commercially available or feasible, alternate emissions control devices and/or techniques used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 4 diesel emissions control strategy for a similarly sized engine, as defined by the California Air Resources Board’s regulations. ▪ Use electric or alternative-fueled (i.e., non-diesel) construction equipment, if available and feasible, including but not limited to, concrete/industrial saws, pumps, aerial lifts, material hoist, air compressors, forklifts, excavator, wheel loader, and soil compactors. 	Significant and Unavoidable

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
			<ul style="list-style-type: none"> ▪ Maintain records of all trucks associated with project construction activities to document that each truck used meets the required emission standards. The Applicant shall provide records for inspection within five business days of request by CARB, SCAQMD or County Planning. ▪ Provide electric vehicle (EV) charging stations or appropriately sized electrical infrastructure and electrical panels. Electrical hookups should be provided for trucks to plug in any onboard auxiliary equipment. ▪ Provide temporary traffic controls such as a flag person, during all phases of significant construction activity to maintain smooth traffic flow, where necessary. ▪ Provide dedicated turn lanes for the movement of construction trucks and equipment on- and off-site, where applicable. ▪ Ensure vehicle traffic inside the project site is as far away as feasible from sensitive receptors. ▪ Reduce traffic speeds on all unpaved roads to 15 miles per hour (mph) or less. ▪ Suspend all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 mph. ▪ Suspend use of all construction activities that generate air pollutant emissions during first stage smog alerts. ▪ Configure construction parking to minimize traffic interference. ▪ Cover all trucks hauling dirt, sand, soil, or other loose materials. ▪ Install wheel washers where vehicles enter and exit the construction site onto paved roads or wash off trucks and any equipment leaving the site for each trip. 	

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
			<ul style="list-style-type: none"> ▪ Apply non-toxic soil stabilizers according to manufacturers’ specifications to all inactive construction areas (previously graded areas inactive for ten days or more). ▪ Replace ground cover in disturbed areas as quickly as possible to minimize dust. ▪ Pave roads and road shoulders, where applicable. ▪ Sweep streets at the end of the day with SCAQMD Rule 1186 and 1186.1 compliant sweepers if visible soil is carried onto adjacent public paved roads (recommend water sweepers that utilize reclaimed water). ▪ Utilize only super-compliant volatile organic compound (VOC) paints for architectural coatings (0 grams per liter to less than 10 grams per liter VOC) during construction activities. If paints and coatings with VOC content of 0 grams/liter to less than 10 grams/liter cannot be utilized, the application of architectural coatings shall be prohibited during the peak smog season: July, August, and September <p>Prior to the issuance of a grading permit, the applicant shall provide the County with the construction contractor’s inclusion of all required measures on applicable construction plans, including grading and/or building plans.</p> <p>MM-4.3-2. Operational Emissions. If, during subsequent project-level environmental review, operation-related criteria air pollutants are determined to have the potential to exceed SCAQMD’s operation mass daily thresholds, the County shall require applicants for new projects that exceed those thresholds to incorporate appropriate measures to reduce or minimize air pollutant emissions during operational activities. New projects facilitated by the South Bay Area Plan are required to comply with all applicable SCAQMD</p>	

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
			<p>rules and regulations, including but not limited to Rule 445 (Wood Burning Devices), Rule 1401 (New Source of Toxic Air Contaminants), Rule 1110.2 (Emissions from Gaseous- and Liquid-Fueled Engines), Rule 1153.1 (Emissions of Oxides of Nitrogen from Commercial Food Ovens), Rule 2305 (Warehouse Indirect Source Rule), and Rule 1146 (Emissions of NOx from Small Industrial, Institutional, and Commercial Boilers, Steam Generators, and Process Heaters). Additional measures for projects that exceed SCAQMD’s operation mass daily thresholds may include, but are not limited to, the following:</p> <ul style="list-style-type: none"> ▪ Heavy-duty trucks shall, at minimum, have 2010 model year engines that meet CARB’s 2010 engine emissions standards or newer model trucks with better emissions standards (whichever is the cleanest technology available at the time of project development). ▪ Maintain records of all trucks associated with project operation to document that each truck used meets the required emission standards. The Applicant shall provide records for inspection within five business days of request by CARB, SCAQMD or County Planning. ▪ The daily number of truck trips allowed during project operation shall be limited to the levels analyzed in the subsequent, project-level environmental analysis for the project. ▪ Provide electrical infrastructure and electrical panels in conformance with Tier 2 CalGreen code, which should be appropriately sized. Electrical hookups shall be provided for truckers to plug in any onboard auxiliary equipment. ▪ Truck check-in points shall be located inside the project site to help avoid trucks queuing outside the site. 	

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
			<ul style="list-style-type: none"> ▪ Ensure truck traffic inside the project site is as far away as feasible from sensitive receptors. ▪ Overnight truck parking shall be located as far away as feasible from the sensitive land uses. <p>Prior to the issuance of a Certificate of Occupancy, the applicant shall provide the County with appropriate documentation including but not limited to a Truck Routing and Traffic Plan, and Site Plan with relevant notations verifying compliance with the required measures.</p>	
4.3-2	Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	Potentially Significant Impact	MM-4.3-1 and MM-4.3-2	Significant and Unavoidable
4.3-3	Would the project expose sensitive receptors to substantial pollutant concentrations?	Potentially Significant Impact	MM-4.3-1 and MM-4.3-2	Significant and Unavoidable
4.3-4	Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Cumulative	Would the project have a cumulative effect on air quality resources?	Potentially Significant Impact	MM-4.3-1 and MM-4.3-2	Significant and Unavoidable

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
4.4	Biological Resources*			
4.4-1	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 Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS)?	Potentially Significant Impact	MM-4.4-1. Habitat Assessment. During subsequent project-level environmental review, the County biologist, as appropriate, shall consider all relevant information available for the property (e.g. applicable database search, site visit, and/or existing biological report) to determine potential project impacts to special-status plant and wildlife species. If there is potential for sensitive biological resources to be impacted by proposed project activities, the County biologist shall require applicants for new projects to submit a habitat assessment report to County Planning for review and approval. The assessment shall be prepared by a qualified biologist and must include all required information specified by the County biologist at the time of the request. If the survey determines that sensitive biological resources will be impacted by proposed project activities, the County shall require applicants to incorporate appropriate measures to avoid or minimize those impacts. Additional measures may include, but are not limited to, on or off-site preservation of the resources within protected occupied habitat.	Significant and Unavoidable
4.4-2	Would the project have a substantial adverse effect on any sensitive natural communities (e.g., riparian habitat, coastal sage scrub, oak woodlands, non-jurisdictional wetlands) identified in local or regional plans, policies, regulations or by CDFW or USFWS?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
4.4-3	Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marshes, vernal pools,	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
	coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means?			
4.4-4	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?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
4.4-5	Would the project convert oak woodlands (as defined by the state, oak woodlands are oak stands with greater than 10% canopy cover with oaks at least 5 inch in diameter measured at 4.5 feet above mean natural grade) or other unique native woodlands (juniper, Joshua, southern California black walnut, etc.).	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
4.4-6	Would the project conflict with any local policies or ordinances protecting biological resources, including Wildflower Reserve Areas (L.A. County Code, Title 12, Ch. 12.36), the Los Angeles County Oak Tree Ordinance (L.A. County Code, Title 22, Ch. 22.174), the Significant Ecological Areas (SEAs) (L.A. County Code, Title 22, Ch. 102), Specific Plans (L.A. County Code, Title 22, Ch. 22.46), Community Standards Districts (L.A. County Code, Title 22, Ch. 22.300 et	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
	seq.), and/or Coastal Resource Areas (L.A. County General Plan, Figure 9.3)?			
4.4-7	Would the project Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved state, regional, or local habitat conservation plan?	No Impact	Not applicable.	No Impact
Cumulative	Would the project have a cumulative effect on biological resources?	Potentially Significant Impact	MM-4.4-1	Significant and Unavoidable
4.5	Cultural Resources*			
4.5-1	Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	Potentially Significant Impact	<p>MM-4.5-1. Historic Architectural Resources. During subsequent project-level environmental review, the County shall determine if any potential historical building, structure, or district is present; conduct records search from applicable data repositories; check GIS “Historical Resource” layer to identify properties listed in/eligible for listing in the National, California and/or County Registers; conduct site inspections, as appropriate; and consider all relevant information available for the property to determine its historical significance.</p> <p>If necessary, the County shall require applicants of new projects to submit a Phase I and/or Phase II Historic Resources Assessment (HRA) report to evaluate the significance of resources greater than 45 years of age. The report shall be prepared by an architectural historian meeting the Professional Qualification Standards of the Secretary of the Interior (SOI), in accordance with SOI standards and guidelines. The HRA shall include background, archival and historic research; site surveys;</p>	Significant and Unavoidable

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
			<p>detailed physical description of identified resources; photographs; a historical significance evaluation in consideration of County, California Register of Historic Resources (CRHR), and National Register of Historic Places (NRHP) designation criteria and integrity requirements; an assessment of project impacts to historical resources; recommendations of mitigative treatment; and the preparation/recordation of the appropriate California Department of Parks and Recreation (DPR) 523 forms, as applicable.</p> <p>If project impacts to historic architectural resources are potentially significant, the County shall require the project to incorporate appropriate measures to avoid or minimize those impacts. Additional measures may include, but are not limited to, the following:</p> <ul style="list-style-type: none"> ▪ If a future project involves alterations or modifications to historic architectural resources, the project design and proposed work shall conform to SOI standards for the Treatment of Historic Properties to reduce or avoid impacts to historic resources. The project applicant shall retain a qualified architectural historian to advise on the final project design, recommend mitigative actions, specify performance standards, and oversee the construction activities related to the historical resources to ensure the project is constructed in compliance with specified mitigation performance standards and SOI standards. 	

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
			<ul style="list-style-type: none"> If a future project involves the demolition or material impairment of an historical resource that cannot be mitigated through SOI Standards compliance, the project applicant shall submit an archival Historic American Building Survey (HABS), Historic American Engineering Record (HAER), or Historic American Landscape Survey (HALS) documentation, as appropriate, to the County for review and approval prior to the issuance of any grading permit. The HABS/HAER/HALS documentation shall be prepared by a qualified architectural historian and may include an architectural and historical narrative; archival drawings and/or measured drawings; and large-format photography. All reports resulting from implementation of this mitigation measure shall be submitted to County Planning and filed with the South Central Coastal Information Center (SCCIC). 	
4.5-2	Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Potentially Significant Impact	MM-4.5-2. Archaeological Resources. During subsequent project-level environmental review, the County shall consider all relevant information available for the property to determine potential project impacts to archaeological resources. If necessary, the County shall require applicants for new projects to submit a Phase I Archaeological Report to identify and evaluate archaeological resources that may be impacted by the project. The report must be prepared by a qualified archaeologist meeting Secretary of the Interior (SOI) Professional Qualification Standards. The report shall include archival search of historic records; records search of applicable data repositories, including CHRIS database; pedestrian surveys; identification of archaeological resources within or near the project site; assessment of potential project impacts to archaeological resources; recommendations for archaeological monitoring, if appropriate; and completion/recording of the California	Significant and Unavoidable

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
			<p>Department of Parks and Recreation (DPR) 523 forms for all identified archaeological resources, as applicable. A Phase II Archaeological Report for testing and evaluation may be required based on the results and recommendations of the Phase I Report.</p> <p>If project impacts to archaeological resources are determined to be potentially significant, the County shall require the project to incorporate appropriate measures to avoid or minimize impacts to archaeological resources. Additional measures may include, but are not limited to, the following:</p> <ul style="list-style-type: none"> ▪ <i>Archaeological Resources Work Plan.</i> Prior to issuance of grading permit, the project applicant shall retain a qualified archaeologist meeting SOI’s Professional Qualification Standards to prepare and submit an Archaeological Resources Work Plan (ARWP) to the County for review and approval. The purpose of this plan is to document the actions and procedures to be followed by the project to avoid or minimize impacts to archaeological resources. If potential impacts to tribal cultural resources are identified during project level review (e.g. records search, archaeological reports, AB 52 consultation, if applicable), the ARWP shall also address tribal cultural resources, in consultation with local Native American Tribes. The ARWP shall include, but is not limited to, the following elements: <ul style="list-style-type: none"> - A description of the roles and responsibilities of the archaeologist, the reporting relationships between construction managers and the archaeologist, and the notification procedures. 	

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
			<ul style="list-style-type: none"> - Maps identifying locations where archaeological and/or Native American monitoring is required; duration of monitoring; and documentation of monitoring activities, including daily log of monitoring activities, location and results. - Detailed procedures to follow if cultural resources are inadvertently discovered during construction, including stop-work requirement within no less than a 50-foot radius of the find; documentation of all recovered resources on California Department of Parks and Recreation 523 forms; and inspection and evaluation of the resource for listing in the national, state, and local register. - Detailed plan for the collection of archaeological data, including sampling techniques and data management protocols. - Methodology for testing and evaluation of archaeological resources encountered. - Detailed treatment plan to avoid or minimize impacts to significant archaeological resources, including preservation and/or data recovery to the satisfaction of County Planning. - Detailed plan for reporting recovered resources and treatment results, including submission of reports to applicable agencies. 	

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
			<ul style="list-style-type: none"> ▪ <i>Construction Worker Archaeological Resources Sensitivity Training.</i> Prior to the commencement of project ground-disturbing activities, a qualified archaeologist, as previously defined, shall present an archaeological resources sensitivity training to project construction personnel. If project was subject to tribal notification/consultation, the archaeologist shall invite interested Tribes, a minimum of two weeks before the training session, to participate in and present Native American perspectives during the training sessions. The archaeologist shall inform construction personnel about the types of cultural resources that could be encountered; the proper procedures to follow in the event of an archaeological discovery; potential penalties for failing to adhere to applicable laws and regulations; and confidentiality of discoveries. Project applicant shall provide the training agenda, materials and attendance records to the County within five business days of request. ▪ <i>Archaeological Resources Monitoring.</i> If required by the AWRP, during grading and excavation activities, a qualified Archaeological Monitor, as defined in the ARWP, shall be present to monitor ground-disturbing activities. Should archaeological resources be encountered, the Archaeological Monitor shall have the authority to halt ground-disturbing activities and immediately notify the Archaeologist of the find. The Archaeologist shall implement the evaluation and mitigation protocols described in the ARWP. 	

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
			<p>In the event Native American archaeological resources are encountered during construction, Native American monitoring shall be provided thereafter for any ground-disturbing activities. However, if impacts to tribal cultural resources are determined potentially significant during project level review, a Native American Monitor shall be required at the outset to monitor all ground-disturbing activities. The Archaeologist and/or Native American Monitor shall prepare a final report documenting all recovered archaeological resources, the significance of the resources, and the treatment of the recovered resources to the County, SCCIC, and NAHC (if applicable).</p>	

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
			<ul style="list-style-type: none"> ▪ <i>Archaeological Resources Discoveries.</i> If archaeological resources are encountered during construction, all ground-disturbing activities shall cease within no less than 50 feet of the find. The Archaeologist can determine, based on the initial assessment of the discovery, whether the 50-foot buffer shall be reduced or increased. The Archaeologist shall evaluate the recovered archaeological resources for significance. If the resource is found significant pursuant to CEQA, avoidance and preservation in place shall be the preferred manner of mitigating impacts. If avoidance is infeasible, the Archaeologist shall develop and oversee the execution of a Phase III Archaeological Resources Data Recovery and Treatment Plan. The plan shall include: a detailed research design; justification for data recovery or other treatment methods depending on the nature of the resource’s eligibility; excavation methodology; and, reporting and curation requirements. The archaeologist shall prepare a final report that includes documentation of all recovered resources, a full evaluation of their significance, and treatment of the recovered resources. <p>When assessing significance and developing treatment for recovered resources that are Native American in origin, the County shall consult and coordinate with local Native American tribes. The County shall consider tribal preferences when making a determination on the disposition of Native American archaeological resources, which may include but is not limited to curation at an accredited or nonaccredited repository; onsite or offsite reburial; and/or donation to a local Tribe.</p>	

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
			<p>The project applicant shall curate all significant non-Native American, historic-period archaeological material, or portions thereof at the recommendation of the Archaeologist and approval by the County, at a repository accredited by the American Association of Museums that meets the standards outlined in 36 CFR Section 79.9. If no accredited repository accepts the collection, then the project applicant may curate it at a nonaccredited repository as long as it meets the minimum standards set forth in 36 CFR Section 79.9. If neither an accredited nor a nonaccredited repository accepts the collection, then the project applicant may offer the collection to a public, nonprofit institution with a research interest in the materials, or to a local school or historical society in the area for educational purposes.</p> <p>All reports resulting from implementation of this measure shall be completed and submitted to County Planning for review and approval. Once approved by the County, the report shall be submitted to the South Central Coastal Information Center (SCCIC) and interested Tribes.</p>	
4.5-3	Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Potentially Significant Impact	<p>MM-4.5-3. Paleontological Resources. During subsequent project-level environmental review, the County shall require applicants for new projects to retain a Qualified Paleontologist to conduct a Natural History Museum of Los Angeles County (NHMLA) records search to determine the potential for project impacts to paleontological resources. If necessary, the County shall require applicants for new projects to submit a Paleontological Resources Assessment Report that is prepared by a Qualified Paleontologist meeting the Society of Vertebrate Paleontology (SVP 2010) standards. The report shall include methods and results of</p>	Significant and Unavoidable

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
			<p>the paleontological resources assessment, including review of geological map and paleontological literature; records search through appropriate fossil repositories, including the NHMLA; pedestrian surveys if exposed ground exists within the project site that is underlain by a geologic unit with High or Undetermined Paleontological Resources Sensitivity or Potential or as required by the Qualified Paleontologist; and, if necessary, recommendation for monitoring requirements (including depths, frequency, and reporting) with maps that outline where monitoring is required within the project site. Monitoring shall follow SVP (2010) Guidelines: no monitoring of ground-disturbing activities within units of Low or No Paleontological Resources Sensitivity or Potential and monitoring of all ground-disturbing activities (with depths specified) within units of High Paleontological Resources Sensitivity or Potential, unless the Qualified Paleontologist’s report identifies previous disturbances or the use of construction methods which do not warrant monitoring. For project sites underlain by geological units with Undetermined Paleontological Resources Sensitivity or Potential, monitoring shall occur at the initiation of excavation if the qualified paleontologist deems it necessary based on preconstruction surveys and literature review. The report also shall stipulate whether screen washing is necessary to recover small specimens following SVP (2010) Guidelines and determine whether unique geologic features are present onsite.</p> <p>If project impacts to paleontological resources are determined to be potentially significant, the County shall require the project to incorporate appropriate measures to avoid or minimize impacts to paleontological resources.</p>	

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
			<p>Additional measures may include, but are not limited to, the following:</p> <ul style="list-style-type: none"> ▪ <i>Paleontological Resources Recovery Plan.</i> If paleontological resources are discovered during earthmoving activities, a Qualified Paleontologist meeting Society of Vertebrate Paleontology (SVP 2010) standards shall prepare and submit a Paleontological Resources Recovery Plan (PRRP) to the County for review and approval. The recovery plan shall include, but is not limited to, sampling and fossil recovery procedures, museum curation for any scientifically significant specimen recovered, and a report of findings. Recommendations in the recovery plan as approved by the County shall be implemented before construction activities can resume at the site where the paleontological resources were discovered. <p>All reports and plans resulting from implementation of this measure shall be submitted to County Planning and filed with the NHMLA.</p>	

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
			<ul style="list-style-type: none"> <li data-bbox="1045 415 1738 886">▪ <i>Construction Worker Paleontological Resources Sensitivity Training.</i> Prior to the commencement of project ground-disturbing activities, a Qualified Paleontologist shall present a paleontological resources sensitivity training (or may be provided via digital recording) to project construction personnel. The paleontologist shall inform construction personnel about the laws protecting paleontological resources; the types of paleontological resources that could be encountered; the proper procedures to follow in the event of a paleontological discovery; and safety precautions to be taken when working with paleontological monitors. The project applicant shall provide the training agenda, materials, and attendance records to the County within five business days of request. <li data-bbox="1045 894 1738 1263">▪ <i>Paleontological Monitoring.</i> During grading and excavation activities, a qualified Paleontological Monitor shall be present to monitor the earth-moving activities in accordance with the project paleontological assessment report or the PRRP. Should paleontological resources be encountered, the Paleontological Monitor shall have the authority to halt ground-disturbing activities; and immediately notify the Paleontologist of the find; and inspect, document, and salvage the find as necessary. The Qualified Paleontologist shall prepare and submit a final report summarizing monitoring results to the County and NHMLA. 	

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
			<ul style="list-style-type: none"> ▪ <i>Paleontological Resources Discoveries Protocols.</i> If fossils are discovered during earthmoving activities, the Paleontological Monitor shall be authorized to halt the ground-disturbing activities within an appropriate buffer area determined by the Paleontological Monitor. The paleontologist shall implement the PRRP and oversee the collection of sediment samples and exposed fossils for processing and evaluation. Any fossils encountered and recovered shall be prepared to the point of identification, catalogued, and curated at a public, nonprofit institution with a research interest in the material and with retrievable storage, such as the Natural History Museum of Los Angeles County, if such an institution agrees to accept the fossils. Accompanying notes, maps, and photographs shall also be filed at the repository. If no institution accepts the fossil collection, it may be donated to a local school or other interested organization in the area for educational purposes. The paleontologist shall prepare a final report on the collected fossils. The report shall contain an appropriate description of the fossils, treatment, and curation. A copy of the report shall be filed with the County and NHMLA along with field notes and any other supporting documentation. 	
4.5-4	Would the project disturb any human remains, including those interred outside of dedicated cemeteries?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Cumulative	Would the project have a cumulative effect on cultural resources?	Potentially Significant Impact	MM-4.5-1, MM-4.5-2, and MM-4.5-3	Significant and Unavoidable

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
4.6	Energy			
4.6-1	Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
4.6-2	Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Cumulative	Would the project have a cumulative effect on energy resources?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
4.7	Geology and Soils			
4.7-1	Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:			
	i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known active fault trace? Refer to Division of Mines and Geology Special Publication 42?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
	ii. Strong seismic ground shaking?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
	iii. Seismic related ground failure including liquefaction and lateral spreading?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
	iv. Landslides?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
4.7-2	Would the project result in substantial soil erosion or the loss of topsoil?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
4.7-3	Would the project 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?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
4.7-4	Would the project 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?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
4.7-5	Would the project have soils incapable of adequately supporting the use of onsite wastewater treatment systems where sewers are not available for the disposal of wastewater?	No Impact	Not applicable.	No Impact
4.7-6	Would the project conflict with the Hillside Management Area Ordinance (L.A. County Code, Title 22, Ch. 22.104)?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
Cumulative	Would the project have a cumulative effect on geology and soils resources?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
4.8 Greenhouse Gas Emissions*				
4.8-1	Would the project generate greenhouse gas emissions (GHGs), either directly or indirectly, that may have a significant impact on the environment?	Potentially Significant Impact	<p>MM-4.8-1. Energy Conservation. During subsequent project-level environmental review, the County shall consider all relevant information available for the property to determine potential feasible opportunities for energy conservation measures. In future years, some of the following measures are anticipated to become regulatory compliance and may be implemented as such. As determined appropriate and feasible, prior to the issuance of building permits, the County shall require that individual project submit building plans that include energy conservation measures, which shall include one or more of the following:</p> <ul style="list-style-type: none"> ▪ Install Energy Star rated heating, cooling, lighting, and appliances. ▪ Outdoor lighting shall be light emitting diodes (LED) or other high-efficiency lightbulbs. ▪ Provide information on energy efficiency, energy efficient lighting and lighting control systems, energy management, and existing energy incentive programs to future tenants of the proposed Project. ▪ Non-residential structures shall meet the U.S. Green Building Council standards for cool roofs. This is defined as achieving a 3-year solar reflective index (SRI) of 64 for a low-sloped roof and 32 for a high-sloped roof. ▪ Outdoor pavement, such as walkways and patios, shall include paving materials with 3-year SRI of 0.28 or initial SRI of 0.33. 	Significant and Unavoidable Impact

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
			<ul style="list-style-type: none"> ▪ Construction of modest cool roof, defined as Cool Roof Rating Council (CRRC) Rated 0.15 aged solar reflectance and 0.75 thermal emittance. ▪ Electric space heaters are installed in residences in place of natural gas heaters. ▪ Installation of alternatively fueled water heating system(s) (e.g., solar thermal water heater, tankless electric water heater, storage electric water heater, electric heat pump water heater, tankless gas water heater, other technology with an equivalent level of energy efficiency). ▪ Maximize the use of natural lighting and include daylighting (e.g., skylights, windows) in rooms with exterior walls that would normally be occupied. ▪ Include high-efficacy artificial lighting in at least 50% of unit fixtures. ▪ Use passive solar cooling/heating. ▪ Strategically plant trees to provide shade. <p>MM-4.8-2. Water Conservation. During subsequent project-level environmental review, the County shall consider all relevant information available for the property to determine potential feasible opportunities for water conservation measures. In future years some of the following measures are anticipated to become regulatory compliance and may be implemented as such. As determined appropriate and feasible, prior to the issuance of building permits, the County shall require that individual project submit building plans that include energy conservation measures, which shall include one or more of the following:</p> <ul style="list-style-type: none"> ▪ Install low-water use appliances and fixtures, such as: <ul style="list-style-type: none"> - Toilets with 20% reduction in flow. - Showerheads with 20% reduction in flow. 	

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
			<ul style="list-style-type: none"> - Bathroom faucets with 30% reduction in flow. - Kitchen faucets with 17% reduction in flow. - Dishwashers with 21% reduction in flow. - Clothes washers with 46% reduction in flow. ▪ Implement water-sensitive urban design practices in new construction. ▪ Install rainwater collection systems where feasible. <p>MM-4.8-3. Solid Waste Reduction. During subsequent project-level environmental review, the County shall consider all relevant information available for the property to determine potential feasible opportunities for solid waste reduction measures. In future years some of the following measures are anticipated to become regulatory compliance and may be implemented as such. As determined appropriate and feasible, prior to the issuance of building permits, the County shall require that individual project submit building plans that include energy conservation measures, which shall include one or more of the following:</p> <ul style="list-style-type: none"> ▪ Provide storage areas for recyclables and green waste in new construction, and food waste storage, if a pick-up service is available. ▪ Evaluate the potential for onsite composting. 	
4.8-2	Would the project conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Cumulative	Would the project have a cumulative effect on greenhouse gas emissions?	Potentially Significant Impact	MM-4.8-1, MM-4.8-2, and MM-4.8-3	Significant and Unavoidable Impact

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
4.9	Hazards and Hazardous Materials*			
4.9-1	Would the project create a significant hazard to the public or the environment through the routine transport, storage, production, use, or disposal of hazardous materials?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
4.9-2	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 or waste into the environment?	Potentially Significant Impact	MM-4.9-1. Environmental Site Assessment (ESA). During subsequent project-level environmental review, the County shall consider all relevant information available for the property (e.g., applicable database search, site visit, past and present land uses on the property, and/or existing site investigations) to determine potential project impacts related to hazards. If review of relevant information, including past and present land use on the property, identifies potential impacts related to hazards, the County shall require project applicants to retain a qualified hazardous materials specialist to prepare a Phase I Environmental Site Assessment (ESA) in accordance with American Society for Testing Materials (ASTM) Standard E-1527-21. Any and all recognized environmental conditions (RECs) identified in the Phase I ESA shall be investigated through completion of a Phase II ESA in accordance with ASTM Standard 1903-19. The Phase II ESA shall compare sampling results to regulatory screening levels for applicable contaminants. If concentrations exceed current screening levels, the Applicant shall consult with the applicable environmental agency(ies) (e.g., CalEPA, DTSC, RWQCB, County Fire Department) to determine any requirements for additional investigations and/or restrictions on site development based on the Applicant’s development proposal.	Significant and Unavoidable Impact

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
			If remediation activities are required, all remediation shall be conducted to the satisfaction of the overseeing environmental agency(ies) in compliance with all applicable state and local regulations. Prior to the issuance of a grading or building permit, the Applicant shall provide the County Department of Public Works, Building and Safety and County Planning with written documentation from the overseeing environmental agency that states the proposed site development is safe and would not significantly impact the health and safety of construction workers, adjacent sensitive receptors, or future occupants on the site.	
4.9-3	Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of sensitive land uses?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
4.9-4	Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Potentially Significant Impact	MM-4.9-1	Significant and Unavoidable Impact
4.9-5	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?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
4.9-6	Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
4.9-7	Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires because the project is located:			
	i. within a high fire hazard area with inadequate access?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
	ii. within an area with inadequate water and pressure to meet fire flow standards?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
	iii. within proximity to land uses that have the potential for dangerous fire hazard?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
4.9-8	Does the proposed use constitute a potentially dangerous fire hazard?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Cumulative	Would the project have a cumulative effect on hazards or hazardous materials?	Potentially Significant Impact	MM-4.9-1	Significant and Unavoidable Impact

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
4.10	Hydrology and Water Quality			
4.10-1	Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
4.10-2	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?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
4.10-3	Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of a Federal 100-year flood hazard area or County Capital Flood floodplain; the alteration of the course of a stream or river; or through the addition of impervious surfaces, in a manner which would:	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
	i. Result in substantial erosion or siltation on or off site?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
	ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
	iii. 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	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
	iv. Impede or redirect flood flows which would expose existing housing or other insurable structures in a Federal 100-year flood hazard area or County Capital Flood floodplain to a significant risk of loss or damage involving flooding?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
4.10-4	Would the project otherwise place structures in Federal 100-year flood hazard or County Capital Flood floodplain areas which would require additional flood proofing and flood insurance requirements?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
4.10-5	Would the project conflict with the Los Angeles County Low Impact Development Ordinance (L.A. County Code, Title 12, Ch. 12.84)?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
4.10-6	Would the project use onsite wastewater treatment systems in areas with known geological limitations (e.g. high groundwater) or in close proximity to surface water (including, but not limited to, streams, lakes, and drainage course)?	No Impact	Not applicable.	No Impact

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
4.10-7	In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?	No Impact	Not applicable.	No Impact
4.10-8	Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Cumulative	Would the project have a cumulative effect on hydrology or water quality resources?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
4.11	Land Use and Planning			
4.11-1	Would the project physically divide an established community?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
4.11-2	Would the project cause a significant environmental impact due to a conflict with any County land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
4.11-3	Would the project conflict with the goals and policies of the General Plan related to Hillside Management Areas or Significant Ecological Areas?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Cumulative	Would the project have a cumulative effect on land use resources?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
4.12	Mineral Resources			
4.12-1	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?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
4.12-2	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?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Cumulative	Would the project have a cumulative effect on mineral resources?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
4.13	Noise*			
4.13-1	Would the project 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 County General Plan or noise ordinance (Los Angeles County Code, Title 12, Chapter 12.08), or applicable standards of other agencies?	Potentially Significant Impact	MM-4.13-1. Commercial/Mixed-Use/Accessory Commercial Units (ACUs) Operational Noise. Prior to issuance of a building permit for any future commercial, mixed-use, or ACU development projects that are located within 500 feet of sensitive receptors, project applicants shall submit a noise mitigation plan to Los Angeles County Department of Public Health (DPH) for review and approval. The noise mitigation plan shall be prepared by a sound engineer and be sufficient for DPH to make a determination of whether the project will be in compliance with all applicable County Noise standards and regulations. At minimum, the noise mitigation plan shall include the following information: a list of all electro-mechanical equipment (HVAC, refrigeration systems, generators, etc.) that will be installed at the project site; sound level that would be produced by each equipment; noise-reduction measures, as necessary; and sufficient predictive analysis of project operational noise impact. All	Significant and Unavoidable Impact

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
			<p>noise-reduction measures approved by DPH shall be incorporated into the project building plans and be implemented during project construction. Potential noise-reduction measures may include, but are not limited to, the following:</p> <ul style="list-style-type: none"> ▪ Install permanent noise-occluding shrouds or screens on operating equipment ▪ Maintain all equipment and noise control features in accordance with the manufacturer’s specifications ▪ Orient equipment vents and other sources of sound emissions away from noise-sensitive receptors and/or behind structures, containers, or natural features ▪ Increase distance between the operating equipment and the noise-sensitive receptor(s) of concern, to the maximum extent feasible ▪ Install portable sound-occluding barriers to attenuate noise between the source(s) and the noise-sensitive receptor(s) <p>This mitigation measure shall be superseded once a Countywide noise ordinance goes into effect that establishes operational noise standards for noise-reduction measures that ensures project operational noise compliance with the County of Los Angeles Noise Ordinance standards (i.e., LACC 12.08.440) for development projects within the South Bay Area Plan.</p> <p>MM-4.13-2. Construction Noise. Applicants for future development projects that are within 500 feet of sensitive receptors (e.g., residences, hospitals, schools) shall submit a noise study to Los Angeles County Department of Public Health (DPH) for review and approval prior to issuance of a grading or building permit. The study shall include noise-</p>	

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
			<p>reduction measures, if necessary, to ensure project construction noise will be in compliance with the County of Los Angeles Noise Ordinance standards (i.e., LACC 12.08.440). All noise-reduction measures approved by DPH shall be incorporated into appropriate construction-related plans (e.g., demolition plans, grading plans and building plans) and implemented during construction activities. Potential noise-reduction measures may include, but are not limited to, the following:</p> <ul style="list-style-type: none"> ▪ Install temporary sound barriers for construction activities that occur adjacent to occupied noise-sensitive receptors ▪ Equip construction equipment with effective mufflers, sound-insulating hoods or enclosures, vibration dampers, and other Best Available Control Technology (BACT) ▪ Limit non-essential idling of construction equipment to no more than five minutes per hour <p>This mitigation measure shall be superseded once a Countywide noise ordinance goes into effect that establishes construction noise standards for noise-reduction measures that ensures project construction noise compliance with the County of Los Angeles Noise Ordinance standards (i.e., LACC 12.08.440) for development projects within the South Bay Area Plan.</p>	
4.13-2	Would the project result in generation of excessive groundborne vibration or groundborne noise levels?	Potentially Significant Impact	MM-4.13-3. Construction Vibration. For future development projects that utilize vibration-intensive construction equipment (e.g., pile drivers, jack hammers, and vibratory rollers) within 500 feet of sensitive receptors, project applicant shall submit a vibration impact evaluation to Los Angeles County Department of Public Health (DPH) for	Significant and Unavoidable Impact

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
			<p>review and approval prior to issuance of a grading or building permit. The evaluation shall include a list of project construction equipment and the associated vibration levels and a predictive analysis of potential project vibration impacts. If construction-related vibration is determined to be perceptible at vibration-sensitive uses (i.e., exceed the County’s standard of 0.01 inches per second RMS vibration velocity [within the range of 1 to 100 Hz frequency]), project-specific measures shall be required to ensure project compliance with vibration standards. All project-specific measures approved by DPH shall be incorporated into appropriate construction-related plans (e.g., demolition plans, grading plans and building plans) and implemented during project construction.</p> <p>Examples of equipment vibration source-to-receptor distances within which impact evaluation should occur vary with equipment type (based on FTA reference vibration information) and are as follows:</p> <ul style="list-style-type: none"> ▪ Jackhammer – 23 feet ▪ Dozer, hoe-ram, drill rig, front-end loader, tractor, or backhoe – 43 feet ▪ Roller (for site ground compaction or paving) – 75 feet ▪ Impact pile-driving – 280 feet <p>This mitigation measure shall be superseded once a Countywide groundborne vibration ordinance goes into effect that establishes construction groundborne vibration standards for vibration-reduction measures that ensures project construction groundborne vibration compliance with the County of Los Angeles standard of 0.01 inches per second RMS vibration velocity (within the range of 1 to 100</p>	

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
			Hz frequency) for development projects within the South Bay Area Plan.	
4.13-3	For a project located within the vicinity of a private airstrip or 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 expose people residing or working in the project area to excessive noise levels?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Cumulative	Would the project have a cumulative effect on noise?	Potentially Significant Impact	MM-4.13-1, MM-4.13-2, and MM-4.13-3	Significant and Unavoidable Impact
4.14	Population and Housing*			
4.14-1	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)?	Potentially Significant Impact	No mitigation measures are feasible.	Significant and Unavoidable Impact
4.14-2	Would the project displace substantial numbers of existing people or housing, especially affordable housing, necessitating the construction of replacement housing elsewhere?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Cumulative	Would the project have a cumulative effect on housing and/or population resources?	Potentially Significant Impact	No mitigation measures are feasible.	Significant and Unavoidable

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
4.15	Public Services*			
4.15-1	Would the project create capacity or service level problems, 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 times or other performance objectives for any of the public services:			
	i. Fire protection?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
	ii. Sherriff protection?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
	iii. Schools?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
	iv. Parks?	Potentially Significant Impact	No mitigation measures are feasible.	Significant and Unavoidable Impact
	v. Libraries?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Cumulative	Would the project have a cumulative effect on public services? (Parks)	Potentially Significant Impact	No mitigation measures are feasible.	Significant and Unavoidable Impact
4.16	Recreation*			
4.16-1	Would the project create capacity or service level problems, or result in substantial adverse physical impacts associated with the provision of new or physically altered governmental	Potentially Significant Impact	No mitigation measures are feasible.	Significant and Unavoidable Impact

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
	facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks?			
4.16-2	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?	Potentially Significant Impact	No mitigation measures are feasible.	Significant and Unavoidable Impact
4.16-3	Does the project include neighborhood and regional parks or other recreational facilities or require the construction or expansion of such facilities which might have an adverse physical effect on the environment?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
4.16-4	Would the project interfere with regional trail connectivity?	No Impact	Not applicable.	No Impact
Cumulative	Would the project have a cumulative effect recreation resources?	Potentially Significant Impact	No mitigation measures are feasible.	Significant and Unavoidable Impact
4.17	Transportation			
4.17-1	Would the project conflict with an applicable program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
4.17-2	Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
4.17-3	Would the project substantially increase hazards due to a road design feature (e.g., sharp curves) or incompatible uses (e.g., farm equipment)?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
4.17-4	Would the project result in inadequate emergency access?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Cumulative	Would the project have a cumulative effect on transportation resources?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
4.18	Tribal Cultural Resources*			
4.18-1	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:			
	i. 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	Potentially Significant Impact	MM 4.18-1. Tribal Cultural Resources. During subsequent project-level environmental review, the County shall obtain a State of California Native American Heritage Commission (NAHC) Sacred Land Files Search, as appropriate, and comply with all applicable requirements of AB 52. Pursuant to AB 52, the County shall provide formal notification of the project to designated contact of each traditionally and culturally affiliated California Native American Tribe that has requested notice. The County shall begin the consultation process within 30 days after receiving a Tribe's request for consultation. The County shall consider all relevant information available for the property to identify potential tribal cultural resources in the project area, evaluate the	Significant and Unavoidable Impact

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
			<p>project’s potential impacts to tribal cultural resources, and mitigate those potential impacts.</p> <p>If project impacts to tribal cultural resources are determined to be potentially significant, the County shall require the project to incorporate appropriate measures to avoid or minimize impacts to tribal cultural resources, including but not limited to, the measures recommended in Public Resources Code Section 21084.3, tribal monitoring, or other alternative measures identified in consultation with the California Native American Tribe.</p> <p>If an archaeological resource that is Native American in origin is identified in the preparation of a Phase I Archaeological Report (see MM-4.5-2) or Native American archaeological resources are encountered during construction, the County shall consult and coordinate with the California Native American Tribal representatives who are traditionally or culturally affiliated with the geographic area of the development project to evaluate and mitigate impacts in accordance with the requirements set forth in MM-4.5-2.</p> <p>MM-4.5-2 (See Section 4.5 Cultural Resources)</p>	
	<p>ii. 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 © of Public Resource Code Section</p>	<p>Potentially Significant Impact</p>	<p>MM-4.18-1 and MM-4.5-2</p>	<p>Significant and Unavoidable Impact</p>

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
	5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.			
Cumulative	Would the project have a cumulative effect on tribal cultural resources?	Potentially Significant Impact	MM-4.18.1 and MM-4.5-2	Significant and Unavoidable Impact
4.19	Utilities and Service Systems*			
4.19-1	Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment, storm water drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?	Potentially Significant Impact	MM 4.3-1, MM 4.4-1, MM 4.5-1, MM 4.5-2, MM 4.5-3, MM 4.9-1, MM 4.13-2, MM 4.13-3, and MM 4.18-1	Significant and Unavoidable Impact
4.19-2	Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
4.19-3	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?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
4.19-4	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?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
4.19-5	Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Cumulative	Would the project have a cumulative effect on utilities and/or service systems resources?	Potentially Significant Impact	MM 4.3-1, MM 4.4-1, MM 4.5-1, MM 4.5-2, MM 4.5-3, MM 4.9-1, MM 4.13-2, MM 4.13-3, and MM 4.18-1	Significant and Unavoidable Impact
4.20	Wildfire			
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones:				
4.20-1	Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
4.20-2	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?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
4.20-3	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	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact

Table ES-1. Summary of Project Impacts

Section or Threshold Number	Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
	may result in temporary or ongoing impacts to the environment?			
4.20-4	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?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
4.20-5	Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Cumulative	Would the project have a cumulative effect on wildfire?	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact

Note: * = Project would result in one or more “Significant and Unavoidable” impact(s) related to the indicated resource area(s).

ES.4 Areas of Known Controversy/Issues to be Resolved

Section 15123(b)(2) of the State CEQA Guidelines indicates that an EIR summary should identify areas of controversy known to the lead agency including issues raised by agencies and the public. The County has complied with the State CEQA Guidelines by providing opportunities for early participation in the environmental review process. Specifically, in accordance with Section 15082(a) of the State CEQA Guidelines, the County circulated a Notice of Preparation (NOP) for a 45-day public review period. The NOP was sent to the State Clearinghouse, the Los Angeles County Clerk, public agencies, special districts, responsible and trustee agencies, and other interested parties for a public review period that began on October 16, 2023 and ended on November 30, 2023 (CEQA Public Review and Scoping Period) as well as the Scoping Meeting held on November 2, 2023. The purpose of the NOP is to formally convey that the County, as the lead agency, solicited input regarding the scope and proposed content of the Draft PEIR. The NOP included an invitation to agencies and the public to review and comment on the NOP. A copy of the NOP is included in Appendix A-1 and the comment letters received in response to the NOP are included in Appendix A-2 of this Draft PEIR.

With regard to the Project, the major issues to be resolved include decisions by the County, as lead agency, related to whether the benefits of the Project override those environmental impacts that cannot be feasibly mitigated, whether to adopt proposed mitigation measures, consideration of Project alternatives, and whether to approve, revise, or deny the proposed Project.

The primary areas of controversy identified by the public and agencies included the following potential issues (the Draft PEIR section[s] that address the issue[s] raised are provided in parentheses):³

- Lack of public engagement (Chapter 1, Introduction)
- Potential impacts related to building height and proposed development standards (Section 4.1, Aesthetics)
- Potential changes to community character (Section 4.1, Aesthetics; Section 4.11, Land Use and Planning)
- Potential for air quality and/or pollution impacts (Section 4.3, Air Quality)
- Potential impacts stemming from industrial-residential adjacency, including pollution (Section 4.3, Air Quality; Section 4.9, Hazards and Hazardous Materials)
- Potential for impacts to open space and recreation (Section 4.16, Recreation)
- Potential for impacts to tribal cultural resources (Section 4.8, Tribal Cultural Resources)
- Potential impacts related to displacement and the division of an established community (Section 4.14, Population and Housing)
- Potential for cumulative impacts (Chapter 4, Environmental Impact Analysis; see “Cumulative Impact Analysis” subsections in Sections 4.1 through 4.20 of Chapter 4)
- Potential for impacts related to greenhouse gas (GHG) emissions (Section 4.8, Greenhouse Gas)
- Potential for hazards and hazardous materials impacts (Section 4.9, Hazards and Hazardous Materials)
- Potential for impacts related to land use and planning (Section 4.11, Land Use and Planning)
- Potential for impacts related to noise and vibration (Section 4.13, Noise)
- Potential for impacts related to population and housing growth (Section 4.14, Population and Housing)

³ Comments received in response to the Project’s Notice of Preparation are provided as Appendix A-2 and are summarized in Table 1-1, Notice of Preparation and Comment Letters Summary, in Chapter 1, Introduction of this Draft PEIR.

- Potential impacts resulting from proposed land use density changes (Sections 4.1 through 4.20 of Chapter 4)
- Potential for growth-inducing effects (Chapter 5, Other CEQA Considerations)
- Potential for impacts related to public services, including emergency response, parks, schools, and Sheriff protection services (Section 4.15, Public Services)
- Potential impacts related to public infrastructure and service systems (Section 4.19, Utilities and Service Systems)
- Potential impacts related to the transportation system, including traffic, roadway hazards, pedestrian safety, and consistency with adopted plans (Section 4.17, Transportation)
- Potential for impacts to Los Angeles County Metropolitan Transportation Agency (Metro) and Metrolink facilities (Section 4.17, Transportation)
- Potential to conflict with federal, state, and local regulations pertaining to sewage and wastewater (Section 4.19, Utilities and Public Services)

ES.5 Summary of Project Alternatives

CEQA requires that EIRs “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” (CEQA Guidelines Section 15126.6[a]). The CEQA Guidelines direct that the selection of alternatives be governed by “a rule of reason” (CEQA Guidelines Section 15126.6[f]).

As presented in this Draft PEIR and summarized above in Table ES-1, the Project would result in significant and unavoidable impacts after implementation of all mitigation measures. Topics for which impacts would be significant and unavoidable include the following: Air Quality; Biological Resources; Cultural Resources; Greenhouse Gas Emissions; Hazards and Hazardous Materials; Noise and Vibration; Population and Housing; Public Services (Parks); Recreation; Tribal Cultural Resources; and Utilities and System Services.

This Draft PEIR includes the analysis of five alternatives to the proposed Project:

- Alternative A – No Project/Buildout According to Adopted Plans
- Alternative B – Housing Element/RHNA Only
- Alternative C – No Changes to the West Carson TOD Specific Plan
- Alternative D – No Changes in the LAX Noise Contour
- Alternative E – Reduced Density in Del Aire (H30 to H18)

Pursuant to Section 15126.6(d) of the CEQA Guidelines, each alternative is evaluated in sufficient detail to determine whether the overall environmental impacts would be less than, similar to, or greater than the corresponding impacts of the Project. Each alternative is also evaluated to determine whether the Project objectives would be substantially attained. Refer to Chapter 6, Alternatives to the Project, for a complete analysis of Project alternatives. A summary of each proposed alternative is provided below.

E.S.5.1 Alternative A - No Project/Buildout According to Adopted Plans

ES.5.2 Alternative B - Housing Element/RHNA Only

Under Alternative B, only the implementation of the mixed-use land use and zoning recommendations from the recently adopted Housing Element would occur, and no additional land use and zoning changes to facilitate additional housing or commercial uses would be implemented. However, Alternative B would implement most of the programs, policies, goals and development standards proposed under the Project. Alternative B would not implement programs or development standards related to ACUs (e.g., Program No. 1, Accessory Commercial Units Program) and would not ensure land use/zoning consistency in land use and zoning maps by making technical corrections based on existing development on the ground. Implementation of Alternative B would accommodate development of approximately 5,595 additional dwelling units, 17,457 additional residents, and 57 additional jobs. This is compared to 9,853 additional dwelling units and 30,745 additional residents under the Project. Alternative B would not include additional land use changes to facilitate commercial development, such as the proposed redesignation of Alpine Village in West Carson from industrial to commercial. Alternative B would also not include revisions to the County Code to allow for ACUs on corner lots in residential zones. Furthermore, Alternative B would not include the proposed administrative “cleanup” of zoning data applicable to the Project area (e.g., rezoning of A-1 parcels to be consistent with existing General Plan designations). Alternative B would result in 4,285 fewer dwelling units, 13,288 fewer residents, and 1,383 fewer jobs compared to the Project.

ES.5.3 Alternative C - No Changes to the West Carson TOD Specific Plan

Under Alternative C, no General Plan land use changes would occur in the West Carson TOD Specific Plan area. All other components of the Project, including implementation of the proposed land use and zoning changes under the Housing Element, changes to the County Code to allow for ACUs, and additional land use changes to facilitate residential and commercial development (outside of the West Carson TOD Specific Plan) would still occur under this alternative. Implementation of Alternative C would result in 8,532 additional dwelling units, 26,623 additional residents, and 1,418 additional jobs. This is compared to 9,853 additional dwelling units, 30,745 additional residents, and 1,440 additional jobs under the Project. Alternative C would still include the proposed administrative “cleanup” of zoning data applicable to the Project area (e.g., rezoning of A-1 parcels to be consistent with existing General Plan designations), would introduce new or revise existing development standards under the Project’s proposed PASD, and would introduce new goals and policies under the South Bay Area Plan. Alternative C would result in 1,321 fewer dwelling units, 4,122 fewer residents, and 22 fewer jobs compared to the Project.

ES.5.4 Alternative D - No Changes in the LAX Noise Contours

Under Alternative D, no General Plan land use changes would occur within the Los Angeles International Airport (LAX) noise contours, which affects certain parcels in Lennox. All other components of the Project, including implementation of the proposed land use and zoning changes under the Housing Element, changes to the County Code to facilitate ACUs, and additional land use changes to facilitate residential and commercial development (outside of the LAX noise contours in Lennox) would still occur under this alternative. Implementation of Alternative C would result in 9,716 additional dwelling units, 30,317 additional residents, and 1,423 additional

jobs. This is compared to 9,853 additional dwelling units, 30,745 additional residents, and 1,440 additional jobs under the Project. Alternative D would still include the proposed administrative “cleanup” of zoning data applicable to the Project area (e.g., rezoning of A-1 parcels to be consistent with existing General Plan designations), would introduce new or revise existing development standards under the Project’s proposed PASD, and would introduce new goals and policies under the South Bay Area Plan. Alternative D would result in 137 fewer dwelling units, 428 fewer residents, and 17 fewer jobs compared to the Project.

ES.5.5 Alternative E - Reduced Density in Del Aire (H30 to H18)

The Project proposes to redesignate 283 Residential 9 (H9; 9 dwelling units per acre) parcels in Del Aire to Residential 30 (H30; 30 dwelling units per acre). Under Alternative E, these 283 parcels would be redesignated to Residential 18 (H18; 18 dwelling units per acre) instead of H30, resulting in a reduced development scenario within the community of Del Aire. All other components of the Project, including implementation of the proposed land use and zoning changes under the Housing Element, changes to the County Code to facilitate ACUs, and other land use changes to facilitate additional residential, mixed use, and commercial development would still occur under this alternative. Implementation of Alternative E would result in 9,291 additional dwelling units, 28,991 additional residents, and 1,440 additional jobs within the Project area. This is compared to 9,853 additional dwelling units, 30,745 additional residents, and 1,440 additional jobs under the Project. Alternative E would still include the proposed administrative “cleanup” of zoning data applicable to the Project area (e.g., rezoning of A-1 parcels to be consistent with existing General Plan designations), would introduce new or revise existing development standards under the Project’s proposed PASD, and would introduce new goals and policies under the South Bay Area Plan. Alternative E would result in 526 fewer dwelling units and 1,754 fewer residents. Employment under Alternative E would be the same as under the Project.

ES.5.6 Environmentally Superior Alternative

An EIR must identify an “environmentally superior” alternative; and, where the no project alternative is environmentally superior, the EIR is then required to identify an alternative from among the others evaluated as environmentally superior (CEQA Guidelines Section 15126.6[e][2]). When compared to the Project and Alternatives C, D, and E, Alternative B would be the environmentally superior alternative. (Refer to Chapter 6, Alternatives to the Project, of this Draft PEIR for further details and discussion of proposed Alternatives A, B, C, D, and E).

ES.6 References

County of Los Angeles. 2014. *Los Angeles County General Plan Update Draft Environmental Impact Report*. Los Angeles County Department of Regional Planning. June 2014. Accessed December 2023. <https://planning.lacounty.gov/long-range-planning/general-plan/programmatic-eir/>.

County of Los Angeles. 2018. *West Carson Transit Oriented District Specific Plan*. Accessed August 2023. <https://planning.lacounty.gov/wp-content/uploads/2022/10/West-Carson-TOD-Specific-Plan.pdf>.

1 Introduction

1.1 Purpose of the Environmental Impact Report

This Draft Program Environmental Impact Report (Draft PEIR) for the proposed Los Angeles County South Bay Area Plan and associated discretionary actions (collectively referred to as the “Project”) has been prepared by the County of Los Angeles (County) in conformance with the California Environmental Quality Act (CEQA) Statute (California Public Resources Code [PRC] Section 21000, et seq.) and CEQA Guidelines (California Code of Regulations [CCR] Title 14, Chapter 3, Sections 15000, et seq.).

Pursuant to Section 15367 of the CEQA Guidelines, the County is the lead agency under whose authority this Draft PEIR has been prepared. Under the provisions of CEQA, “[t]he purpose of an environmental impact report is to identify the significant effects on the environment of a project, to identify alternatives to the project, and to indicate the manner in which those significant effects can be mitigated or avoided” (PRC 21002[a]).

This Draft PEIR is intended to provide information to public agencies, decision-makers, and the public regarding the environmental impacts that would result from implementation of the Project and to allow the decision-makers to make an informed decision on the requested discretionary actions for this Project. This document is also intended to support necessary approvals by other agencies within the seven unincorporated communities of the South Bay Planning Area, as applicable.¹

1.2 Program EIR

CEQA Guidelines Section 15168(a) provides for the preparation of a Program EIR for 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.

The proposed Project is comprised of a series of planned actions within the unincorporated communities of the South Bay Planning Area under the same County authority and regulatory process with similar environmental effects and mitigation strategies. Therefore, a PEIR is appropriate for the Project.

In accordance with CEQA Guidelines Section 15168, this Draft PEIR may serve as the environmental document for subsequent activities associated with the Project to the extent it contemplates and adequately analyzes the potential environmental effects of those subsequent activities. Therefore, if the County finds that, those subsequent activities fall under the scope of the Project covered by this Draft PEIR, then no additional environmental review

¹ The seven unincorporated communities of the South Bay Planning Area are: Alondra Park/El Camino Village, Del Aire/Wiseburn, Hawthorne Island, La Rambla, Lennox, West Carson, and Westfield/Academy Hills. For the purposes of the Draft PEIR and data available at the time of analysis, the communities of Del Aire and Wiseburn are analyzed as one community, referred to as “Del Aire/Wiseburn”.

would be required. If subsequent activities were not examined in this Draft PEIR, the County would prepare additional environmental review documentation, as applicable.

1.3 Environmental Review Process

In accordance with Section 15082(a) of the CEQA Guidelines, the County circulated a Notice of Preparation (NOP) for a public review period. The required 30-day public review period was extended to 45 days to accommodate additional public comments. The NOP was sent to the State Clearinghouse, the Los Angeles County Clerk, public agencies, special districts, responsible and trustee agencies, and other interested parties for a public review period that began on October 16, 2023 and ended on November 30, 2023. The purpose of the NOP is to formally convey that the County, as the lead agency, solicited input regarding the scope and proposed content of the Draft PEIR.

The NOP was also printed in the following publications: *El Segundo Herald*, *Gardena Valley News*, *Inglewood News*, *Inglewood/Hawthorne Wave*, *Los Angeles Sentinel*, and *The Daily Breeze*. Additionally, copies of the NOP were available at the following County Public Library locations: Lennox Library, Wiseburn Library, Masao W. Satow Library, Lawndale Library, Lomita Library, and Carson Library. Electronic copies of the NOP were made available in English and Spanish for download on the County’s website at:

<https://planning.lacounty.gov/long-range-planning/south-bay-area-plan/documents/>

The NOP included a description of the proposed Project, identification of potential environmental effects that would be addressed in the Draft PEIR, and an invitation to agencies and the public to review and to identify any additional environmental issues that should be addressed as well. The NOP and comments are provided in Appendix A-1 and Appendix A-2, respectively, of this Draft PEIR. Comments on the NOP were received from one state agency, three regional agencies, two local agencies, and two community groups. In addition, over 460 comment letters were received from individuals. The NOP comment letters, which contain environmental concerns, are listed in Table 1-1, Notice of Preparation and Comment Letters Summary, along with a summary of the environmental issues raised and the Draft PEIR chapter(s) or section(s) where the environmental topics are addressed.

Table 1-1. Notice of Preparation and Comment Letters Summary

Committer	Date Received	Summary of Comments	Addressed in PEIR Section(s)
State Agency			
Department of Toxic Substances Control (DTSC)	October 18, 2023	The DTSC states that the Project area encompasses multiple active and nonactive mitigation and clean-up sites where the DTSC has conducted oversight. The DTSC recommends that the Draft PEIR provide further information regarding specific locations that may fall under DTSC's oversight, including sites with documented contamination, land use restrictions, or whether there is the potential for project sites to be included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Furthermore, if any potential sites have been used or are suspected of having been used for mining activities, proper investigation for mine waste should be discussed, evaluated, and addressed for mining waste.	Section 4.9, Hazards and Hazardous Materials

Table 1-1. Notice of Preparation and Comment Letters Summary

Committer	Date Received	Summary of Comments	Addressed in PEIR Section(s)
Native American Heritage Commission (NAHC)	October 24, 2023	The NAHC provides recommendations for cultural assessment by contacting the appropriate regional California Historical Research Information System Center; contacting NAHC for Sacred Lands File search and Native American Tribal Consultation List; and consulting legal counsel about compliance with Assembly Bill 52, Senate Bill 18, and other applicable laws.	Section 4.18, Tribal Cultural Resources
Regional Agency			
Los Angeles County Sanitation Districts (Districts)	October 24, 2023	The Districts state that the Project area is located within the boundaries of District Nos. 05, 08, and 09. The comment provides the existing conditions of the regional wastewater conveyance system and associated treatment facilities. In addition, the comment states that the Districts should review all future individual development projects to determine potential impacts. The comment also provides wastewater generation calculation and connection fee information, and encourages consistency with federal, state, and local regulations.	Section 4.19, Utilities and Service Systems
Los Angeles County Metropolitan Transportation Agency (Metro)	November 2, 2023	Metro seeks to advise on the scope and content of the environmental information to be included in the Draft PEIR. Specifically, Metro states that the Draft PEIR should include current information on planned and existing Metro facilities and address the Project's effects on transit systems and infrastructure. Metro makes specific recommendations for the Draft PEIR's content, highlighting the importance of considering adjacency to Metro facilities and promoting transit-oriented development. Recommendations also cover transit connections, walkability, bicycle usage, first and last mile access, parking, wayfinding, and the integration of art into public spaces.	Section 4.17, Transportation
Los Angeles County Sheriff's Department (Department)	November 2, 2023	The Department states that the South Los Angeles, Carson, and Lomita Stations would be affected by the proposed Project. The Department asserts that while the Project does not propose any specific development, the proposed land use changes could facilitate a significant population increase, which could lead to an increased demand for Department services. The Department requests that the Draft PEIR describe potential impacts to Department resources and operations and include mitigation, as necessary, to reduce any potentially significant impacts.	Section 4.15, Public Services
Local Agency			
City of El Segundo Community	October 23, 2023	The City of El Segundo Community Development Department request a map illustrating all street segments and intersections analyzed in the Draft PEIR.	Chapter 2, Environmental Setting (see

Table 1-1. Notice of Preparation and Comment Letters Summary

Committer	Date Received	Summary of Comments	Addressed in PEIR Section(s)
Development Department		They also include a list of related projects and request the list be analyzed in the Draft PEIR's cumulative analyses.	Section 2.5, Cumulative Impact Analysis); Section 4.17, Transportation; Chapter 4, Environmental Impact Analysis (See "Cumulative Impact Analysis" subsections in Sections 4.1 through 4.20 of Chapter 4)
Wiseburn Unified School District (WUSD)	November 30, 2023	The WUSD requests an extension on the Draft PEIR review period from 45 to 60 days and requests that outreach on the Draft PEIR be conducted in English and Spanish. The WUSD requests the Draft PEIR include analyses of potential impacts associated with air quality and greenhouse gas emissions, noise and vibration, population growth, public services, traffic, and pedestrian safety. The WUSD also requests that the Draft PEIR consider cumulative effects.	Chapter 1, Introduction; Chapter 2, Environmental Setting (see Section 2.5, Cumulative Impact Analysis); Section 4.3, Air Quality; Section 4.8, Greenhouse Gas Emissions; Section 4.13, Noise; Section 4.15, Public Services; Section 4.17, Transportation; Chapter 4, Environmental Impact Analysis (See "Cumulative Impact Analysis" subsections in Sections 4.1 through 4.20 of Chapter 4)
Community Groups			
Del Aire Neighborhood Association	November 15, 2023	The Del Aire Neighborhood association is opposed to the Project's proposed land use changes from Residential 9 (H9) to Residential 30 (H30) in Del Aire portion of Del Aire/Wiseburn. The commenters are concerned with potential growth-inducing effects and changes to community character, including potential impacts related to population and housing (e.g.,	Chapter 1, Introduction; Section 4.14, Population and Housing; Section 4.15, Public Services; Chapter

Table 1-1. Notice of Preparation and Comment Letters Summary

Commenter	Date Received	Summary of Comments	Addressed in PEIR Section(s)
		population growth, division of an established community, displacement), transportation traffic, and public services (e.g., schools, Sherriff protection). The commenters also provide a summary of the Del Air Neighborhood Association’s engagement with the County and feedback from community members, including a list of key community assets.	4.17, Transportation
Del Amo Action Committee (DAAC)	November 29, 2023	The DAAC includes comments on the South Bay Area Plan and the Draft PEIR. The commenter’s are particularly concerned with potential impacts to the community of West Carson, environmental justice, and the need for more community involvement. The commenters would like the Draft PEIR to address topics such as air quality, greenhouse gas emissions, hazards and hazardous materials, land use and planning, noise, population and housing, recreation/open space, and traffic/transportation (including consistency with adopted plans).	Chapter 1, Introduction; Section 4.3, Air Quality; Section 4.8, Greenhouse Gas Emissions; Section 4.9; Hazards and Hazardous Materials; Section 4.11, Land Use and Planning; Section 4.13, Noise; Section 4.14, Population and Housing; Section 4.16, Recreation; Section 4.17, Transportation
Individuals			
Del Aire Community Members	November 15, 2023 through November 30, 2023	Over 450 comment letters were received from Del Aire community members voicing opposition to the Project’s proposed land use changes from H9 to H30 in Del Aire. Commenters are concerned with a perceived lack of community representation/engagement, population and housing growth, and other potential growth-inducing effects, including potential impacts related to public services (e.g., schools, fire protection, emergency response, Sherriff projection/public safety), parks/recreation facilities, pollution, noise/vibration, public infrastructure and service systems (e.g., utilities, roadways), and transportation. Other comments and concerns outside of the scope of this Draft PEIR include parking, traffic congestion, and gentrification. Commenters would like to see more community outreach, green space, improved transportation infrastructure (e.g., pedestrian and bicycle facilities), increased funding for schools, fire, and law enforcement services, and other community	Chapter 1, Introduction; Section 4.3, Air Quality; Section 4.13, Noise; Section 4.14, Population and Housing; Section 4.15, Public Services; Section 4.16, Recreation; Section 4.17, Transportation; Section 4.19, Utilities and Service Systems

Table 1-1. Notice of Preparation and Comment Letters Summary

Committer	Date Received	Summary of Comments	Addressed in PEIR Section(s)
		<p>services/amenities (e.g., grocery stores, community gathering spaces).</p> <p>One Del Aire community member submitted comments in support of the proposed land use changes to facilitate additional housing.</p>	
<p>Wiseburn Community Members</p>	<p>November 30, 2023</p>	<p>Six comment letters were received from Wiseburn community members. Commenters have concerns related to community participation/engagement, population and housing growth, and other potential growth-inducing effects, including potential impacts related to transportation, air pollution, greenhouse gas emissions, biological resources, public safety (e.g., Sherrif and other emergency response services, roadway hazards), schools, displacement, public infrastructure, development standards (e.g. allowable building height), and permitted uses within commercial areas. Other comments and concerns outside of the scope of this Draft PEIR include parking, traffic congestion, and gentrification. Commenters are interested in new neighborhood-serving commercial/retail uses (e.g., restaurants, grocery stores, yoga studios).</p>	<p>Chapter 1, Introduction; Section 4.1, Aesthetics; Section 4.3, Air Quality; Section 4.4, Biological Resources; Section 4.8, Greenhouse Gas Emissions; Section 4.11, Land Use and Planning; Section 4.13, Noise; Section 4.14, Population and Housing; Section 4.15, Public Services; Section 4.17, Transportation</p>
<p>West Carson Community Members</p>	<p>November 30, 2023</p>	<p>Comments were received from two West Carson community members. Commenters are concerned about issues stemming from industrial-residential adjacency, including pollution. One commenter would like to see more green spaces, parks, mixed-use areas, and community gathering spaces.</p>	<p>Section 4.3, Air Quality; Section 4.9, Hazards and Hazardous Materials; Section 4.11, Land Use and Planning</p>

Source: Appendix A-2

Pursuant to Section 21083.9 of the CEQA Statutes and Section 15802(c) of the CEQA Guidelines, the lead agency is required to conduct at least one scoping meeting for all projects of Statewide, regional, or areawide significance as outlined in Section 15206 of the CEQA Guidelines. The scoping meeting is for jurisdictional agencies and interested persons or groups to provide comments regarding, but not limited to, the range of actions, alternatives, mitigation measures, and environmental effects to be analyzed. The County hosted one scoping meeting online through a webinar-type format on November 2, 2023, at 6:00 PM. The meeting was available with Spanish interpretation. A recording of the meeting was made available through the County’s website at:

<https://planning.lacounty.gov/long-range-planning/south-bay-area-plan/documents/>

At the conclusion of the presentation, attendees of the scoping meeting were able to provide comments and questions about the proposed Project to the County and the CEQA consultant during the questions and answers portion of the meeting. The County received approximately six comments/questions related to the South Bay Area Plan and/or environmental topics during the scoping meeting, which are summarized in Table 1-2, Scoping Meeting Comments Summary, below.

Table 1-2. Scoping Meeting Comments Summary

Commenter	Summary of Comments	Addressed in PEIR Section(s)
Meeting Attendee	What is the best way to express opposition to land use changes to Mixed-Use on Inglewood Boulevard in Wiseburn?	N/A; Comment relates to opposition to a portion of the Area Plan, which would be addressed through the Plan process.
Meeting Attendee	Del Amo Action Committee would appreciate a meeting for you to go over our West Carson area changes.	N/A; Comment relates to outreach for the Area Plan, which would be addressed through the Plan process.
Meeting Attendee	Provide more details related to changes to Wishing Tree Park in West Carson.	Section 4.16, Recreation
Meeting Attendee	Provide more details related to changes at Alpine Village in West Carson.	Chapter 3, Project Description
Meeting Attendee	Describe what type of development would occur under Mixed-Use designation.	N/A; Comment relates to allowable uses set forth in the General Plan.
Meeting Attendee	Concern related to increased building density in a community that is already built out and now impacted by new Accessory Dwelling Units (ADUs). Concerns over parking and narrow streets and impacts of additional density.	Sections 4.3, Air Quality; 4.11; Land Use and Planning; 4.13; Noise; 4.15, Public Services; 4.14, Population and Housing; 4.16, Recreation; and 4.17, Transportation

Source: South Bay Area Plan Scoping Meeting

1.4 Public Review of the Draft PEIR

In accordance with the CEQA Guidelines Sections 15087 and 15105, this Draft PEIR is circulated to responsible and trustee agencies, other affected agencies, bordering municipalities, organizations, and all other interested parties for a 60-day public review period. A Notice of Availability of the Draft PEIR was published in the following local newspapers: *El Segundo Herald*, *Gardena Valley News*, *Inglewood News*, *Inglewood/Hawthorne Wave*, *Los Angeles Sentinel*, and *The Daily Breeze*. Additionally, during the public review period, electronic copies of the Draft PEIR are available at the following County Public Library locations: Lennox Library, Wiseburn Library, Masao W. Satow Library, Lawndale Library, Lomita Library, and Carson Library. In accordance with CEQA Guidelines Section 15105, the 45-day public review period is required. However, the County will voluntarily extend the public review for a 60-day review period for the Draft PEIR, extending from Monday, May 6, 2024 to Monday, July 8, 2024. During the public review period, written comments concerning the Draft PEIR may be submitted by interested public agencies and members of the public via email to: SouthBayAreaPlan@planning.lacounty.gov, or by mail to:

Los Angeles County Department of Regional Planning
 Attn: Thomas Dearborn, AICP
 320 West Temple Street, Room 1362
 Los Angeles, California 90012

The Draft PEIR can be viewed or downloaded at the County’s website at: <https://planning.lacounty.gov/long-range-planning/south-bay-area-plan/>

After the public review period ends, written responses to all comments on the environmental issues will be prepared as part of the Final PEIR. In addition, the Final PEIR may also contain corrections and additions to the Draft PEIR and other information relevant to the environmental issues associated with the Project. As required by CEQA, written responses to comments received from any state agencies will be distributed to those agencies for review at least 10 days prior to the public hearing at which certification of the Final PEIR will be considered. All persons who comment on the Draft PEIR will be notified of the availability of the Final PEIR and the date of any public hearing(s).

1.5 Incorporated by Reference

In accordance with Section 15150 of the CEQA Guidelines, an EIR may incorporate by reference all or portions of another publicly available document. Where all or part of another document is incorporated by reference, the incorporated language is considered to be included in the EIR. The following documents are incorporated into reference into this Draft PEIR and are available to be viewed online:

- Connect SoCal (2020-2045 Regional Transportation Plan/Sustainable Communities Strategy [RTP/SCS]), SCAG (2020)
- County of Los Angeles 2035 General Plan, County of Los Angeles, Department of Regional Planning (2015)
- County of Los Angeles Draft 2045 Climate Action Plan, County of Los Angeles, Department of Regional Planning (2022)
- County of Los Angeles General Plan Safety Element Update, County of Los Angeles, Department of Regional Planning (2022)
- Revised Housing Element 2021-2029, County of Los Angeles, Department of Regional Planning (2022)
- West Carson Transit Oriented District Specific Plan (2018)
- Zoning Code, Title 22, Los Angeles County Code (2022)
 - Green Zones Districts (Chapter 22.84)

This Draft PEIR relies upon previously adopted regional and statewide plans and programs, agency standards, and background studies in its analyses. All the County documents that are incorporated by reference, are available for review online at: <http://planning.lacounty.gov/>.

1.6 Mitigation Monitoring Procedures

CEQA Guidelines Section 15097 requires that the mitigation measures and revisions to the proposed Project identified in the PEIR are implemented. Therefore, CEQA requires that the lead agency must adopt a program for monitoring or reporting on the required revisions and the measures it has imposed to mitigate or avoid significant environmental effects. The Mitigation Monitoring and Reporting Program for the Project will be completed as part of the Final PEIR, prior to consideration of the Project by the Los Angeles County Regional Planning Commission and Los Angeles County Board of Supervisors.

1.7 Draft PEIR Organization

The Draft PEIR is comprised on the following chapters:

- Executive Summary – This chapter provides a summary of the Project description, Project alternatives, environmental impacts, and mitigation measures.
- Chapter 1: Introduction – This chapter briefly discusses the purpose of the PEIR, identifies the environmental issues assessed in the PEIR, and describes the environmental review process and organization of the PEIR.
- Chapter 2: Environmental Setting – This chapter provides an overview of the Project location, existing conditions, public services and utilities, and cumulative projects.
- Chapter 3: Project Description – This chapter provides a detailed description of the Project, including Project location, Project characteristics, Project objectives, and required discretionary actions.
- Chapter 4: Environmental Impact Analysis – This chapter contains 20 sections that analyze each environmental resource topic area. Each section presents the environmental setting, Project and cumulative impact analyses, mitigation measures and significance conclusions after mitigation for each environmental impact issue, if applicable.
- Chapter 5. Other CEQA Considerations - This chapter provides a discussion of significant and unavoidable impacts that would result from the Project, significant and irreversible changes to the environment, growth-inducing impacts, potential secondary effects of mitigation, and effects found not to be significant.
- Chapter 6. Alternatives to the Proposed Project - This chapter provides an analysis of a range of reasonable alternatives to the Project.
- Chapter 7. Preparers - This chapter includes a listing of the primary authors of the Draft PEIR.

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2 Environmental Setting

2.1 Introduction

This chapter describes the environmental setting of the County of Los Angeles (County) South Bay Area Plan (South Bay Area Plan or Project) and provides an overview of the regional setting, existing conditions within the unincorporated communities of the South Bay Planning Area, and the planning context. As stated in California Environmental Quality Act (CEQA) Guidelines Section 15125(a):

An EIR must include a description of the physical environmental conditions in the vicinity of the project. This environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant. The description of the environmental setting shall be no longer than is necessary to provide an understanding of the significant effects of the proposed project and its alternatives. The purpose of this requirement is to give the public and decision makers the most accurate and understandable picture practically possible of the project's likely near-term and long-term impacts.

CEQA requires that the lead agency describes the physical environmental conditions as they exist at the time the Notice of Preparation (NOP) is published, which was October 2023. Comments received in response to the NOP are summarized in Table 1-1, Notice of Preparation and Comment Letters Summary, included in Chapter 1, Introduction, of this Draft Program Environmental Impact Report (Draft PEIR). A copy of the NOP is included in Appendix A-1 and the comment letters received in response to the NOP are included in Appendix A-2 of this Draft PEIR.

2.1.1 Scope of the Environmental Impacts

The proposed South Bay Area Plan is evaluated in this Draft PEIR at a programmatic level, in accordance with CEQA Guidelines, Section 15168. The South Bay Area Plan is a policy document that would not result in the construction or operation of any new development or infrastructure projects; however, implementation of the South Bay Area Plan would result in changes to existing land use designations and zoning, which would allow for future development or redevelopment to occur. Therefore, this Draft PEIR does not assess the site-specific construction and operation details of each future development within the Project area. Rather, it assesses the indirect impacts associated with programmatic changes to existing land uses and the associated overall effects of buildout of the South Bay Area Plan through 2045. The following environmental resources are assessed in Sections 4.1 through 4.20 of Chapter 4, Environmental Impact Analysis, of this Draft PEIR in accordance with Appendix G of the State CEQA Guidelines and the Los Angeles County Environmental Checklist Form:

Section 4.1	Aesthetics
Section 4.2	Agriculture and Forestry Resources
Section 4.3	Air Quality
Section 4.4	Biological Resources
Section 4.5	Cultural Resources
Section 4.6	Energy
Section 4.7	Geology and Soils

Section 4.8	Greenhouse Gas Emissions
Section 4.9	Hazards and Hazardous Materials
Section 4.10	Hydrology and Water Quality
Section 4.11	Land Use and Planning
Section 4.12	Mineral Resources
Section 4.13	Noise
Section 4.14	Population and Housing
Section 4.15	Public Services
Section 4.16	Recreation
Section 4.17	Transportation
Section 4.18	Tribal Cultural Resources
Section 4.19	Utilities and System Services
Section 4.20	Wildfire

2.1.2 Approach to Environmental Analysis

Section 4.1 through Section 4.20 of Chapter 4 of this Draft PEIR present the environmental setting, regulatory framework, and analyses of potential impacts related to future development that is expected to occur through the buildout of the South Bay Area Plan by 2045. The South Bay Area Plan is a policy document that does not include or propose any site-specific development that could directly result in construction or operational impacts to the environment. Therefore, this Draft PEIR does not assess the site-specific construction and operation details of potential future development within the Project area. However, implementation of the South Bay Area Plan would result in land use changes that would allow for denser development or redevelopment to occur in the future. As such, this Draft PEIR assesses impacts associated with programmatic changes to existing land uses and the associated overall effects of buildout of the South Bay Area Plan through 2045, where reasonably foreseeable physical changes to the environment could occur. Site-specific or “project-level” development evaluations are not possible because the actual locations and intensity of development (and its chronologic sequence or concurrence) that may be implemented in the future are speculative. If potential significant impacts are identified, feasible programmatic mitigation measures are recommended. The analysis also includes an anticipated level of impact after the implementation of programmatic mitigation measures.

This programmatic analysis of the South Bay Area Plan evaluates proposed updates to the Los Angeles County General Plan 2035 (General Plan) and the Los Angeles County Code (County Code), as well as the West Carson Transit-Oriented District (TOD) Specific Plan, as discussed in detail in Chapter 3, Project Description of this Draft PEIR.

2.2 Regional Setting

2.2.1 Regional Location

Los Angeles County is one of the nation’s largest counties with approximately 4,083 square miles and has the largest population of any county in the nation—nearly 10 million residents who account for approximately 27% of California’s population (U.S. Census 2023a; County of Los Angeles 2023a). Stretching along 75 miles of the Pacific Coast of Southern California, the County includes 88 incorporated cities across its 4,083 square mile land

area, and is bordered to the south by Orange County, to the southeast by San Bernardino County, to the north by Kern County, and to the northwest by Ventura County (County of Los Angeles 2015). More than 65% of the County, or approximately 2,653 square miles, is unincorporated (County of Los Angeles 2015; 2023a). The County, via the Los Angeles County Department of Regional Planning (LA County Planning), is responsible for planning and regulating development in these areas, which support a population of over one million residents (County of Los Angeles 2023a).

To effectively plan and coordinate development in unincorporated areas across such a large geographic range, the County adopted a planning framework in 2015 (County of Los Angeles 2015). This framework, established by the General Plan, identifies 11 Planning Areas, which constitute the Planning Areas Framework, including the South Bay Planning Area. The South Bay Planning Area is located in the southwest corner of the County and is home to the region’s major transportation hubs – Los Angeles International Airport (LAX), which borders the Planning Area and the Port of Long Beach, which combined with the Port of Los Angeles, is the busiest container port in the country (County of Los Angeles 2015).

There are seven unincorporated communities within the South Bay Planning Area: Alondra Park/El Camino Village, Del Aire/Wiseburn, Hawthorne Island, La Rambla, Lennox, West Carson, and Westfield/Academy Hills. Figure 2-1, Los Angeles County Planning Areas, shows the regional location of the South Bay Planning Area within the County, while Figure 2-2, Project Location, shows the location of the seven unincorporated South Bay Planning Area communities. These seven unincorporated communities, which support a population of approximately 68,275 residents, comprise the “Project area,” which is the focus and regional extent of the South Bay Area Plan (County Planning 2023a). The existing General Plan land use designations for these communities are illustrated on Figure 2-3A, Existing General Plan Land Use, Alondra Park/El Camino Village, Figure 2-3B, Existing General Plan Land Use, Del Aire/Wiseburn, Figure 2-3C, Existing General Plan Land Use, Hawthorne Island, Figure 2-3D, Existing General Plan Land Use, La Rambla, Figure 2-3E, Existing General Plan Land Use, Lennox, Figure 2-3F, Existing General Plan Land Use, West Carson, and Figure 2-3G, Existing General Plan Land Use, Westfield/Academy Hills. The existing zoning is illustrated on Figure 2-4A, Existing Zoning, Alondra Park/El Camino Village, Figure 2-4B, Existing Zoning, Del Aire/Wiseburn, Figure 2-4C, Existing Zoning, Hawthorne Island, Figure 2-4D, Existing Zoning, La Rambla, Figure 2-4E, Existing Zoning, Lennox, Figure 2-4F, Existing Zoning, West Carson, and Figure 2-4G, Existing Zoning, Westfield/Academy Hills.

2.2.2 Regional Planning Considerations

2.2.2.1 State

California Government Code

State Planning Law

State planning law (California Government Code Section 65300) requires every county or city in California to adopt a comprehensive, long-term general plan for physical development of the county. A general plan should consist of an integrated and internally consistent set of goals and policies that are grouped by topic into a set of elements and are guided by a countywide vision. State law requires that a general plan address nine elements or topics (land use, circulation, housing, conservation, open space, noise, safety, climate adaptation and resiliency, and environmental justice), but allows some discretion on the arrangement and content. Additionally, each of the specific and applicable requirements in the state planning law should be examined to determine if there are environmental issues within the county or city that a general plan should address. In Los Angeles County, the General Plan serves as the foundation for all community-based plans, including Area Plans, for the

unincorporated communities which focus on land use and other policy issues that are specific to the Planning Areas. The Planning Areas Framework Program (Program LU-1) of the General Plan requires the completion of an Area Plan for each of the County's 11 Planning Areas (e.g., the South Bay Area Plan).

Section 65580, Housing Element Law

Housing Element law is the main vehicle through which the State affects local housing and land use policies. The law does not require local governments to actually build the housing, but the adopted Housing Element must provide 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. The Housing Element must identify adequate sites for housing and make adequate provision for the existing and projected needs of all economic segments of the community. The County of Los Angeles' Housing Element must be updated every eight years and must be reviewed by the California Department of Housing and Community Development (HCD) before it is adopted.

Climate Change Scoping Plan

The California Air Resources Board (CARB) is charged with protecting the public from the harmful effects of mobile source air pollution and developing programs and actions to fight climate change (CARB 2023a). CARB is required to prepare a "scoping plan" for achieving the maximum technologically feasible and cost-effective GHG emission reductions (Health and Safety Code Section 38561[a]), and to update the Scoping Plan at least once every 5 years.

CARB adopted the 2022 Scoping Plan in December 2022. The 2022 Scoping Plan outlines the state's plan to reach carbon neutrality by 2045 or earlier, while also assessing the progress the state is making toward achieving GHG reduction goals by 2030. Per the Legislative Analyst's Office, the 2022 Scoping Plan identifies a more aggressive 2030 GHG goal. As it relates to the 2030 goal, perhaps the most significant change in the 2022 plan (as compared to previous Scoping Plans) is that it identifies a new GHG target of 48% below the 1990 level, compared to the current statutory goal of 40% below. Current law requires the state to reduce GHG emissions by at least 40% below the 1990 level by 2030 but does not specify an alternative goal. According to CARB, a focus on the lower target is needed to put the state on a path to meeting the newly established 2045 goal, consistent with the overall path to 2045 carbon neutrality. The carbon neutrality goal requires CARB to expand proposed actions from only the reduction of anthropogenic sources of GHG emissions to also include those that capture and store carbon (e.g., through natural and working lands, or mechanical technologies). The carbon reduction programs build on and accelerate those currently in place, including moving to zero-emission transportation; phasing out use of fossil gas use for heating homes and buildings; reducing chemical and refrigerants with high GWP; providing communities with sustainable options for walking, biking, and public transit; displacement of fossil-fuel fired electrical generation through use of renewable energy alternatives (e.g., solar arrays and wind turbines); and scaling up new options such as green hydrogen (CARB 2023b).

The 2022 Scoping Plan Update also emphasizes that there is no realistic path to carbon neutrality without carbon removal and sequestration, and to achieve the state's carbon neutrality goal, carbon reduction programs must be supplemented by strategies to remove and sequester carbon. Strategies for carbon removal and sequestration include carbon capture and storage from anthropogenic point sources, where CO₂ is captured as it leaves a facility's smokestack and is injected into geologic formations or used in industrial materials (e.g., concrete); and carbon dioxide removal from ambient air, through mechanical (e.g., direct air capture with sequestration) or nature-based (e.g., management of natural and working lands) applications.

The Scoping Plan recommends strategies for implementation at the statewide level to meet the goals of AB 32, SB 32, and the EOs; it also establishes an overall framework for the measures that will be adopted to reduce California's GHG emissions. A project is considered to not conflict with the statutes and EOs if it would meet the general policies in reducing GHG emissions to facilitate the achievement of the state's goals and would not impede attainment of those goals.

2.2.2.2 Regional

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is a federally-recognized Metropolitan Planning Organization (MPO) that represents the counties of Los Angeles, Orange, Ventura, Imperial, San Bernardino, and Riverside, and 190 cities, and encompasses over 38,000 square miles (SCAG 2023). SCAG is a regional planning agency and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and State law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs. As the Southern California region's MPO, SCAG cooperates with the South Coast Air Quality Management District (SCAQMD), the California Department of Transportation (Caltrans), and other agencies in preparing regional planning documents (SCAG 2023).

Regional Transportation Plan/Sustainable Communities Strategy

SCAG is federally mandated to develop plans for transportation, growth management, hazardous waste management, and air quality. The Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) includes goals to increase mobility and enhance sustainability for the region's residents and visitors. The RTP/SCS recommends local jurisdictions accommodate future growth within existing urbanized areas, particularly near existing transit, to reduce vehicle miles traveled (VMT), congestion, and greenhouse gas (GHG) emissions.

The Final 2020–2045 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) (also referred to as "Connect SoCal") presents the land use and transportation vision for the SCAG region through fiscal year 2045 (SCAG 2020). The following are the explicit goals set forth by RTP/SCS Connect SoCal: (1) encourage regional economic prosperity and global competitiveness; (2) improve mobility, accessibility, reliability, and travel safety for people and goods; (3) enhance the preservation, security, and resilience of the regional transportation system; (4) increase person and goods movement and travel choices within the transportation system; (5) reduce GHG emissions and improve air quality; (6) support healthy and equitable communities; (7) adapt to a changing climate and support an integrated regional development pattern and transportation network; (8) leverage new transportation technologies and data-driven solutions that result in more efficient travel; (9) encourage development of diverse housing types in areas that are supported by multiple transportation options; and (10) promote conservation of natural and agricultural lands and restoration of habitats (SCAG 2020).

As it applies to the Project's implementation of rezoning/redesignation for Project-area sites identified in the Housing Element (i.e., sites to accommodate the County's Regional Housing Needs Assessment [RHNA] obligation), the State Legislature intended that planning be coordinated and integrated with the RTP/SCS. To achieve this goal, the County's total RHNA obligation is consistent with the development pattern included in the RTP/SCS Connect SoCal (Cal. Govt. Code Section 65584.04[m]) (SCAG 2020). Programs and standards set forth within the Project are designed to accommodate potential growth projections outlined in the RTP/SCS Connect SoCal and to demonstrate compatibility with the RTP/SCS Connect SoCal regional goals and intents.

South Coast Air Quality Management District

South Coast Air Basin

The Project area is located within the South Coast Air Basin (SCAB). The SCAB is an area bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east (SCAQMD 2022). The SCAB's air pollution problems are a consequence of the combination of emissions from the nation's second-largest urban area, meteorological conditions that hinder dispersion of those emissions, and mountainous terrain surrounding the SCAB that traps pollutants as they are pushed inland with the sea breeze (SCAQMD 2022). The SCAQMD is the regional agency responsible for the regulation and enforcement of federal, State, and local air pollution control regulations in the SCAB. The SCAQMD operates monitoring stations in the SCAB, develops rules and regulations for stationary sources and equipment, prepares emissions inventory and air quality management planning documents, and conducts source testing and inspections. The SCAQMD's Air Quality Management Plans (AQMPs) include control measures and strategies to be implemented to attain State and federal ambient air quality standards in the SCAB. The SCAQMD then implements these control measures as regulations to control or reduce criteria pollutant emissions from stationary sources or equipment.

Air Quality Management Plan

SCAQMD's Air Quality Management Plans (AQMPs) include control measures and strategies to be implemented to attain the California Ambient Air Quality Standards and National Ambient Air Quality Standards in the SCAB. SCAQMD then implements these control measures as regulations to control or reduce criteria pollutant emissions from stationary sources or equipment. The 2022 AQMP was adopted on December 2, 2022, and was developed to address the 2015 national ozone standard. The 2022 AQMP provides the regional path towards improving air quality and meeting federal standards for air pollutants. The 2022 AQMP builds upon measures already in place from previous AQMPs. It also includes a variety of additional strategies such as regulation, accelerated deployment of available cleaner technologies (e.g., zero 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 federal ozone standard (SCAQMD 2022).

2.2.2.3 Local

Los Angeles County General Plan and Planning Areas Framework Program

The Los Angeles County 2035 General Plan, adopted on October 6, 2015, provides goals and policies to achieve Countywide planning objectives for the unincorporated areas and serves as the foundation for all community-based plans, including the Project. The Planning Areas Framework Program of the General Plan (LU-1) requires completion of an area plan for each of the 11 County Planning Areas. In addition to establishing universal guidelines, the Planning Areas Framework Program directs lead agencies to design and implement area plans which address land use and policy issues that are specific to the given Planning Area (See Chapter 3, Project Description, for a more detailed discussion of required area plan components).

As provided in LU-1, the Project also reviews and considers various "opportunity areas", which have been identified in the General Plan as areas that should be considered for further study when preparing community-based plans (County of Los Angeles 2015). The different kinds of opportunity areas relevant to the Project are described in Table 2-1, Opportunity Area Types, below. The location of the opportunity areas played a critical role in the formulation of the

programs and policies set forth in both the recently adopted update to the General Plan Housing Element and the proposed South Bay Area Plan, including selection of appropriate sites to facilitate future residential development, where to promote a transition away from industrial land use practices, and where to focus on mobility improvements.

Table 2-1. Opportunity Area Types

Opportunity Area	Description
Transit Centers	Areas that are supported by major public transit infrastructure. Transit centers are identified based on opportunities for a mix of higher intensity development, including multifamily housing, employment, and commercial uses; infrastructure improvements; access to public services and infrastructure; playing a central role within a community; or the potential for increased design, and improvements that promote living streets and active transportation, such as trees, lighting, and bicycle lanes.
Neighborhood Centers	Areas with opportunities suitable for community-serving uses, including commercial only and mixed-use development that combine housing with retail, service, office and other uses. Neighborhood centers are identified based on opportunities for a mix of uses, including housing and commercial; access to public services and infrastructure; playing a central role within a community; or the potential for increased design, and improvements that promote living streets and active transportation, such as street trees, lighting, and bicycle lanes.
Corridors	Areas along boulevards or major streets that provide connections between neighborhoods, employment, and community centers. Corridors are identified based on opportunities for a mix of uses, including housing and commercial; access to public services and infrastructure; playing a central role within a community; or the potential for increased design and improvements that promote living streets and active transportation, such as trees, lighting, and bicycle lanes.
Industrial Flex Districts	Areas with an opportunity for industrial uses to transition to non-industrial uses through future planning efforts. These areas would provide opportunities for non-industrial uses and mixed uses, where appropriate, as well as light industrial or office/professional uses that are compatible with residential uses.

Source: County of Los Angeles 2015

The General Plan, together with community-based plans, also establishes land use categories (or “designations”) to provide a framework for the basic type and intensity of uses permitted by each land use category, including the overall maximum density for residential development and maximum intensity of development for commercial and industrial uses. The land use designations for the Project area are provided in the following series of figures: Figure 2-3a, Existing General Plan Land Use, Alondra Park/El Camino Village; Figure 2-3b, Existing General Plan Land Use, Del Aire/Wiseburn; Figure 2-3c, Existing General Plan Land Use, Hawthorne Island; Figure 2-3d, Existing General Plan Land Use, La Rambla; Figure 2-3e, Existing General Plan Land Use, Lennox; Figure 2-3f, Existing General Plan Land Use, West Carson; and Figure 2-3g, Existing General Plan Land Use, Westfield/Academy Hills.

6th Cycle Housing Element Update (2021-2029)

The County’s Housing Element is one of the seven required elements of the General Plan. Per Section 65583(c)(7) of the California Government Code, Housing Element policies are shaped by, and must be consistent with, other General Plan elements and associated policies. The primary focus of the Housing Element is to ensure decent, safe, sanitary, and affordable housing for current and future residents of the unincorporated areas, including those with special needs. As such, the County is required to ensure the availability of residential sites, at adequate densities and appropriate development standards, in the unincorporated areas to accommodate its fair share of the Regional Housing Needs Allocation, also known as the RHNA. Under the current RHNA, the

unincorporated County is required to provide the zoned capacity to accommodate the development of at least 90,052 housing units affordable to households at specific income levels using various land use planning strategies, including 25,648 very-low income, 13,691 low-income, 14,180 moderate-income, and 36,533 above-moderate income units.

In order to satisfy its RHNA, the County recently adopted an update to the Housing Element for the “6th Cycle” 2021–2029 planning period (referred to herein as the “Housing Element”), consisting of: an adequate sites inventory; redesignation/rezoning program; analysis of constraints and barriers; goals, policies, and implementation programs; amendments to Title 22, Planning and Zoning, (Zoning Code) of the Los Angeles County Code; and amendments to the General Plan Land Use Element (County of Los Angeles 2022a).

While the County’s unincorporated areas have the existing capacity to accommodate up to 38% of the required RHNA units, there is a remaining capacity shortfall that must be accounted for if the County is to fulfill its RHNA obligations as required by State law. Approximately 20,750 very low/low-income, 9,019 moderate-income, and 26,005 above-moderate-income units will be accommodated for via redesignation/rezoning efforts implemented throughout the County (i.e., Housing Element Program 17, Adequate Sites for RHNA) (County of Los Angeles 2022a). The redesignation/rezoning effort(s) will primarily consist of implementing land use and zone changes to convert existing commercial and/or low-density residential designations to mixed-use and/or higher-density residential designations (County of Los Angeles 2022a).

Based on both the existing population and projected growth estimates, the County is required to ensure the availability of residential sites, at adequate densities and appropriate development standards, in the unincorporated County areas to accommodate its fair share of its RHNA. Because the County’s RHNA obligation cannot be met under existing conditions, Program 17, Adequate Sites for RHNA, of the County’s Housing Element has identified existing commercial and/or low-to-moderate-density residential parcels, which, as a result of land use changes, could accommodate additional residential development. In total, the Project area is required to accommodate capacity for at least 6,775 RHNA housing units (County Planning 2023b).

Los Angeles County Code

Working in tandem with the General Plan to implement the goals and policies outlined therein is the County Code. The County Code codifies the County’s Zoning Code (Title 22, Planning and Zoning). The Zoning Code, together with the Subdivision Code (Title 21) and zoning map, are implementation tools of the General Plan that provide details on specific allowable uses, design and development standards, and procedures in accordance with the land use designations assigned per the General Plan or applicable community-based plan(s). Zoning and subdivision regulations govern the division, design, and use of individual parcels of land, including minimum lot size, lot configuration, access, height restrictions, and yard setback standards for structures (County of Los Angeles 2023b).

Per the County’s Zoning Code and zoning map, the existing zoning for the Project area is illustrated in the following series of figures: Figure 2-4a, Existing Zoning, Alondra Park/El Camino Village; Figure 2-4b, Existing Zoning, Del Aire/Wiseburn; Figure 2-4c, Existing Zoning, Hawthorne Island; Figure 2-4d, Existing Zoning, La Rambla; Figure 2-4e, Existing Zoning, Lennox; Figure 2-4f, Existing Zoning, West Carson; and Figure 2-4g, Existing Zoning, Westfield/Academy Hills.

Chapter 22.120, Density Bonus

To mitigate the impacts of government policies, rules, and regulations on the development and improvement of affordable housing, the County offers a number of regulatory incentives, including density bonuses. The County’s Density Bonus Ordinance (Ordinance No. 2019-0053), detailed in Chapter 22.120 of the Zoning Code, offers deeper affordability, a simplified process for incentives and waivers, and bonuses that are above and beyond the requirements of the State’s Density Bonus Law. The Density Bonus Ordinance offers density bonuses and waivers or modifications to development standards for senior citizen housing developments and housing developments (minimum size of five units) that set aside a portion of the units for extremely low-, very low-, lower- and moderate-income households. In addition, the Density Bonus Ordinance offers incentives for housing developments that set aside a portion of the units for extremely low-, very low-, lower- and moderate-income households. Table 2-2, Density Bonus Ordinance (Density Bonus Sliding Scale), shows the Density Bonus Ordinance’s density bonus sliding scale for various types of housing projects.

Table 2-2. Density Bonus Ordinance (Density Bonus Sliding Scale)

Income Group	Minimum Set-Aside of Affordable Units	Base Bonus	Maximum Bonus for Projects with 100% Affordable Projects ²
Extremely Low Income	5%	25%	120% ²
Very Low Income	5%	20%	100% ²
Lower Income	10%	20%	80% ²
Moderate Income (<i>common interest developments only</i>)	10%	5%	60%
Senior Citizen Housing Development ¹	-	20% of the number of senior units	—
Land Donation (<i>with very low income housing set-aside on donated land only</i>)	10%	15%	35%

Source: County of Los Angeles 2022a

- ¹ Affordability is not a requirement for senior housing developments to qualify for a density bonus and waivers or modifications to development standards per the Zoning Code.
- ² The County’s sliding scale also reflects Assembly Bill (AB) 1763 (Chiu), which provides an enhanced density bonus by-right for eligible 100% affordable housing developments.

Oil Wells Ordinance No. 2023-0004 (2022)

The Oil Wells Ordinance No. 2023-0004 amended Title 12, Environmental Protection, of the Los Angeles County Code to remove the exemption for the operation of oil and gas wells from Chapter 12.08, Noise Control, and Title 22, Planning and Zoning, to prohibit new oil wells and production facilities, designate existing oil wells and production facilities as nonconforming, and establish regulations for existing oil wells and facilities. In effect, the ordinance requires the phase-out of existing oil wells and production facilities over the next 20 years and prohibits any new oil wells or production facilities within the unincorporated areas of the County. Among the unincorporated areas of the Planning Area, the largest concentration of oil and gas wells is located in West Carson, according to the California Conservation Geological Energy Management’s (CalGEM’s) Well Finder. Other oil and gas wells are located in Alondra Park/El Camino Village and Del Aire/Wiseburn communities (CalGEM 2023).

Green Zones Program

The Green Zones Program, which was approved by the County Board of Supervisors on June 14, 2022, promotes environmental justice by providing zoning requirements for industrial uses, vehicle-related uses, and recycling and

solid waste uses that may disproportionately affect communities surrounding these land uses (County of Los Angeles 2020b). Prior to implementation of the Green Zones Program, the County's Zoning Code was the primary means of regulating industrial uses, which was based solely on zoning and land use category, without consideration for proximity to incompatible land uses, such as multi-family residential developments and other "new sensitive uses" (County of Los Angeles 2020b).¹ In addition, new sensitive uses that are located adjacent to or adjoining an existing, legally-established industrial, recycling or solid waste, or vehicle-related use are now required to comply with additional development standards including landscaping, buffering, and open space requirements. The Green Zones Program seeks to enhance protection of sensitive uses, where such uses are adjacent to certain industrial and manufacturing uses, pursuant to historic development patterns and the land use designations in the General Plan or Zoning Code (County of Los Angeles 2020b).

Utilizing the Environmental Justice Screening Method (EJSM),² the Green Zones Program addresses incompatible land uses in proximity to sensitive uses and the lack of previously existing mechanisms to require appropriate mitigation measures within the unincorporated County (County of Los Angeles 2020b). As an initial framework, the Green Zones Program identifies eleven Green Zone Districts, which are communities located within the unincorporated County where the existing land use pattern(s) have the potential to adversely affect sensitive uses (County of Los Angeles 2020b). The Green Zones Program established new development standards and/or more stringent entitlement processes within the Green Zone Districts for specific industrial, recycling, or vehicle-related uses for properties located within a 500-foot radius of a sensitive use.³

In addition to the revisions to the Zoning Code, the Green Zones Program included a General Plan Amendment to ensure consistency with the revisions to the Zoning Code. The amendment consisted of text changes to policies in Chapter 3 (Guiding Principles), Chapter 6 (Land Use Element), Chapter 14 (Economic Development Element) and Appendix C (Land Use Element Resources) of the General Plan (County of Los Angeles 2020b). The edits and additions to policies in these chapters support the incorporation of the Green Zones Program framework into the General Plan as well as the implementation of the goals of Senate Bill (SB) 1000⁴ and existing environmental justice language in the General Plan.

While certain provisions in the Green Zones Program are applicable Countywide, such as the increased regulation of specific recycling and solid waste uses, the Green Zones Program has particular relevance and applicability for West Carson, which was selected for establishment of a Green Zone District. As such, properties with certain types of industrial uses in West Carson must comply with the established standards to protect sensitive uses, which include residential dwelling units, schools, parks, daycare centers, hospitals, and many more. Future new sensitive uses adjacent to industrial, recycling, and solid waste, or vehicle-related uses must also comply with these expanded requirements, such as a solid wall screening, landscaping buffers between incompatible uses, and standards relating to windows, balconies, and air filtration. The South Bay Area Plan is designed and intended

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- ¹ New sensitive uses are defined by the Green Zones Program to include a range of land uses where individuals are most likely to reside or spend time, including housing units, schools and school yards, parks, playgrounds, daycare centers, preschools, nursing homes, hospitals, shelters, and daycares, or preschools as accessory to a place of worship (County of Los Angeles 2020b).
 - ² The EJSM illustrates cumulative risks associated with environmental justice within the County by identifying areas that are disproportionately burdened by and vulnerable to multiple types of pollution and health risks.
 - ³ The Green Zone District development standards and/or entitlement processes are applicable to properties that are located within a 500-foot radius of a sensitive use of another unincorporated area property or a residential use on a property within incorporated city boundaries. (County of Los Angeles 2020b).
 - ⁴ SB 1000, Environmental Justice in Local Land Use Planning, requires local governments to identify environmental justice communities, referred to as "disadvantaged communities", in their jurisdictions and address environmental justice in their general plans (State of California Department of Justice 2021)

to work in tandem with the Green Zones Program and support the overall environmental justice goals of the County as they apply to the Project area.

Other Community and Specific Plans

Unincorporated Los Angeles County communities have other community and/or specific plans which regulate land use and development at the local level. While community plans are generally applicable throughout the entire community, a specific plan is a tool to systematically implement the General Plan within an identified project area. Specific plans are used to ensure that multiple property owners and developers adhere to a common plan or coordinate multiple phases of a long-term development. Specific plans must also be consistent with the General Plan and act to further General Plan goals and policies.

Additionally, the South Bay Planning Area contains three Transit Oriented Districts (TODs), which are areas within a 0.5-mile radius from a major transit stop that have development and design standards, and incentives to facilitate transit-oriented development. As shown in Figure 2-5, Transit Oriented Districts Policy Map, the TODs include Aviation/I-105, Hawthorne, and West Carson. According to the General Plan, all TODs will be implemented by a TOD specific plan, or a similar mechanism, with standards, regulations, and infrastructure plans that tailor to the unique characteristics and needs of each community, and address access and connectivity, pedestrian improvements, and safety. At the time of preparing this Draft PEIR, the County has only developed one TOD specific plan for the Project area in West Carson.

As shown in Figure 2-6, Employment Protection Districts Policy Map the South Bay Planning Area contains two Employment Protection Districts in West Carson and Lennox, which are economically viable industrial and employment-rich lands with policies to prevent the conversion of industrial land to non-industrial uses. According to the General Plan, Employment Protection Districts are designed to protect from the conversion; however, there are no other land use regulations (e.g., permitted density or FAR restrictions).

Community Standards Districts (CSDs) can be established as supplemental overlay districts to provide appropriate special development standards to address specific issues unique to area specific community, to protect and enhance the existing character and scale of a community and ensure that new development is compatible with and complementary to the unique characteristics of residential and commercial neighborhoods. There are currently 28 existing CSDs in the County, none of which are within the South Bay Planning Area boundaries.

West Carson Transit Oriented District Specific Plan

The West Carson Transit Oriented District (TOD) Specific Plan, adopted in 2018, guides transit-oriented development to create a distinct identity; improve connections and access for all users; and improve the safety, economic vitality, and overall quality of life for the West Carson community. The West Carson TOD Specific Plan is used in conjunction with the General Plan and County Code to provide more detailed design and development criteria for individual project proposals and public improvements. The Specific Plan defines a land use plan, development standards, infrastructure improvements, design guidelines, and implementation programs.

Vision Lennox

Vision Lennox is a County-led community plan that identifies a series of key strategies to implement the vision of the community and address current challenges faced by the community. Vision Lennox also identifies visions for Lennox Boulevard and Hawthorne Boulevard, two primary commercial/mixed-use corridors within the community. Lennox Boulevard, west of Hawthorne Boulevard, is an area with a well-defined urban character with the potential

to be a “main street” that matches the desired nature and character of the community. Hawthorne Boulevard can be repositioned and transformed into a vibrant and pedestrian friendly corridor to be in better balance with the needs of pedestrians, ground floor retail, cyclists and transit users through streetscape improvements. Vision Lennox includes opportunities to enhance the neighborhood and to improve Lennox Park and expand parks and open space in collaboration with the Lennox School District using existing school playgrounds and vacant lots to provide additional space for recreation (County of Los Angeles 2010).

Existing South Bay Area Plan Implementation Programs

There are several ongoing projects/programs within the Project area identified by the County with lead and partner agencies, including but not limited to the Los Angeles County Public Works, Department of Public Health, Department of Parks and Recreation, Internal Services Department, and Department of Regional Planning. These existing programs/projects include the following:⁵

- **Environmental Health’s Local Enforcement Agency (LEA) Program.** The LEA issues permits and inspects active and closed landfills, solid waste transfer stations, material recovery facilities, composting facilities and operations, and construction & demolition waste processing facilities and operations to ensure facilities comply with State laws and County Ordinances.
- **Environmental Health’s Inspection Program.** The County Department of Public Health’s Environmental Health Division permits and inspects restaurants, food markets, apartment buildings with four or more units and associated swimming pools, laundromats, street fairs, theaters, massage establishments, and tobacco retailers to ensure that facilities comply with State laws and County Ordinances.
- **Community Pedestrian Plan.** This plan will identify barriers to pedestrian access in Lennox where community members and visitors live and work, as well as propose specific pedestrian safety projects and education/encouragement programs for implementation.
- **Safe Routes to Schools Infrastructure Enhancements.** This program implements mobility, enhanced pedestrian accessibility, and signal interval timing at intersections on designated corridors in proximity to schools and neighborhoods to reduce pedestrian and vehicle conflicts and improve access for transit and active transportation users.
- **Planning Area Capital Improvement Plans (from the General Plan).** This program, identified in the General Plan, includes development of Capital Improvement Plans for each of the 11 County Planning Areas. Each Capital Improvement Plan shall include the following, as needed: a Sewer Capacity Study; Transportation System Capacity Study; Waste Management Study; Stormwater System Study; Public Water System Study; list of necessary infrastructure improvements; Implementation Program; and Financing Plan.

2.3 Existing Conditions

The Project area encompasses approximately 6.8 miles in the southwest corner of the County. The land areas for each Project area community, as well as the percentage of land area relative to the entire Project area, are provided in Table 2-4, South Bay Planning Area Community Land Areas, below.

⁵ These existing projects/programs are also discussed in various sections of Chapter 4 of this Draft PEIR as they relate to specific environmental resource areas.

Table 2-4. South Bay Planning Area Community Land Areas

Unincorporated Project Area Community	Area (square miles)	Percent Total Project Area
Alondra Park/El Camino Village	1.14	17%
Del Aire/Wiseburn	1.02	15%
Hawthorne Island	0.12	2%
La Rambla	0.21	3%
Lennox	1.10	16%
West Carson	2.57	38%
Westfield/Academy Hills	0.69	10%
TOTAL (Project Area)	6.84	100%

2.3.1 Areawide Baseline Conditions

The Project area exhibits characteristics of typical urban/suburban auto-oriented development, including housing stock that is primarily single-family tracts; commercial centers that create “islands” with large surface parking, and; commercial strips that run along major transportation arterials, which rely on a high volume of drivers passing by to attract business (also referred to as auto-oriented retail) (County Planning 2023b). The Project area has transformed overtime and has undergone substantial infill development, yet it has been significantly influenced by traditional suburban development patterns. Currently, the Project area includes approximately 23,065 dwelling units, 68,275 residents, and 15,331 jobs (Appendix B-1; U.S. Census 2020).

The existing conditions related to population, housing and employment within the South Bay Planning Area are provided in Table 2-5, Existing Project Area Population, Housing, and Employment. The geographic scope for areawide conditions is the Project area (i.e., the seven unincorporated communities within the South Bay Planning Area) illustrated in Figure 2-2.

Table 2-5. Existing Project Area Population, Housing, and Employment

EXISTING PROJECT AREA CONDITIONS			
Project Area Community	Housing (DU) ^a	Population ^b	Employment ^c
<i>Geographic Scope: The seven unincorporated communities within the South Bay Planning Area</i>			
Alondra Park/El Camino Village	3,049	8,520	2,313
Del Aire/Wiseburn	3,721	10,060	1,514
Hawthorne Island	592	2,533	146
La Rambla	641	2,005	498
Lennox	5,480	20,008	2,032
West Carson	8,697	22,991	8,384
Westfield/Academy Hills	885	2,158	444
Project Area (TOTAL)	23,065	68,275	15,331

Sources: Appendix B-1; County Planning 2023a; U.S. Census 2020

Notes: DU = dwelling units.

- a The total number of existing dwelling units in each of the unincorporated Project area communities was estimated at the time of NOP publication (October 2023) and is based on Los Angeles County Office of the Assessor parcel data from 2022. The County determined that Assessor parcel data from 2022 most accurately represents the existing number of units within the Planning area and no growth factor or other growth projection was applied to represent 2023 baseline conditions (Appendix B-1).
- b Baseline population for the South Bay Planning Area reflects population data from each community profile (County Planning 2023a).

- c Employment data was estimated for the Project area and each Project area community using the U.S. Census Bureau’s “OnTheMap”, a web-based mapping and reporting application that shows where workers are employed. Estimates provided in this table reflect employment data from 2020, which was the most recent year for which data was available and compatible with OnTheMap application at the time of NOP publication for this Draft PEIR (U.S. Census 2020).

2.3.2 Parcel-Specific Baseline Conditions

Although many South Bay Area Plan policies and programs would be applicable for all unincorporated communities within the South Bay Planning Area, the geographic scope of proposed Project land use changes (which could potentially result in physical changes to the environment) is more limited. This Draft PEIR qualitatively and/or quantitatively assesses the Project’s impacts (i.e., the measurable change between existing or “baseline” conditions and proposed Project conditions for buildout year 2045). The main objective and purpose of this Draft PEIR—pursuant to CEQA—is to assess the impacts of Project components that could result in physical direct or indirect changes to the environment. Therefore, while baseline conditions for the entire Project area are provided in Table 2-5 above, refer to Table 2-6 through Table 2-8 for the baseline conditions within the parcels that would be subject to proposed land use changes.

2.3.2.1 Population and Housing

The existing population and housing conditions on parcels subject to proposed land use changes are summarized in Table 2-6 below.

Table 2-6. Existing Conditions Dwelling Units and Population

EXISTING CONDITIONS FOR PARCELS SUBJECT TO PROPOSED LAND USE CHANGES			
Project Area Community	Dwelling Units	Persons Per Household (Weighted Average for the Project Area)	Population (DU × PPH)
Alondra Park/El Camino Village	406	3.12	1,267
Del Aire/Wiseburn	482	3.12	1,504
Hawthorne Island	—	3.12	—
La Rambla	181	3.12	565
Lennox	1,182	3.12	3,688
West Carson	908	3.12	2,833
Westfield/Academy Hills	—	3.12	—
TOTAL	3,159	—	9,857

Source: Appendix B-1

Note: DU = dwelling units; PPH = persons per household; Population on parcels subject to proposed land use changes that would facilitate more dense residential development was calculated by multiplying the number of existing dwelling units by the weighted average persons per household (PPH) for the Project area. The weighted average PPH was calculated by dividing the total population of each community by the total number of dwelling units (County Planning 2023a; Appendix B-1).

2.3.2.2 Employment

Accessory Commercial Units

Despite the segregation of land uses instituted by modern-day single-use zoning, some residential-only neighborhoods in the Project area include pockets of commercial activity, such as corner markets, cafes, or in-

home businesses. Analysis indicates that some commercial uses are sole occupants on individual lots; in other instances, the commercial uses coexist with residential uses. These instances of commercial activity in residential zones are referred to as Accessory Commercial Units or “ACUs.” Some ACUs predate modern zoning laws and have become non-conforming uses; others are recent occurrences. The existing conditions related to ACUs, and associated ACU-generated employment are provided in Table 2-7, Existing ACUs and ACU Employment, below. The Project-specific geographic scope for the ACU program is limited to existing corner-lot parcels that are zoned for residential and contain residential-only uses within the Project area.

Table 2-7. Existing ACUs and ACU Employment

EXISTING CONDITIONS FOR ACUs			
Project Area Community	ACUs ^a	Square Feet ^b	ACU Employment ^c
<i>Geographic Scope: Residential-only zones subject to proposed Project land use changes</i>			
Alondra Park/El Camino Village	3	2,550	5
Del Aire/Wiseburn	2	1,700	4
Hawthorne Island	4	3,400	7
La Rambla	—	—	—
Lennox	4	3,400	7
West Carson	1	850	2
Westfield/Academy Hills	—	—	—
Residential-Only Zones TOTAL	14	11,900	25

Sources: Appendix B-1

Notes: This table provides the existing conditions for ACUs within areas subject to the proposed Project’s land use program, which it limited to residential only zones within the Project area. ACUs occur only within residential-only zones. Therefore, the baseline for ACUs under a Project-specific and areawide scope are the same.

- a There has been no official inventory of existing conforming and non-conforming commercial instances within residentially zoned parcels. The Project used Los Angeles County Assessor data from 2022 to identify the approximate number of existing ACUs within the Project area. However, data on existing ACU square footage and employment are not currently available.
- b The Project assumes an average of 850 square feet per ACU. The 850 square foot average was arrived at based on (1) a review of existing case studies and (2) the size of allowable Accessory Dwelling Units (1,200 square feet) and Junior Accessory Dwelling Units (500 square feet) where ACUs could potentially be located within the Project area.
- c The Project uses an employment generation factor to calculate existing ACU employment. The generation factor is derived from the County’s General Plan Buildout Methodology for “Rural Commercial/General Commercial”, where 511 square feet of building area required for 1 employee (County of Los Angeles 2014a).

Other Employment Generating Uses

The baseline conditions related to commercial/industrial building area (i.e., employment generating uses) and associated employment on the parcels subject to land use changes under the proposed Project are provided in Table 2-8, Existing Commercial/Industrial Building Area and Employment, below.

Table 2-8. Existing Commercial/Industrial Building Area and Employment

EXISTING CONDITIONS FOR PARCELS SUBJECT TO PROPOSED LAND USE CHANGES		
Project-Area Community	Building Area (Square Feet) ^a	Employment ^b
<i>Geographic Scope: CG, MU, and IL Parcels subject to proposed Project land use changes</i>		
Alondra Park/El Camino Village	487,854	983
Del Aire/Wiseburn	96,172	205
Hawthorne Island	—	—

Table 2-8. Existing Commercial/Industrial Building Area and Employment

EXISTING CONDITIONS FOR PARCELS SUBJECT TO PROPOSED LAND USE CHANGES		
Project-Area Community	Building Area (Square Feet) ^a	Employment ^b
<i>Geographic Scope: CG, MU, and IL Parcels subject to proposed Project land use changes</i>		
La Rambla	419,356	833
Lennox	61,782	127
West Carson	813,088	612
Westfield/Academy Hills	—	—
Project Area (TOTAL)	1,878,252	2,760

Sources: Appendix B-1

Notes: CG = General Commercial; MU = Mixed Use; IL = Light Industrial. The building area and employment shown in this table does not include all commercially zoned/designated lands or commercial uses within the Project area. Rather, the geographic scope for existing conditions identified in the above table is limited to parcels proposed for redesignation under the proposed Project.

- a The Project used Los Angeles County Assessor data from the year 2022 to identify the approximate building area square footage of existing commercial and industrial development, which was the most recent year for which parcel-specific data was available at the time of NOP publication for this Draft PEIR (see Appendix B-1 of this Draft PEIR for parcel-specific data).
- b Existing employment for commercial uses within General Commercial (CG) and Mixed Use (MU) parcels was estimated using an employment generation factor derived from the County's General Plan Buildout Methodology for "Rural Commercial/General Commercial", where 511 square feet of building area required for 1 employee. Existing employment for Light Industrial (IL) uses was estimated using an employment generation factor derived from the County's General Plan Buildout Methodology for "Light Industrial," where 1,306 square feet of building area required for 1 employee (County of Los Angeles 2014a).

2.3.3 Project Area Unincorporated Communities

This section examines the existing land use and planning conditions within each of the seven unincorporated Project area communities. Each subsection will include a brief review of the existing land use and zoning, as well as a discussion of the applicable community, neighborhood and/or specific plans.

2.3.3.1 Alondra Park/El Camino Village

Alondra Park/El Camino Village is situated between Rosecrans Avenue and Redondo Beach Boulevard, between Prairie Avenue and Crenshaw Boulevard. The total estimated population of this community is approximately 8,520 people. Residents are primarily employed in the service sector (17.4%), and blue collar (24.8%) and white collar (57.8%) jobs (County Planning 2023a). This primarily residential community includes Bodger Park, Alondra Park, Alondra Park Golf Course, and El Camino College. In addition, locally serving commercial is located along Crenshaw Boulevard. The Dominguez Channel and the adjacent Laguna Dominguez Trail intersect the community. Alondra Park/El Camino Village is served primarily by bus lines that run along Crenshaw Boulevard and Marine Avenue. Multiple highways are located within or adjacent to the community, including Interstate 405 (I-405) and State Route 107 (SR-107) (i.e., Hawthorne Boulevard). Major north/south community thoroughfares include Crenshaw Boulevard and Prairie Avenue. Major east/west thoroughfares include Redondo Beach Boulevard, Manhattan Beach Boulevard, and Rosecrans Avenue. Alondra Park/El Camino Village is approximately 4 miles from Los Angeles International Airport (LAX). This community is surrounded by incorporated cities: the City of Hawthorne to the north; the City of Gardena to the east; the City of Torrance to the south; and the City of Lawndale to the west.

This community is included within the Hawthorne-Alondra Park Study Area of the Department of Parks and Recreation's Los Angeles Countywide Comprehensive Park and Recreation Needs Assessment (PNA). A total of 25.9 acres of parkland is within this study area, which includes the South Bay Planning Area communities of

Alondra Park/El Camino Village and Hawthorne Island. Parkland includes the 15.22-acre Alondra Community Regional Park and the 10.66-acre Bodger Park. Thus, with a combined population of 11,361 in 2016, the study area has a 2.3 park acres per 1,000 residents (DPR 2016). There is one Los Angeles County Library branch located within Alondra Park/El Camino Village: Masao W. Satow Library (14433 South Crenshaw Boulevard) (Los Angeles County Library 2023).

Existing Community-Based Plans

There are no other existing or community-based plans applicable to Alondra Park/El Camino Village.

General Plan Land Use and Base Zoning

Alondra Park/El Camino Village is designated with a mix of residential, including Residential 9 (H9), Residential 18 (H18), and Residential 50 (H50), as shown in Figure 2-3a. Parcels along the west side of Crenshaw Boulevard are designated as General Commercial (CG), except for the portion south of Manhattan Beach Boulevard which is designated as Public and Semi-Public (P) occupied by El Camino College. Other P designations are scattered throughout the community, including Bodger Park and Mark Twain Elementary School. Lastly, a substantial portion of the community is designated as Open Space Parks and Recreation (OS-PR), occupied by Alondra Park and Golf Course, south of Manhattan Beach Boulevard.

Alondra Park/El Camino Village contains one corridor opportunity area as designated by the General Plan. The corridor is along Crenshaw Boulevard, which includes a range of commercial uses and runs along the border of Alondra Park/El Camino Village and the City of Gardena. The corridor also connects other areas to El Camino College, which comprises the southern portion of Alondra Park/El Camino Village (County of Los Angeles 2015).

Alondra Park/El Camino Village contains the following zoning designations: A-1 (Light Agricultural), R-1 (Single-Family Residence), R-2 (Two-Family Residence), R-3 (Limited Density Multiple Residence), C-1 (Restricted Business), C-2 (Neighborhood Business), C-3 (General Commercial), and M-1 (Light Manufacturing) as shown in Figure 2-4a.

Within Alondra Park/El Camino Village, the 6th Cycle Housing Element Update 2021-2029 (Housing Element) Appendix B identifies 54 parcels for zone changes located along Crenshaw Boulevard between Rosecrans Avenue and Manhattan Beach Boulevard, as well as along 147th Street and Eriel Avenue. Per the Housing Element, all 54 sites have proposed General Plan designations of Mixed-Use (MU) with an allowed density of 50-150 dwelling units per acre (du/ac) and proposed zoning of Mixed-Use Development (MXD). Across the 54 sites, Alondra Park/El Camino Village is planned to support 3,379 RHNA allocated units (County of Los Angeles 2022a).

2.3.3.2 Del Aire/Wiseburn

Del Aire/Wiseburn straddles the I-405 freeway, where the Del Aire portion lies directly southwest of the I-405/I-105 freeway interchange, east of Aviation Boulevard, and the Wiseburn portion lies directly east of the I-405 freeway and north of Rosecrans Avenue. Based on American Community Survey (ACS) estimates in 2021, Del Aire/Wiseburn has a population of approximately 10,060. The household size of 2.83 is smaller than the County average of 3.30 (Public Works 2021). The majority of employed persons in Del Aire/Wiseburn are in white-collar occupation (68.3%), whereas blue-collar and service jobs make up the remaining 21.7%. The three primary sectors of employment are service, retail trade, and government; other major sectors are transportation and utilities, construction, and finance, insurance, and real estate (Public Works 2021). Major corridors within the Del

Aire/Wiseburn community include Aviation Boulevard, La Cienega Boulevard, El Segundo Boulevard, Inglewood Boulevard, and Rosecrans Avenue. Del Aire/Wiseburn is served by the Metro C Line (formerly the Green Line) via the Aviation/LAX station as well as several bus lines. This community is surrounded by incorporated cities: the City of Los Angeles to the north; the City of Hawthorne to the east and south; and the City of El Segundo to the west.

This community is included within the Del Aire Study Area of the Los Angeles Countywide PNA. A total of 6.6 acres of parkland is within this study area, consisting of Del Aire Park located to the north of El Segundo Boulevard. With a population of 10,104 as estimated in 2016, the study area has a 0.7 park acres per 1,000 residents (DPR 2016). The Los Angeles County Library system does not have a branch located within Del Aire/Wiseburn; however, the closest library to this community is the Wiseburn Library (5335 W. 135th Street) located in the City of Hawthorne (Los Angeles County Library 2023).

Existing Community-Based Plans

There are no other existing or community-based plans applicable to Del Aire/Wiseburn.

General Plan Land Use and Base Zoning

Del Aire/Wiseburn is primarily designated as Residential 9 (H9), as shown in Figure 2-3b. Pockets of higher density residential (Residential 30 [H30]) are designated for portions south of El Segundo Boulevard in Wiseburn and west of La Cienega Boulevard just north of Pacific Concourse Drive (Residential 100 [H100]) in Del Aire. In addition, parcels along the east side of Aviation Boulevard north of 122nd Street in Del Aire are designated as Mixed-Use (MU). Public and Semi-Public designated parcels are located primarily north of El Segundo Boulevard and west of La Cienega Boulevard. One portion of the community is designated as Light Industrial (IL) generally west of La Cienega Boulevard and south of the I-105 freeway. Del Aire Park, designated as Parks and Recreation (OS) is located along Isis Avenue, north of El Segundo Boulevard. Lastly, General Commercial (CG) designated parcels primarily line El Segundo Avenue and Inglewood Avenue in Wiseburn.

Del Aire/Wiseburn contains two primary General Plan designated opportunity areas. The area surrounding the Aviation/LAX Metro Station in Del Aire presents opportunities to activate land uses adjacent to the station and improve street and community design, as well as include pedestrian and bicycle amenities to encourage active mobility. The second opportunity area is in Wiseburn, the Inglewood Avenue corridor, which includes commercial and mixed-use land uses such as neighborhood-serving businesses. This corridor provides opportunities for additional mixed-use development and design improvements for pedestrians and bicyclists (County of Los Angeles 2015).

Del Aire/Wiseburn contains the following zoning designations: R-1 (Single-Family Residence), R-3 (Limited Density Multiple Residence), RPD (Residential Planned Development), MXD (Mixed Use Development), C-1 (Restricted Business), C-2 (Neighborhood Business), C-3 (General Commercial), C-M (Commercial Manufacturing), M-1 (Light Manufacturing), and MPD (Manufacturing - Industrial Planned Development), as shown in Figure 2-4b.

Within Wiseburn, the Housing Element identifies 13 parcels for zone changes located along Inglewood Avenue between 131st Street and 138th Street, as well as 134th Street and 137th Street. Per the Housing Element, all 13 sites have proposed General Plan land use designations of Mixed-Use (MU) with an allowed density of 50-150 du/ac and proposed zoning of Mixed-Use Development (MXD). Across the 13 sites, Wiseburn is planned to support 383 RHNA allocated units (County of Los Angeles 2022a).

2.3.3.3 Hawthorne Island

Hawthorne Island is located directly west of Crenshaw Boulevard between West Rosecrans Avenue and West 135th Street. Covering an area of only 0.12 square miles, geographically it is the smallest community in the South Bay Planning Area. This community has a total estimated population of 2,533 people. The largest sector of employment in Hawthorne is construction (59.0%), followed by transportation and utilities (19.2%), retail trade (9.3%), service (6.2%), and wholesale trade (6.2%). Across these sectors of employment, 48.9% of residents are in white-collar occupations, 32.7% in blue-collar, and 18.4% in services occupations (County Planning 2023a). Major corridors in the community include Crenshaw Boulevard and 135th Street. This community is primarily served by bus lines along Crenshaw Boulevard. This community is surrounded by the City of Hawthorne to the north, west, and south; and the City of Gardena to the east.

This community is included within the Hawthorne-Alondra Park Study Area of the Los Angeles Countywide PNA. A total of 25.9 acres of parkland is within this study area, which includes the South Bay Planning Area communities of Alondra Park/El Camino Village and Hawthorne Island. Thus, with a combined population of 11,361 in 2016, the study area has a 2.3 park acres per 1,000 residents. However, there is no parkland located within the boundaries of this community (DPR 2016). Masao W. Satow Library (14433 South Crenshaw Boulevard) is the closest Los Angeles County Library branch to this community (Los Angeles County Library 2023).

Existing Community-Based Plans

There are no other existing or community-based plans applicable to Hawthorne Island.

General Plan Land Use and Base Zoning

Hawthorne Island is primarily designated as Residential 18 (H18) by the General Plan, as shown in Figure 2-3c. Parcels along the west side of Crenshaw Boulevard are designated as General Commercial (CG).

Hawthorne Island contains the following zoning designations: R-2 (Two-Family Residence), R-3 (Limited Density Multiple Residence), C-2 (Neighborhood Business), and C-3 (General Commercial), as shown in Figure 2-4c.

2.3.3.4 La Rambla

La Rambla is located in the center of the City of Los Angeles San Pedro neighborhood, directly west of the Port of Los Angeles. The total estimated population of this community is 2,005 people. Residents are primarily employed in the service sector (64.5%), followed by retail trade (14.8%) and government (6.6%). Across these sectors, most workers are white-collar occupations (59.3%), such as business, management, finance, and science and healthcare, followed by blue-collar occupations (22.1%), such as agriculture, construction, and transportation, and services (18.4%) (County Planning 2023a). La Rambla includes commercial land uses along 7th Street and medical office uses, including the Providence Little Company of Mary Center, as well as single- and multi-family residential uses. Major corridors include West 7th Street, West 6th Street, W 3rd Street, W 1st Street, and South Bandini Street. La Rambla is primarily served by bus lines along West 7th Street. This community is surrounded by the City of Los Angeles, specifically, the San Pedro neighborhood, on all sides.

This community is included within the City of LA San Pedro–LA Port of Los Angeles–Unincorporated La Rambla Study Area of the Los Angeles Countywide PNA. A total of 726 acres of parkland is within this study area. Thus, with a combined population of 83,023 in 2016, the study area has an 8.7 park acres per 1,000 residents (DPR

2016). Although, there is no parkland located within the boundaries of the unincorporated community of La Rambla, there are parks located within the general vicinity of this community. The Los Angeles County Library system does not have a branch located within La Rambla; however, the closest library to this community is the San Pedro Regional Branch Library (City of Los Angeles 2023).

Existing Community-Based Plans

There are no other existing or community-based plans applicable to La Rambla.

General Plan Land Use and Base Zoning

La Rambla has a mix of General Plan land use designations including Residential 9 (H9), Residential 18 (H18), General Commercial (CG) and Public (P) as shown in Figure 2-3d. CG designated parcels along 6th Street are largely occupied by medical and healthcare related uses.

La Rambla contains the following zoning designations: R-1 (Single-Family Residence), R-2 (Two-Family Residence), R-3 (Limited Density Multiple Residence), C-1 (Restricted Business), C-2 (Neighborhood Business), C-3 (General Commercial), IT-DP (Institutional), as shown in Figure 2-4d.

Within La Rambla, the Housing Element identifies 34 parcels for zone changes located along 1st Street, North Bandini Street north of 1st Street, 6th Street, 7th Street, and Butte Street. Per the Housing Element, all 34 sites have proposed General Plan land use designations of Mixed-Use (MU) with an allowed density of 50-150 du/ac and proposed zoning of Mixed-Use Development (MXD). Across the 34 sites, La Rambla is planned to support 1,719 RHNA allocated units.

2.3.3.5 Lennox

Lennox is a primarily residential community bordered by two major freeways, I-405 to the west and I-105 freeway to the south, and adjacent to the cities of Inglewood and Hawthorne, as well as LAX. Lennox has a population of approximately 21,209. Average household size in Lennox is 3.73 people, which is larger than the average of the unincorporated areas of the County of 3.30 (Public Works 2021). The five primary sectors in which residents of Lennox are employed are service industries (56.5%), retail trade (15.5%), transportation and utilities (12.8%), wholesale trade (4.3%), and construction (4.0%) (County Planning 2023a). Lennox is served by the Metro C Line (formerly the Green Line) via the Hawthorne/Lennox Station as well as several bus lines. Major corridors within the Lennox community include north-south running Inglewood Avenue and Hawthorne Boulevard, and east-west running 104th Street, Lennox Boulevard, and 111th Street. This community is surrounded by the City of Inglewood to the north and east; the City of Los Angeles to the west; and the City of Hawthorne to the south.

This community is included within the Lennox Study Area of the Los Angeles Countywide PNA. A total of 5.6 acres of parkland is within this study area, consisting of just Lennox Park, located in the center of the community. With a population of 23,228 in 2016, the study area has a 0.2 park acres per 1,000 residents (DPR 2016). There is one Los Angeles County Library branch located within Lennox: the Lennox Library (4359 Lennox Boulevard) (Los Angeles County Library 2023).

Existing Community-Based Plans

Vision Lennox

Vision Lennox identified a series of key strategies to implement the vision of the community and address challenges faced by the community, such as overcrowding, leading to a shortage of parking spaces and encroachment into adjacent commercial lots, as well as existing transportation infrastructure, both freeways and corridors that divide the community into six neighborhoods. Vision Lennox identified opportunities to enhance the neighborhood and to improve Lennox Park and expand parks and open space in collaboration with the Lennox School District using existing school playgrounds and vacant lots to provide additional space for recreation.

General Plan Land Use and Base Zoning

Lennox is primarily designated as Residential 18 (H18) by the General Plan, as shown in Figure 2-3e, except for the northwest portion of Lennox north of 104th Street which is designated as Residential 9 (H9) west of Felton Avenue and Residential 30 (H30) between Burford Avenue and Felton Avenue. Inglewood Avenue and Hawthorne Boulevard, between 104th Street, and 111th Street, are designated as General Commercial (CG) as well as Lennox Boulevard between Mansel Avenue and Acacia Avenue, and several parcels along La Cienega Boulevard. Throughout Lennox, several large parcels are designated as Public and Semi-Public (P), which are primarily occupied by schools such as Jefferson Elementary School, Felton Elementary School, Buford Elementary School, Lennox Middle School, Whelan Elementary School, and Moffett Elementary School. One area, Lennox Park, along Lennox Boulevard is designated as Parks and Recreation (OS-PR). Light Industrial (IL) designated parcels are located along La Cienega Boulevard, west of I-405 freeway. The General Plan Land Use Element identifies this area as an Employment Protection District, where industrial zoning and industrial land use designations should remain, and where policies to protect industrial land from other uses (residential and commercial) should be enforced.

In addition, Lennox resides within an Airport Influence Area, which is comprised of airport property, runway protection zones, and noise contours. With certain exceptions, all developments located in an Airport Influence Area are subject to review by the Los Angeles County Airport Land Use Commission (ALUC) for compliance with noise and safety regulations, per Title 21 of the California Code of Regulations. Aircraft noise contours that pertain to Lennox affect the compatibility of land uses that can reside within the exposure areas due to noise-sensitive land uses, such as residential and schools, cannot be located within areas exposed to aircraft noise levels of Community Noise Equivalent Level (CNEL) 65 dB and greater, which pertains to large portions of Lennox.

Lennox contains several Opportunity Areas as defined in the General Plan. As Lennox is served by the Metro C (formerly Green) Line and includes the Hawthorne/Lennox Station, one of the opportunity areas includes a transit center which extends approximately one-half mile along Hawthorne Boulevard and includes Hawthorne/Lennox station which is located in the median of the I-105 freeway. Additional opportunity areas include the intersection of Lennox/Hawthorne with opportunities for community-serving uses, including mixed-use, and multi-modal improvements as well as the corridor along Hawthorne Boulevard with opportunities for mixed-use developments, as well as design improvements (County of Los Angeles 2015).

Lennox contains the following zoning designations: R-1 (Single-Family Residence), R-2 (Two-Family Residence), R-3 (Limited Density Multiple Residence), C-2 (Neighborhood Business), C-3 (General Commercial), C-M (Commercial Manufacturing), M-1 (Light Manufacturing), M-2 (Heavy Manufacturing), as shown in Figure 2-4e.

Within Lennox, the Housing Element identifies 15 parcels for zone changes located along Hawthorne Boulevard south of Lennox Boulevard, one parcel along Acacia Avenue and one parcel along Lennox Boulevard. Per the

Housing Element, all 17 sites have proposed General Plan land use designations of Mixed-Use (MU) with an allowed density of 50-150 du/ac and proposed zoning of Mixed-Use Development (MXD). Across the 17 sites, Lennox is planned to support 517 RHNA allocated units.

2.3.3.6 West Carson

West Carson is bordered by the I-110 freeway to the east and situated between the I-405 freeway and Pacific Coast Highway 1. The total estimated population of this community is approximately 8,520 people. Residents are primarily employed in the service sector (56.2%), followed by retail trade (18.9%), manufacturing (9.9%), and transportation and utilities (5.3%) (County Planning 2023a). West Carson is also adjacent to the cities of Carson, Torrance, Los Angeles, and Lomita. The community includes major employment centers and amenities, including the Harbor UCLA Medical Center, and is served by the Metro C Line (formerly Green Line) via West Carson Station. Major corridors include Normandie Avenue and Vermont Avenue, running north-south, Torrance Boulevard, Carson Street, and Sepulveda Boulevard, each running east-west. This community is surrounded by the City of Los Angeles to the north, west, and south and the City of Carson to the east.

This community is included within the West Carson-Harbor City Study Area of the Los Angeles Countywide PNA. A total of 8.4 acres of parkland is within this study area, consisting of Park Learning Grove County Park, which is located in the center of the study area. With a population of 21,715 in 2016, the study area has a 0.4 park acres per 1,000 residents (DPR 2016).⁶ The Los Angeles County Library system does not have a branch located within West Carson; however, the closest library to this community is the Harbor City – Harbor Gateway Branch Library (City of Los Angeles 2023).

Existing Community-Based Plans

West Carson Transit Oriented District Specific Plan

The West Carson Transit Oriented District (TOD) Specific Plan establishes a vision for development as well as a regulatory framework, including policies, development standards, design standards, and recommended capital improvement projects. The TOD Specific Plan identifies opportunities for compact, infill development that support the intensification and expansion of Harbor-UCLA Medical Center, while remaining sensitive to existing single-family neighborhoods. Increased housing opportunities and employment-generating uses are targeted adjacent to the Carson Street Station to create a walkable and destination rich transit-oriented district, with local and regional transit as an amenity and facilitate more active transportation trips via walking and biking. Specific corridors that are identified with a vision for more livable and sustainable multi-modal streets are Carson Street and 223rd Street.

The Plan designates several areas primarily along Carson Street, as show in Figure 2-4f, as Mixed-Use 1 (MU1) zone to allow for commercial-residential mixed-use, multi-family residential, art and culture facilities, parks and playgrounds, and places of worship by-right given their proximity to high intensity uses within and surrounding the Harbor UCLA Medical Center. MU1 has a density allowance of 18-30 du/ac and a FAR of 0.5-1.0. In addition, the plan designates several areas east of Harbor-UCLA Medical Center, as shown in Figure 2-4f, as Mixed-Use 2 (MU2). MU2 is intended to allow for higher-Intensity, transit-supporting infill development that allows for parks and playgrounds, commercial-recreational uses, grocery stores, gyms, hotels, and movie theatres by-right. MU2

⁶ In addition, the 8.5-acre Wishing Tree Park in West Carson (located near the intersection of Del Amo Boulevard and New Hampshire Avenue) is currently under construction and will open in 2024. However, this park is not included in the Department of Parks and Recreation's assessment of park acreage per community, which was conducted in 2016 (DPR 2016).

has a density allowance of 31-70 du/ac. The TOD Specific Plan's mixed-use zones require non-residential open space regulations as well.

Green Zones Ordinance

Green Zone Districts were identified for 11 unincorporated communities in Los Angeles County, including West Carson. As such, industries in West Carson must comply with the established standards to protect sensitive uses, which include residential dwelling units, schools, parks, daycare centers, hospitals, and many more. Future new sensitive uses adjacent to industrial, recycling, and solid waste, or vehicle-related uses must also comply with these expanded requirements, such as a solid wall screening, landscaping buffers between incompatible uses, and standards relating to windows, balconies, and air filtration.

General Plan Land Use and Base Zoning

West Carson has a land use mix of low-density residential (Residential 9 [H9]), medium-density residential (Residential 18 [H18] and Residential 30 [H30]), and higher density residential (Residential 50 [H50]), as shown in Figure 2-3f. Both Light Industrial (IL) and Heavy Industrial (IH) designated parcels are located throughout the community. The General Plan Land Use Element identifies several IL and IH areas in West Carson as an Employment Protection District where industrial zoning and industrial land use designations should remain, and where policies to protect industrial land from other uses (residential and commercial) should be enforced. In addition, General Commercial (CG) designated parcels are located in distinct pockets throughout the community, with concentrations at the intersection of Sepulveda Boulevard and Vermont Avenue and along the eastern side of Normandie Avenue north of Torrance Boulevard. Public and Semi-Public (P) designated parcels are also scattered throughout the community, with LA County Harbor-UCLA Medical Center being the largest. Lastly, Mixed-Use (MU) designated parcels are located surrounding the Harbor-UCLA Medical Center along the northern side of Carson Street and east of Vermont Avenue.

West Carson contains several opportunity areas per the General Plan. According to the General Plan, portions of West Carson have undergone transition from a warehousing and distribution center servicing the Port of Los Angeles, to a higher density residential community impacted by the rapid growth of the nearby City of Torrance and City of Carson (County of Los Angeles 2015). The General Plan also identifies an Industrial Flex District with an opportunity for industrial uses to transition to non-industrial uses through future planning efforts. Harbor-UCLA Medical Center, also located in West Carson, is a major employer and activity center in the area. According to the General Plan, planned future expansions of the medical facility, as well as its proximity to the Metro J (formerly Silver) Line, provide redevelopment and infill opportunities in the surrounding neighborhoods.

West Carson contains the following zoning designations: A-1 (Light Agricultural), R-1 (Single-Family Residence), R-2 (Two-Family Residence), R-3 (Limited Density Multiple Residence), R-4 (Medium Density Multiple Residence), RPD (Residential Planned Development), C-2 (Neighborhood Business), C-3 (General Commercial), MPD (Manufacturing - Industrial Planned Development), M-1 (Light Manufacturing), M-1.5 (Restricted Heavy Manufacturing), M-2 (Heavy Manufacturing), SP (Specific Plan), as shown in Figure 2-4f.

2.3.3.7 Westfield/Academy Hills

Westfield/Academy Hills is a primarily residential community located on the Palos Verdes Peninsula. The total estimated population of this community is approximately 2,158 people (County Planning 2023a). The South Coast Botanic Garden is a key amenity and regional destination within this community. The Peter Weber Equestrian

Center lies just northwest of the community. Two schools are located in this community including Rolling Hills Country Day School and the Chadwick School. Major corridors include Palos Verdes Drive and Crenshaw Boulevard. Westfield/Academy Hills is primarily served by bus lines along Palos Verdes Drive North. This community is surrounded by the City of Torrance to the north; the City of Rolling Hills to the south/southeast; City of Rancho Palos Verdes to the west/southwest; and bisected by the City of Rolling Hills Estates.

This community is included within the City of Rolling Hills Estates/Unincorporated Westfield Study Area of the Los Angeles Countywide PNA. A total of 61.1 acres of parkland is within this study area, which includes the South Bay Planning Area communities of Westfield/Academy Hills and the City of Rolling Hills Estates. Thus, with a combined population of 10,191 in 2016, the study area has 6 park acres per 1,000 residents (DPR 2016). The South Coast Botanic Garden is located within the unincorporated community of Westfield/Academy Hills; however, it is not considered parkland according to the 2016 PNA. As such, there is no parkland located within this community. The Los Angeles County Library system does not have a branch located within La Rambla; however, the closest library to this community is the Peninsula Center Library (701 Silver Spur Road) (Palos Verdes Library District 2023).

Existing Community-Based Plans

There are no other existing or community-based plans applicable to Westfield/Academy Hills.

General Plan Land Use and Base Zoning

Westfield/Academy Hills is primarily designated as low-density residential (Residential 2 [H2] and Residential 5 [H5], as shown in Figure 2-3g. One area along Crenshaw Boulevard and Rolling Hills Road is designated as Residential 30 (H30). In addition, a large area along Crenshaw Boulevard north of Palos Verdes Drive is designated as Parks and Recreation (OS-PR), which includes the South Coast Botanic Garden and a former landfill site. The OS-PR designation is also located throughout the community in small areas south of Palos Verdes Drive. One General Commercial (CG) site is designated at the southeast corner of Palos Verdes Drive and Crenshaw Boulevard.

Westfield/Academy Hills contains the following zoning designations: R-A (Residential Agricultural), C-H (Commercial Highway), M-1 (Light Manufacturing), R-3 (Limited Density Multiple Residence), as shown in Figure 2-4g.

2.4 Public Services and Utilities

2.4.1 Public Services

This Draft PEIR evaluates the Project's potential impacts on public services including fire protection and emergency services, law enforcement, school, parks, and library services. This section provides a brief overview of the existing public services for the Project and the surrounding areas. For a more detailed discussion of existing conditions related to public services, please refer to Section 4.15, Public Services, of Chapter 4 of this Draft PEIR.

2.4.1.1 Fire Protection and Emergency Services

The Los Angeles County Fire Department (LACoFD) serves the unincorporated areas of Los Angeles County where it provides fire suppression and emergency medical services. The LACoFD operates multiple divisions including Air and Wildland, Fire Prevention, Forestry, and Health Hazardous Materials. The LACoFD had a total of 4,775 personnel in 2021 (LACoFD 2021). In addition to fire suppression, the LACoFD also provides fire prevention services, emergency medical services, hazardous materials services, and urban search and rescue services. The

LACoFD operates 177 fire stations within 9 divisions and 22 battalions, with LACoFD Station 18 serving Lennox; Station 160 serving Del Aire/Wisburn; Station 162 serving Hawthorne Island; Station 21 serving Alondra Park/El Camino Village; Station 85 serving West Carson; Station 106 serving Westfield/Academy Hills; and Station 36 serving La Rambla (LACoFD 2021). For more information on existing fire protection services, see Section 4.15, Public Services, of this Draft PEIR.

2.4.1.2 Sheriff Services

The Los Angeles County Sheriff's Department (LASD) provides general-service law enforcement to unincorporated areas of the County as well as cities within the County that have contracted with the agency. The LASD employs approximately 18,000 employees (LASD 2023). In addition to enforcement of criminal laws, LASD also provides investigative, traffic enforcement, accident investigation, and community education functions. The Field Operation Regions are centered on 25 patrol stations that are dispersed throughout the County, including the Carson Sheriff's Station, Lomita Sheriff's Station, and the South Los Angeles Sheriff's Station serving the Project area. LASD also maintains mutual aid agreements across jurisdictional boundaries for emergency response needs that exceed local resources. For more information on existing police protection services, see Section 4.15, Public Services, of this Draft PEIR.

2.4.1.3 School Services

There are eight school districts that serve the Project area: Centinela Valley Union High School District, Lennox Elementary School District, Wisburn Unified School District, Hawthorne School District, Lawndale Elementary School District, Torrance Unified School District, Los Angeles Unified School District (LAUSD), and Palos Verdes Peninsula Unified School District. For more information on existing school services, see Section 4.15, Public Services, of this Draft PEIR.

2.4.1.4 Parks

The County owns and operates parks and recreational facilities in both unincorporated areas and cities in Los Angeles County, managed by the Los Angeles County Department of Parks and Recreation (DPR). The County's park system, includes facilities that are owned, operated, and maintained by the County across 181 parks (DPR 2023). The system includes local and regional parks, natural areas, special use facilities, and multi-use trails (County of Los Angeles 2015). Parks serving each Project area community are further detailed in Section 2.3.3, Project Area Unincorporated Communities, above. The DPR offers a wide variety of recreation programs to meet the diverse needs of residents, ranging from organized sports, tournaments, and scheduled classes, to special events. For more information on existing park services, see Section 4.15, Public Services, of this Draft PEIR.

2.4.1.5 Libraries

The Los Angeles County Library (LACL) system provides library services to over 3.4 million residents living in unincorporated Los Angeles County and to residents of 44 cities in Los Angeles County (Los Angeles County Library 2023). The LACL system is a special fund County department operating under the direction of the County Board of Supervisors. Libraries serving each Project area community are further detailed in Section 2.3.3, Project Area Unincorporated Communities, above. For more information on existing library services, see Section 4.15, Public Services, of this Draft PEIR.

2.4.2 Utilities

This Draft PEIR evaluates the Project’s potential impacts on utilities and service systems, including the potential impacts to water, wastewater, storm drain, electric power, natural gas, telecommunication conveyance capacity, as well as impacts to water supply, wastewater treatment, and solid waste disposal capacity. A brief discussion of the existing regional utilities and service systems setting common to all Project area communities are discussed below. For a more detailed discussion of existing conditions related to utilities and system services, including those specific to each unincorporated Project area community, please refer to Section 4.19, Utilities and System Services of this Draft PEIR.

2.4.2.1 Stormwater Service

The Los Angeles County Flood Control District (LACFCD) is responsible for regional flood control protection within the County. Drainage facilities in Project area are provided and maintained by LACFCD, the California State Department of Transportation (Caltrans), City of Los Angeles, and Public Works (Road Maintenance Division).

2.4.2.2 Sewer Service

The Los Angeles County Sanitations Districts (LACSD) provides wastewater treatment services for the Project area. LACSD own, operate, and maintain the large trunk sewers that form the backbone of the wastewater conveyance system in the Project area. Local collector and/or lateral sewer lines are the responsibility of the jurisdiction in which they are located. The wastewater generated by the Project area is treated at the Joint Water Pollution Control Plant, located in the City of Carson, and the Los Coyotes Water Reclamation Plant, located in the City of Cerritos.

2.4.2.3 Water Supply

The Metropolitan Water District (MWD) is a water wholesaler to its member agencies, which in turn distribute the water to end users. MWD sources much of its water from the Colorado River and the State Water Project (i.e., surface water sources). In the Project area, MWD provides water to the West Basin Municipal Water District (WBMWD). The WBMWD in turn wholesales potable water to local retail water purveyors servicing all the unincorporated communities within the Project area. Los Angeles Department of Water and Power (LADWP) directly provides water supply services to La Rambla. Each community in the Project area derives a portion of its water supply from groundwater from the West Coast groundwater basins, which are adjudicated basins.⁷ (See Section 4.10, Hydrology and Water Quality, and Section 4.19, for further information about retail water purveyors and the water supply system servicing the Project area.)

2.4.2.4 Solid Waste

The Los Angeles County Department of Public Works (Public Works) manages the collection of solid waste for residents and businesses in the Project area (Public Works 2023). Permitted landfill capacity will be enough for the current volume of waste generated for at least the next 15 years. Increases in population and economic activity in unincorporated areas of the County will require jurisdictions to continue development of waste

⁷ When water users within a groundwater basin are in dispute over legal rights to the water, a court can issue a ruling known as an adjudication. Adjudications can cover an entire basin, a portion of a basin, or a group of basins and all non-basin locations between, as defined by court decree (DWR 2023).

reduction and diversion efforts to avoid shortfalls in landfill capacity and to meet County goals to reduce solid waste generation in unincorporated areas (Public Works 2020).

2.4.2.5 Electrical Service

Electricity in all Project-area communities except for La Rambla is provided by Southern California Edison (SCE), a private franchise utility company and subsidiary of Sempra Energy. Electricity in La Rambla is provided by the LADWP. All standards, development requirements, and improvement strategies are set directly by SCE and/or LADWP, with oversight by the California Public Utilities Commission (CPUC). Electricity is transmitted by a network of aboveground and underground power lines to supply sufficient power to all locations, including streetlights and traffic signals. The existing electrical system has adequate capacity to serve the Project area.

2.4.2.6 Natural Gas

Natural gas currently serving the Project area is provided by Southern California Gas Company (SoCalGas), which owns and operates two natural gas storage fields in Southern California. These storage fields help meet peak seasonal demand and allow Southern California customers to secure natural gas supplies more efficiently. SoCalGas also owns and operates four underground storage facilities located around Southern California. In addition, SoCalGas owns and operates all transmission mains, distribution pipelines, and service laterals in the Project area.

2.4.2.7 Telecommunication Service

Telecommunication facilities are installed in the Project area by a variety of private utility companies, including AT&T, Cox Communications, Frontier, and Earthlink (HighSpeedInternet 2023).

2.5 Cumulative Impact Analysis

Section 15355 of the CEQA Guidelines defines cumulative impacts as “two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.” Cumulative impacts are the change caused by the incremental impact of an individual project compounded with the incremental impacts from closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

Section 15130 of the CEQA Guidelines states that, where a lead agency concludes that the cumulative effects of a project, taken together with the impacts of other closely related projects are significant, the lead agency then must determine whether the project’s incremental contribution to such significant cumulative impact is “cumulatively considerable” (and thus significant in and of itself). Section 15130 further states that this discussion of cumulative impacts shall reflect the severity of the impacts and the likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effects attributable to the project alone. CEQA Guidelines Section 15130(b)(1) states that the information utilized in an analysis of cumulative impacts should come from one of two sources:

1. 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

2. A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or areawide conditions contributing to the cumulative impact.

The cumulative impact analysis contained in this Draft PEIR considers projections from applicable planning documents for assessment of impacts, including the County’s General Plan and SCAG’s Connect SoCal. As a program-level document, this Draft PEIR does not consider project-level development in the analysis of cumulative impacts (e.g., a list of past, present, and probable future projects producing related or cumulative impacts).

Under the General Plan, the County is required to prepare an area plan for each of the County’s 11 Planning Areas. The Antelope Valley Area Plan, Santa Clarita Valley Area Plan, and Santa Monica Mountains North Area Plan have been adopted. Thus, other planned and probable future projects considered in this Project’s cumulative impact analysis include the County’s other Area Plans to be developed and implemented over the coming years. In addition to this Project, other area plans currently under development and/or available for public review include the Metro Area Plan, San Fernando Valley Area Plan, West San Gabriel Area Plan, East San Gabriel Valley Area Plan, and the Westside Area Plan (County Planning 2023c).

The Draft PEIR considers the growth projections set forth in SCAG’s Connect SoCal, which is based on adopted local and regional plans, including plans from the adjacent Project-area jurisdictions of Carson, Gardena, El Segundo, Hawthorne, Inglewood, Lawndale, Los Angeles, Rancho Palos Verdes, Rolling Hills, Rolling Hills Estates, and Torrance. As such, adopted plans considered in the Project’s cumulative analyses include buildout of the County’s General Plan (including the Housing Element), and SCAG Connect SoCal. A summary of projections contained in the adopted County General Plan and SCAG Connect SoCal is provided below in Table 2-9, County General Plan and SCAG Connect SoCal (Cumulative Plans). Note that SCAG Connect SoCal accounts for future growth for both the incorporated and unincorporated County areas, including the applicable general plan buildout for all adjacent Project-area jurisdictions (i.e., 11,674,000 housing units, 4,119,000 people, and 5,382,000 jobs by 2045) (SCAG 2020).

Table 2-9. County General Plan and SCAG RTP/SCS Connect SoCal (Cumulative Plans)

Cumulative Plans	Geographic Scope	PLANNED BUILDOUT		
		Population	Housing (DU)	Jobs
Los Angeles County General Plan 2035 (as modified by the West Carson TOD Specific Plan) ^a	Project Area	92,353	28,200	27,582
County of Los Angeles Housing Element 2021-2029 ^b	Unincorporated County	315,182 ^c	90,052	—
Connect SoCal*	Unincorporated County	1,258,000	419,300	320,100
Connect SoCal*	County of Los Angeles	11,674,000	4,119,000	5,382,000

Sources: County of Los Angeles 2014b, 2018, 2021, 2022a; SCAG 2020

Notes: DU = dwelling units, which is a common planning term used to refer to housing units; TOD = Transit Oriented District.

- a. The estimated General Plan buildout for the Project area has been modified by the West Carson TOD Specific Plan (County of Los Angeles 2014b, 2018). See Section 4.14, Population and Housing, of this Draft PEIR for further details. The General Plan buildout estimates are anticipated through 2035.

- b. According to the County of Los Angeles Housing Element 2021-2029, 90,052 additional units must be planned for in the unincorporated areas of the County by 2029 (County of Los Angeles 2022a). The Project would implement land use changes to accommodate approximately 5,595 of these units, as discussed in further detail in Chapter 3, Project Description, of this Draft PEIR.
- c. Population estimates are based on 3.5 persons per household (County of Los Angeles 2021).
- * Estimates for population, dwelling units, and jobs for the unincorporated County and County of Los Angeles are derived from SCAG's Connect SoCal, which anticipates buildout through 2045 (SCAG 2020).

Section 15130(b)(3) of the CEQA Guidelines states that “lead agencies shall define the geographic scope of the area affected by the cumulative effect and provide a reasonable explanation for the geographic limitation used.” Each cumulative analysis in Sections 4.1 through 4.20 of this Draft PEIR identify the geographic scope that is applicable to that topic area. In general, the cumulative study area includes the County of Los Angeles. There are environmental issues whose relevant geographic scope for purposes of the cumulative impact analysis may be larger or smaller than the County, and may be defined by local, regional, or state agency jurisdiction or by other environmental factors. One example is the geographic scope of cumulative air quality impacts, defined by the SCAQMD to encompass the SCAB. The basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. Conversely, the geographic scope of cumulative aesthetic impacts is limited to anticipated growth and development in the Project area and immediately adjacent areas.⁸ The geographic context for the cumulative analysis is specified for each environmental issue addressed in Sections 4.1 through 4.20 of this Draft PEIR.

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⁸ The following jurisdictions share a border with one more of the unincorporated South Bay Planning Area communities: Commerce, Compton, Hawthorne, Huntington Park, Los Angeles, Lynwood, Montebello, Monterey Park, Paramount, and South Gate.

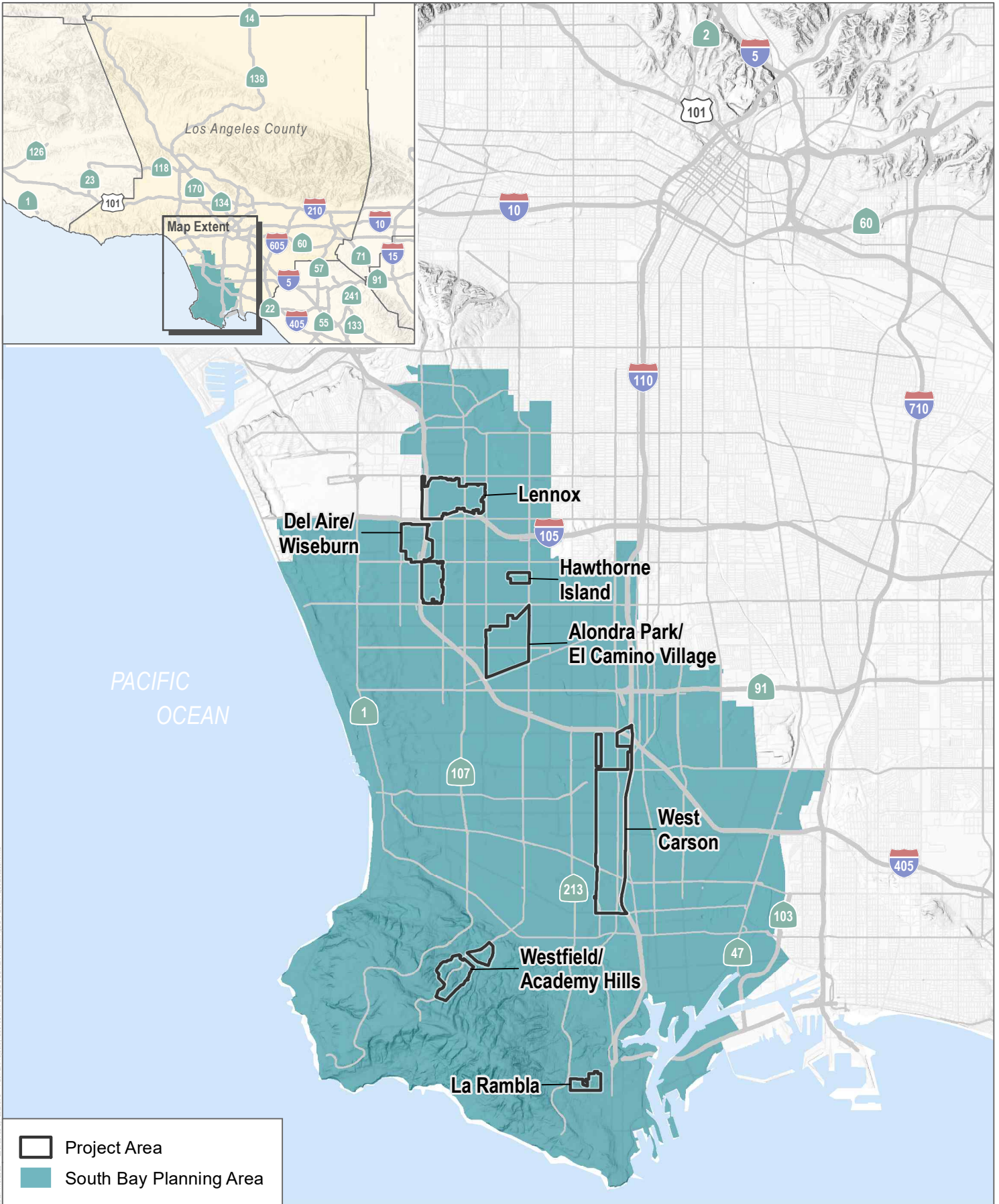
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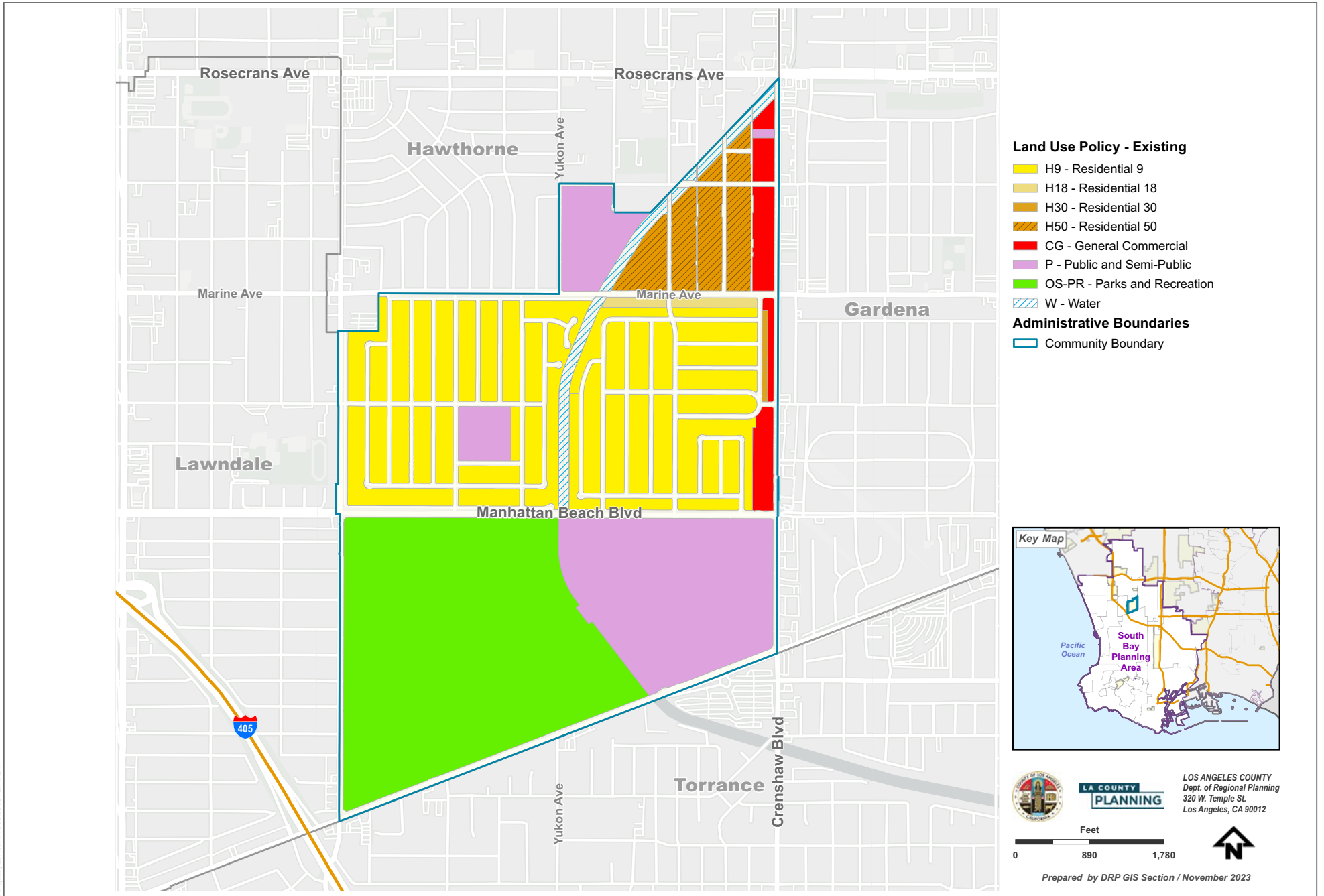
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SOURCE: Open Street Map 2019

FIGURE 2-2
Project Location
 South Bay Area Plan Draft PEIR

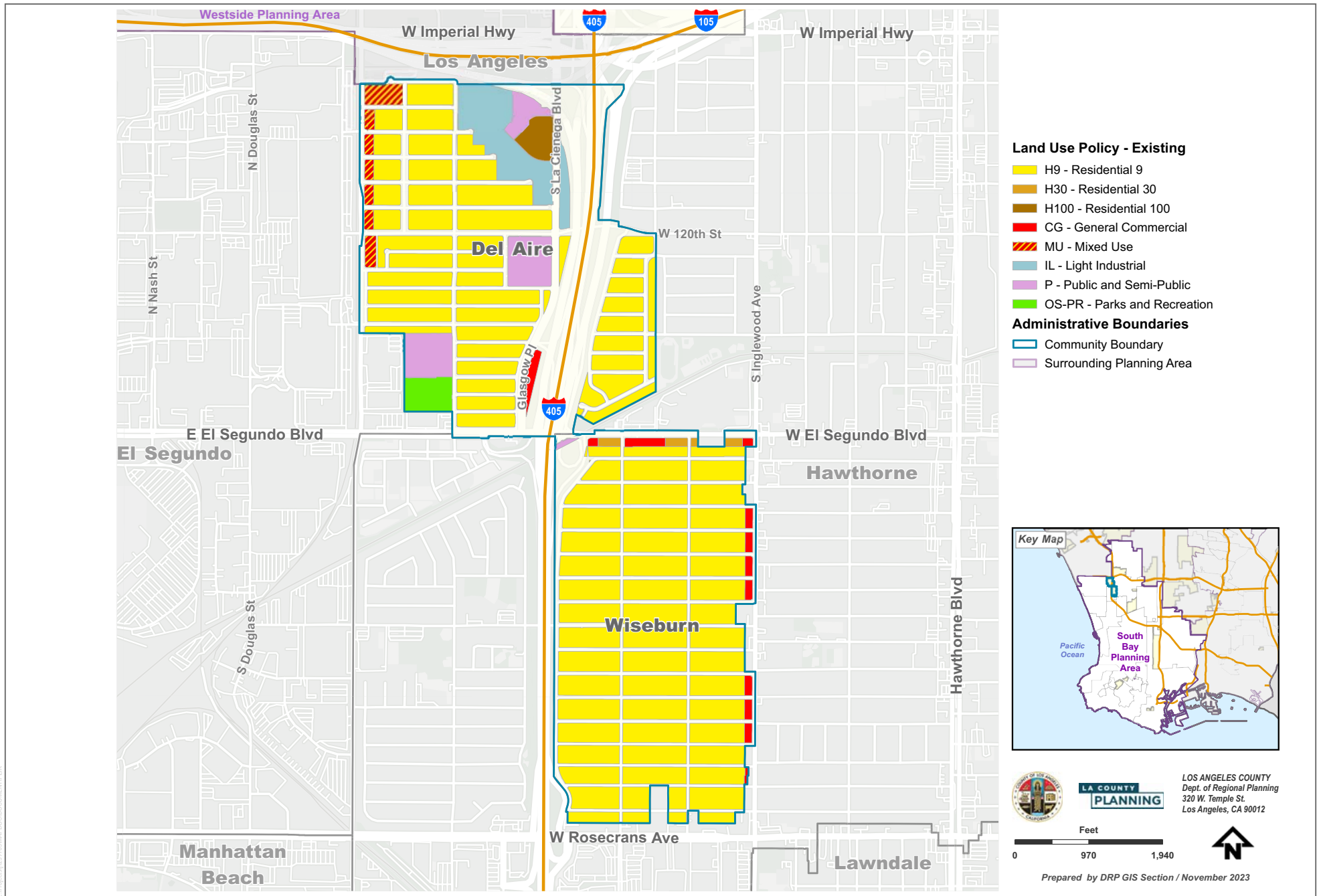
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SOURCE: Los Angeles County Department of Regional Planning, 2023

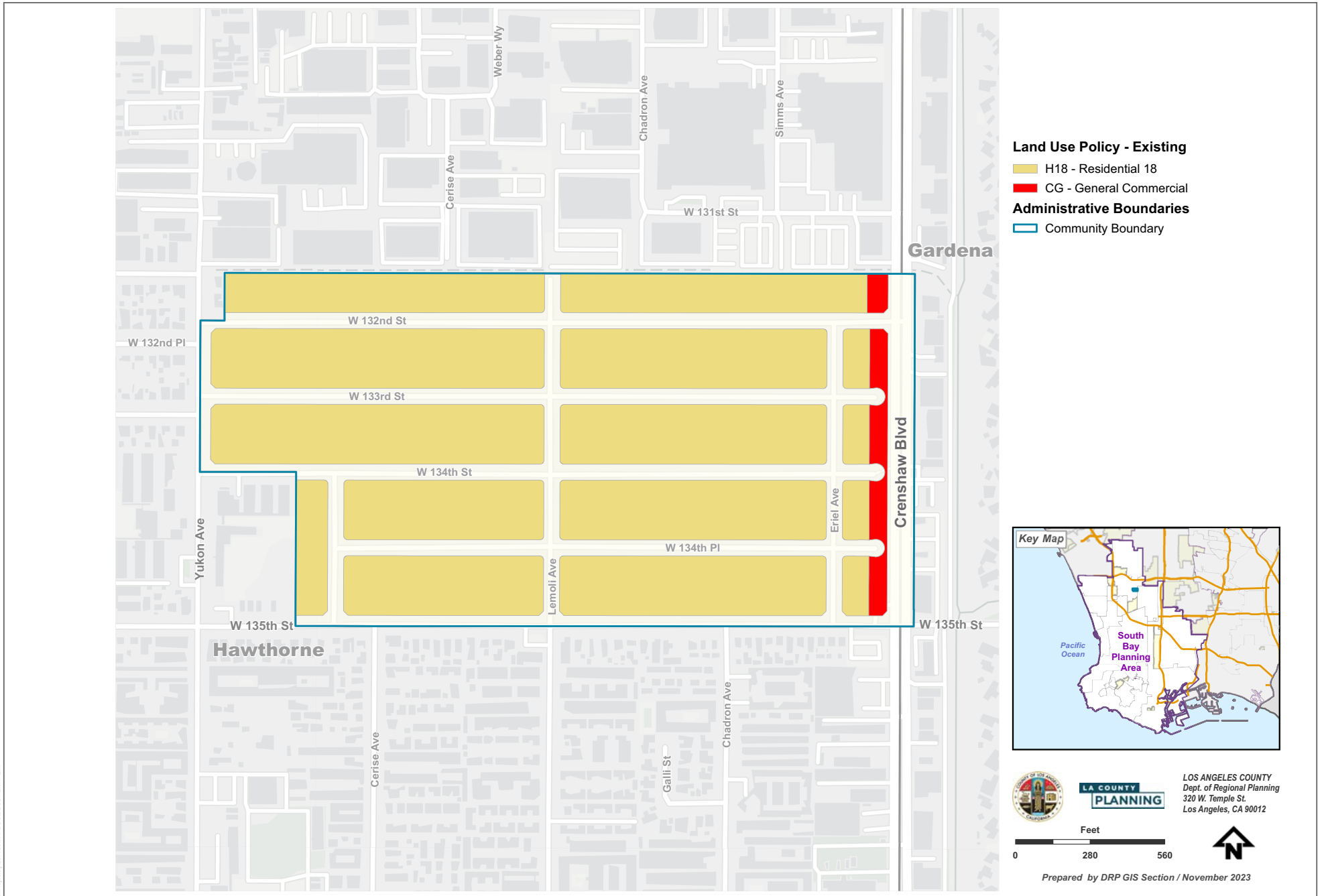
FIGURE 2-3A
 Existing General Plan Land Use, Alondra Park/EI Camino Village

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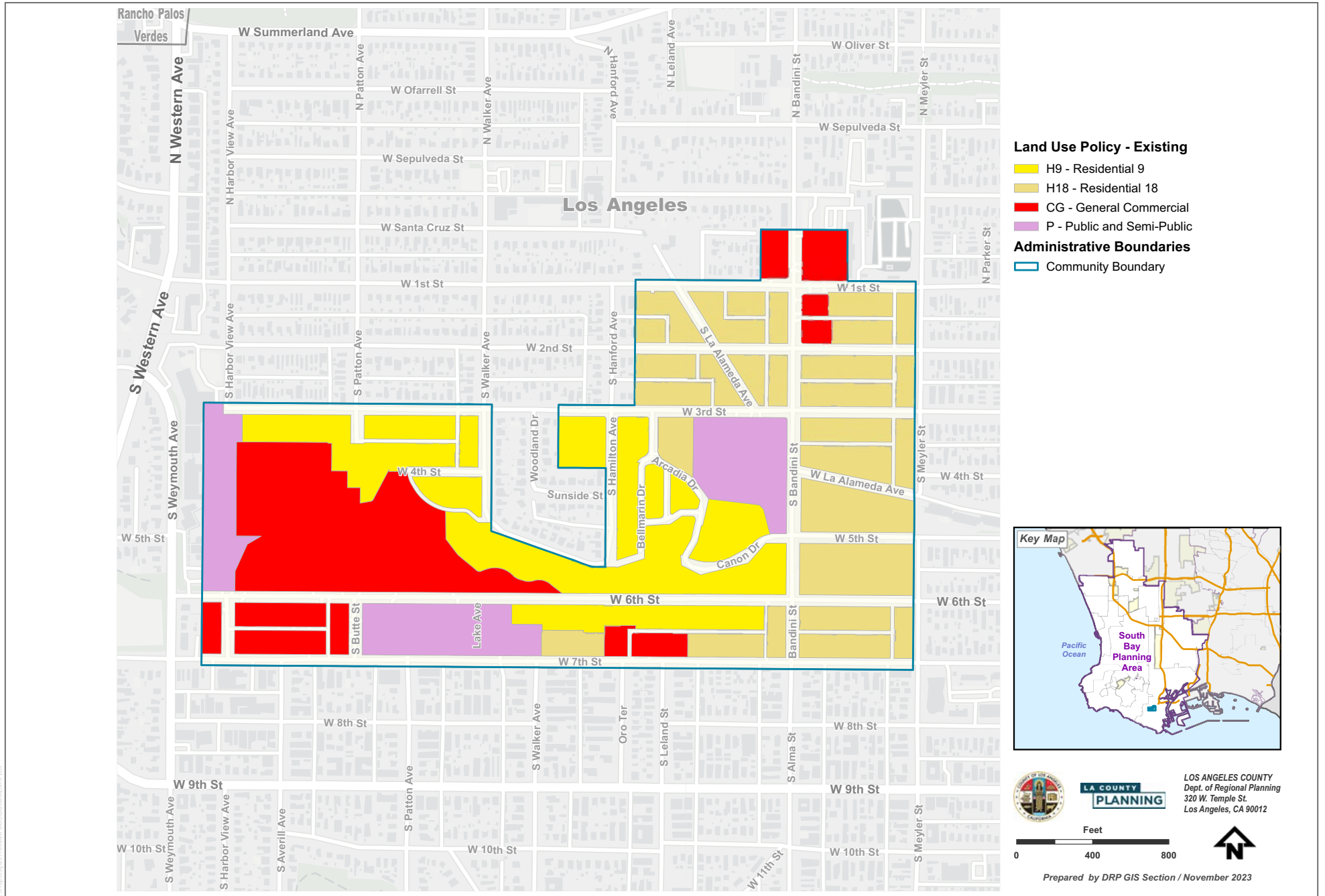
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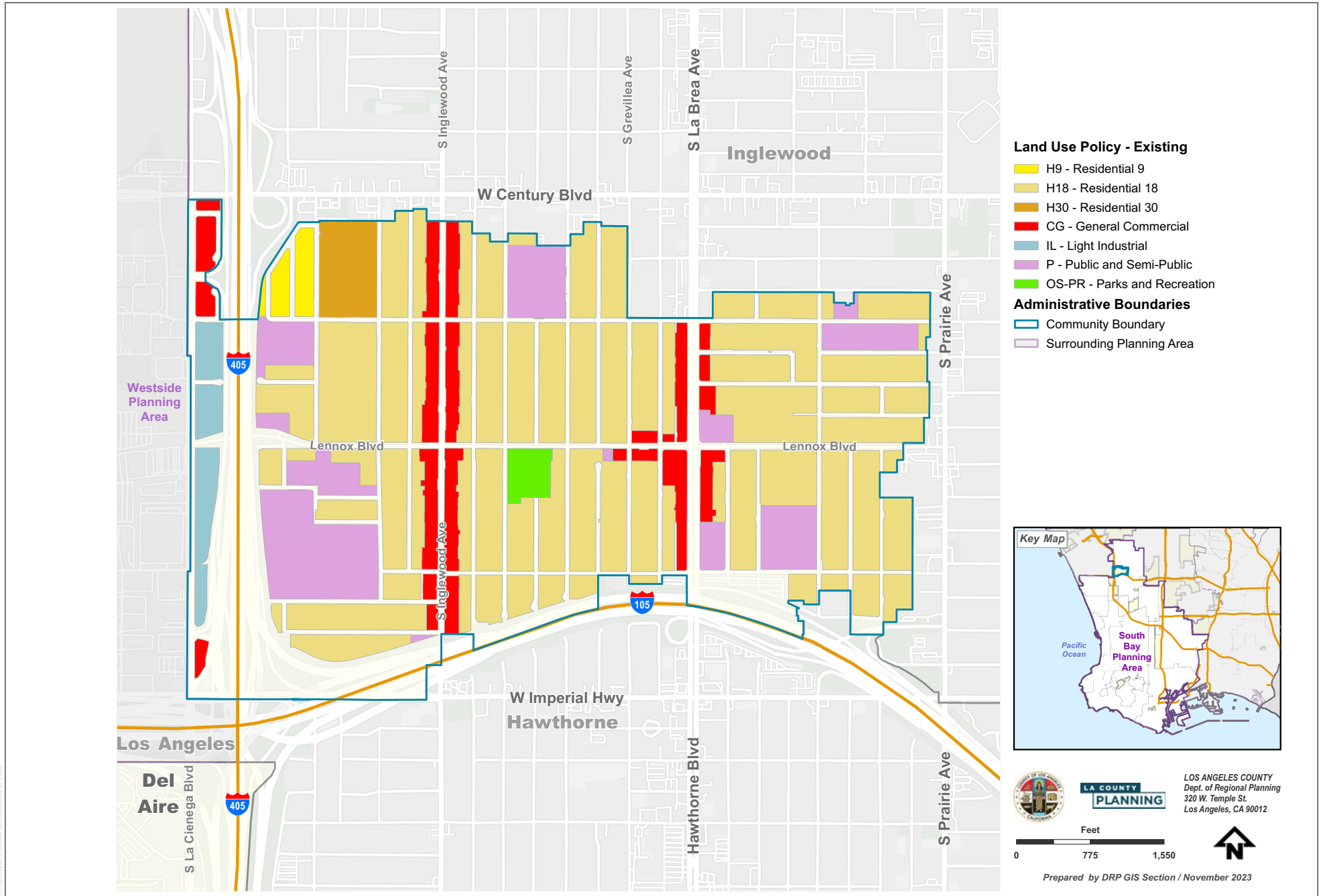
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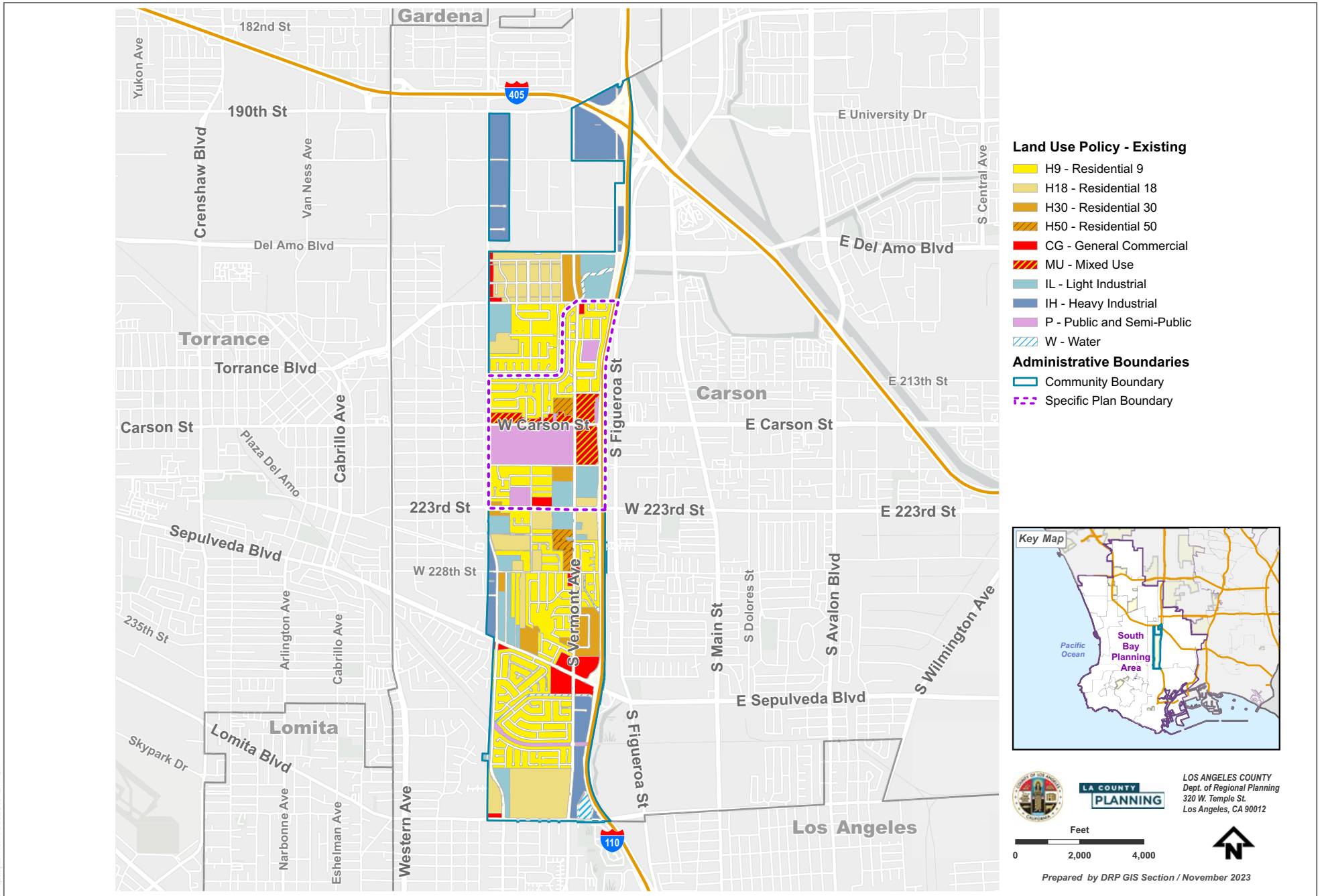
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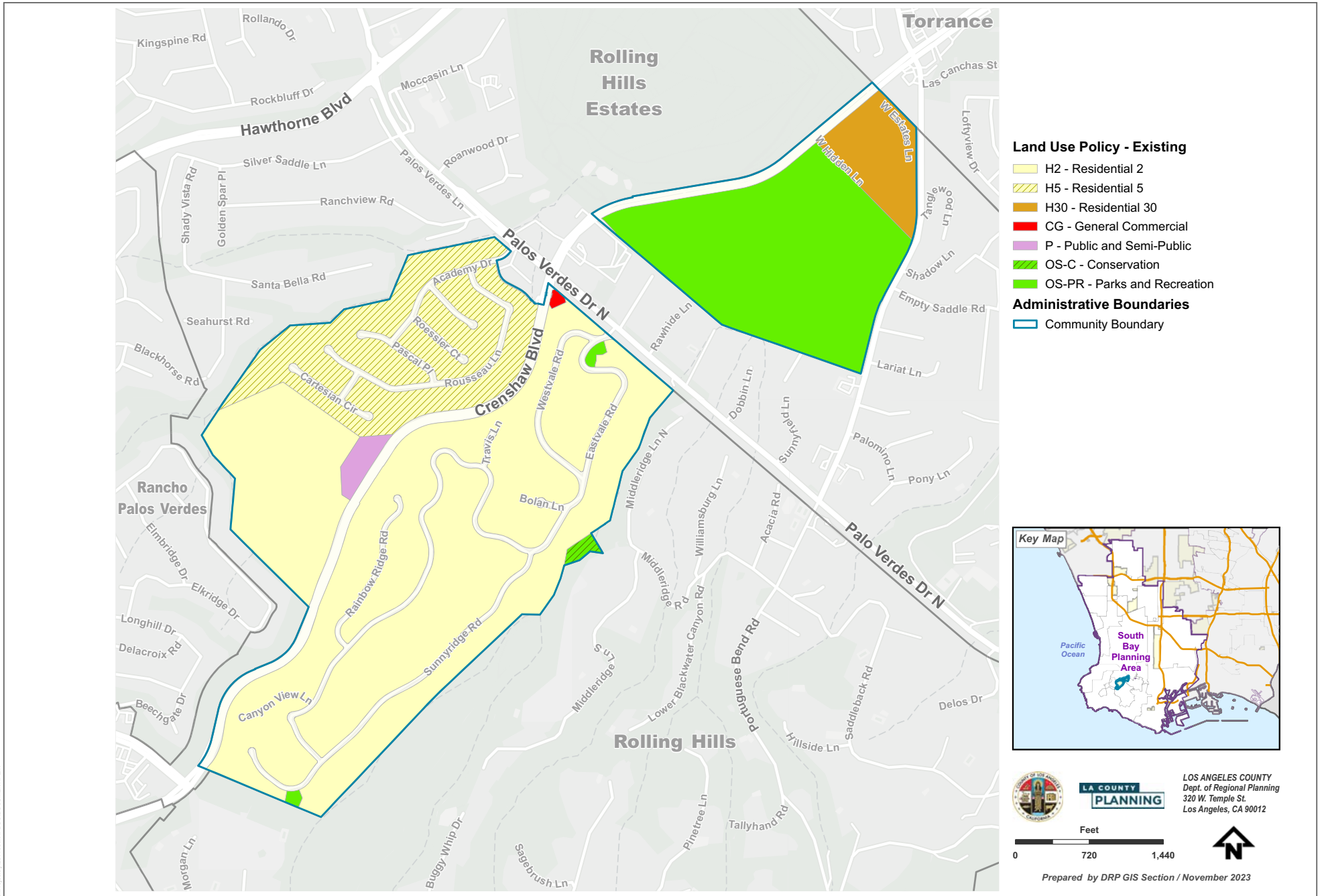
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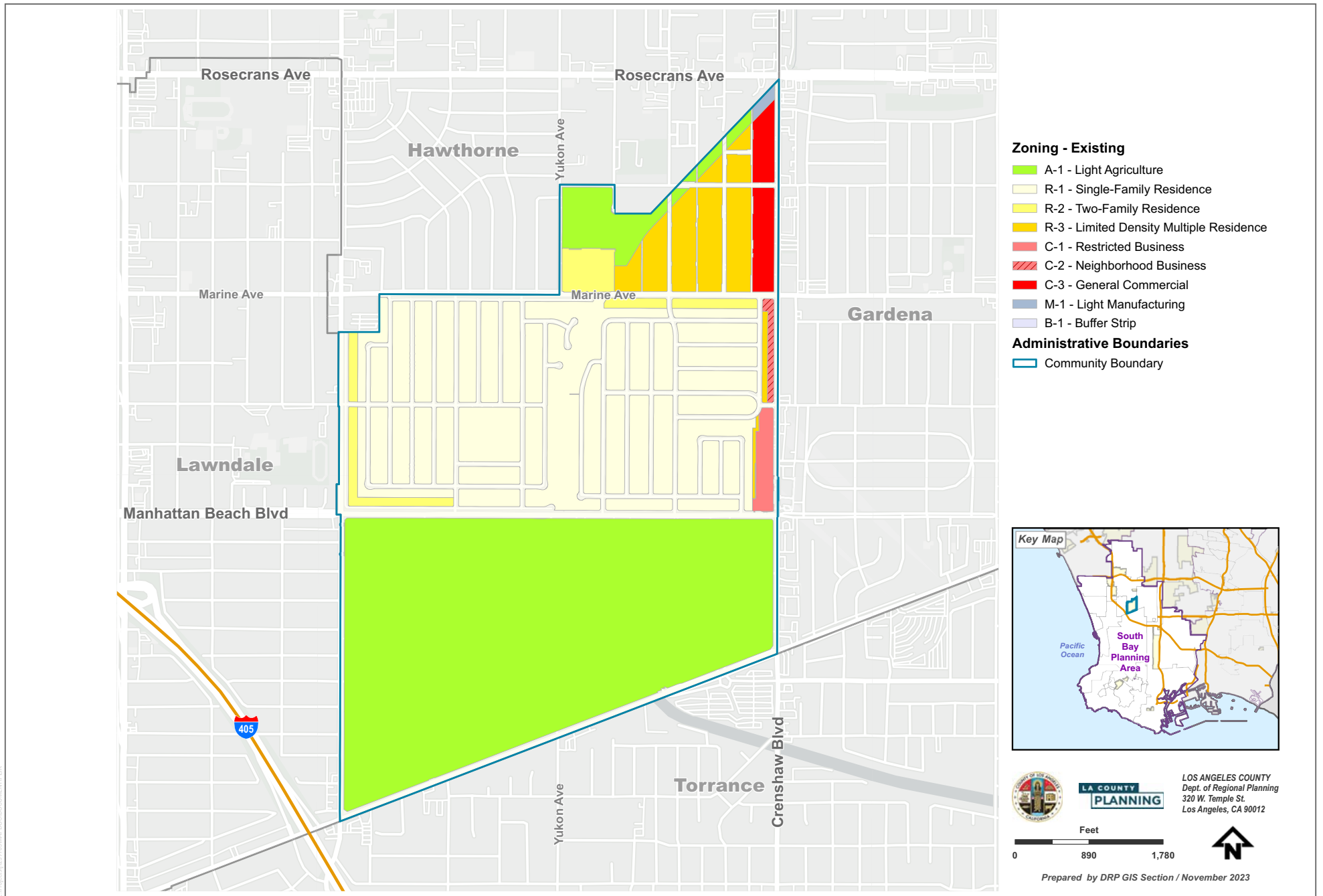
FIGURE 2-3F
Existing General Plan Land Use, West Carson

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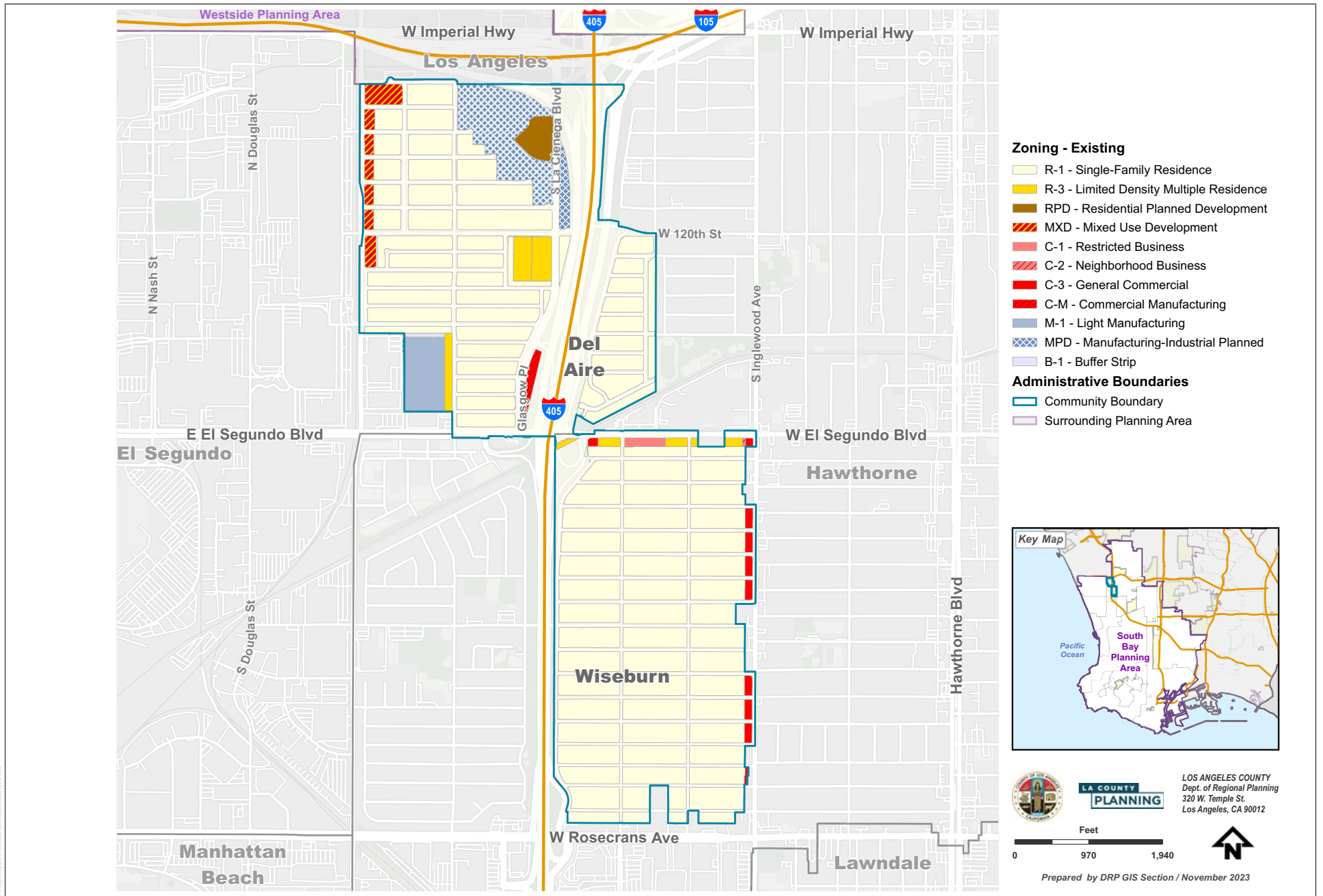
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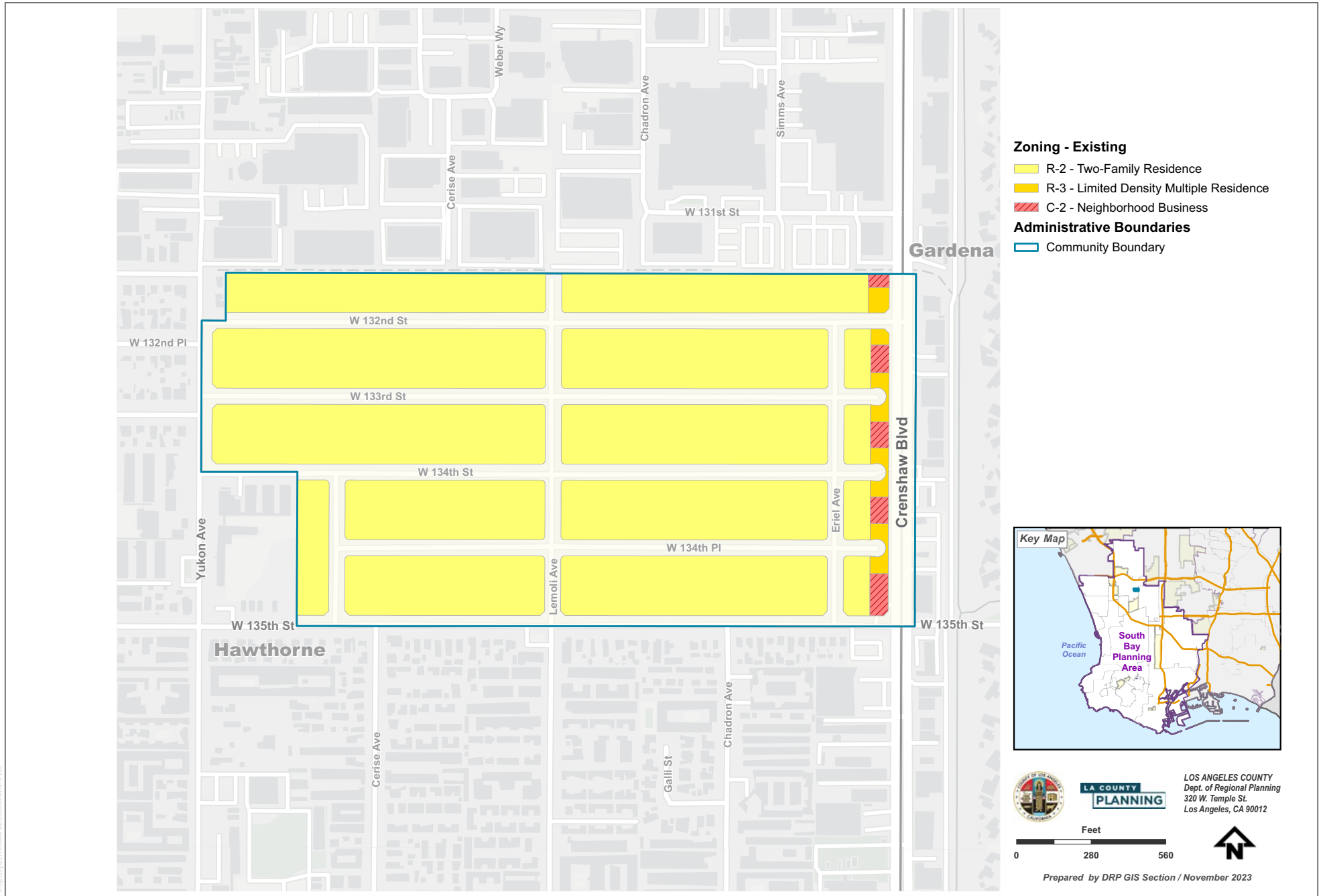
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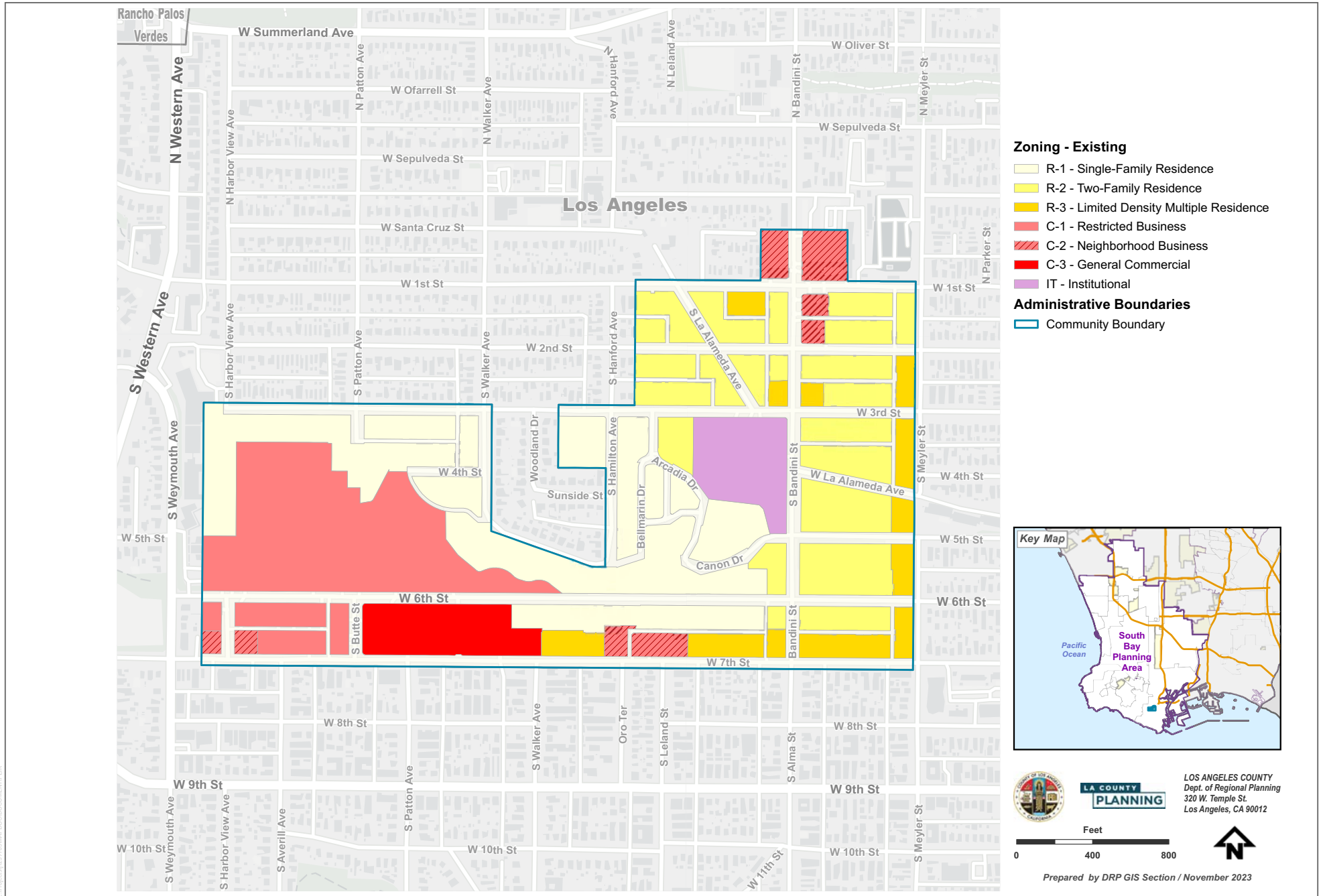
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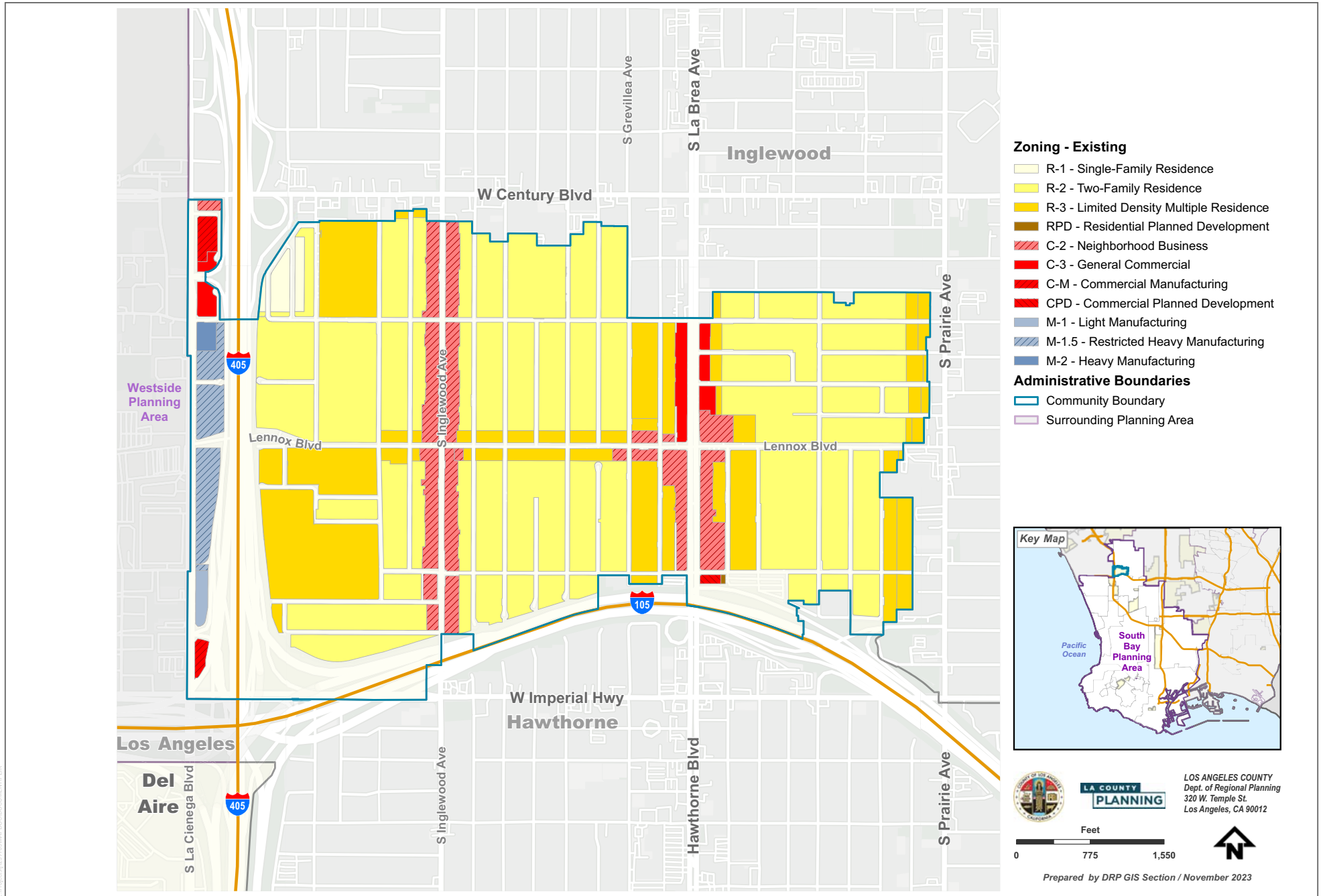


SOURCE: Los Angeles County Department of Regional Planning, 2023

FIGURE 2-4D

Existing Zoning, La Rambla

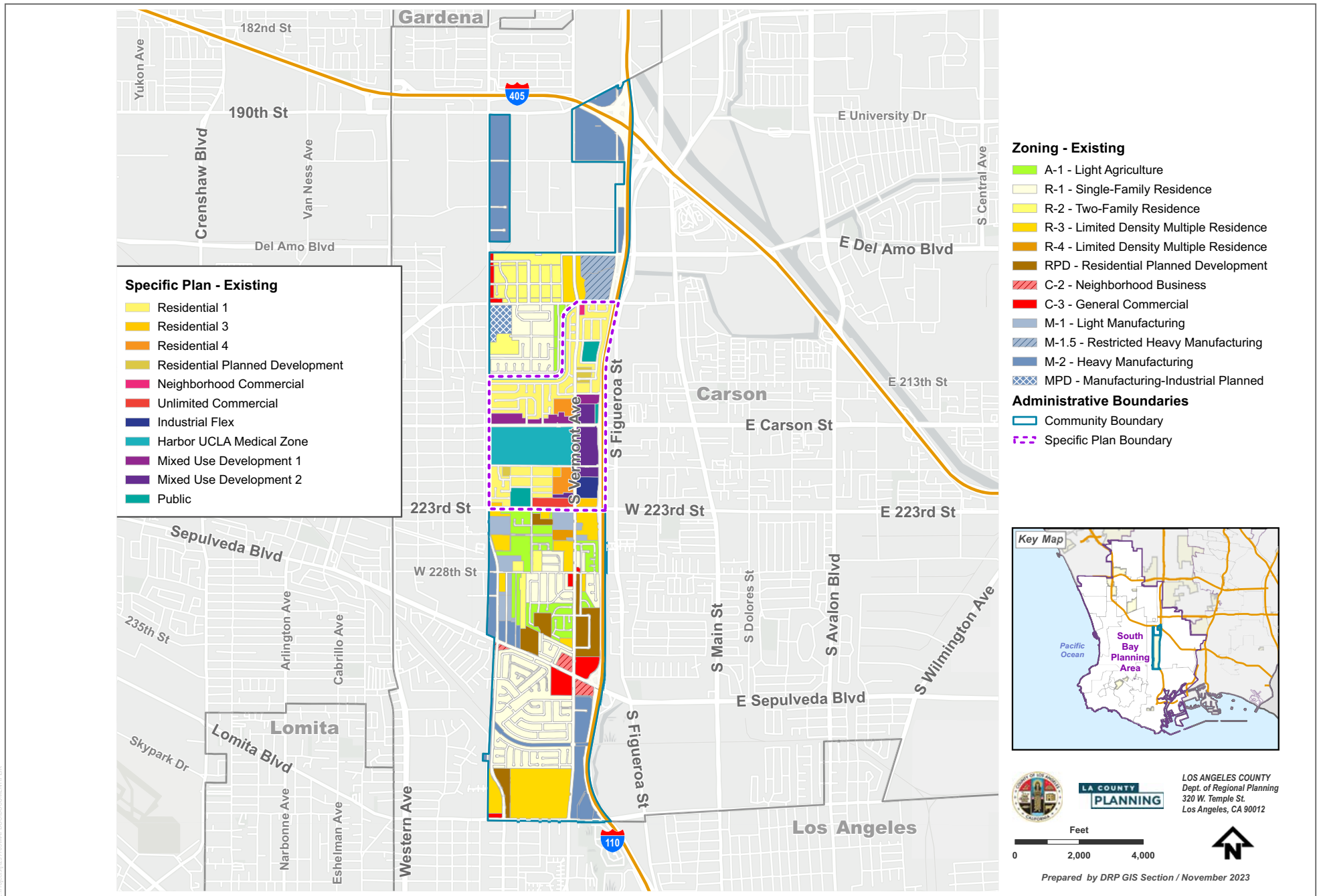
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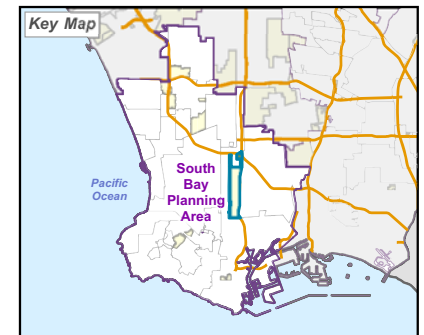
FIGURE 2-4E
 Existing Zoning, Lennox


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SOURCE: Los Angeles County Department of Regional Planning, 2023

FIGURE 2-4F
Existing Zoning, West Carson
Los Angeles County South Bay Area Plan Project

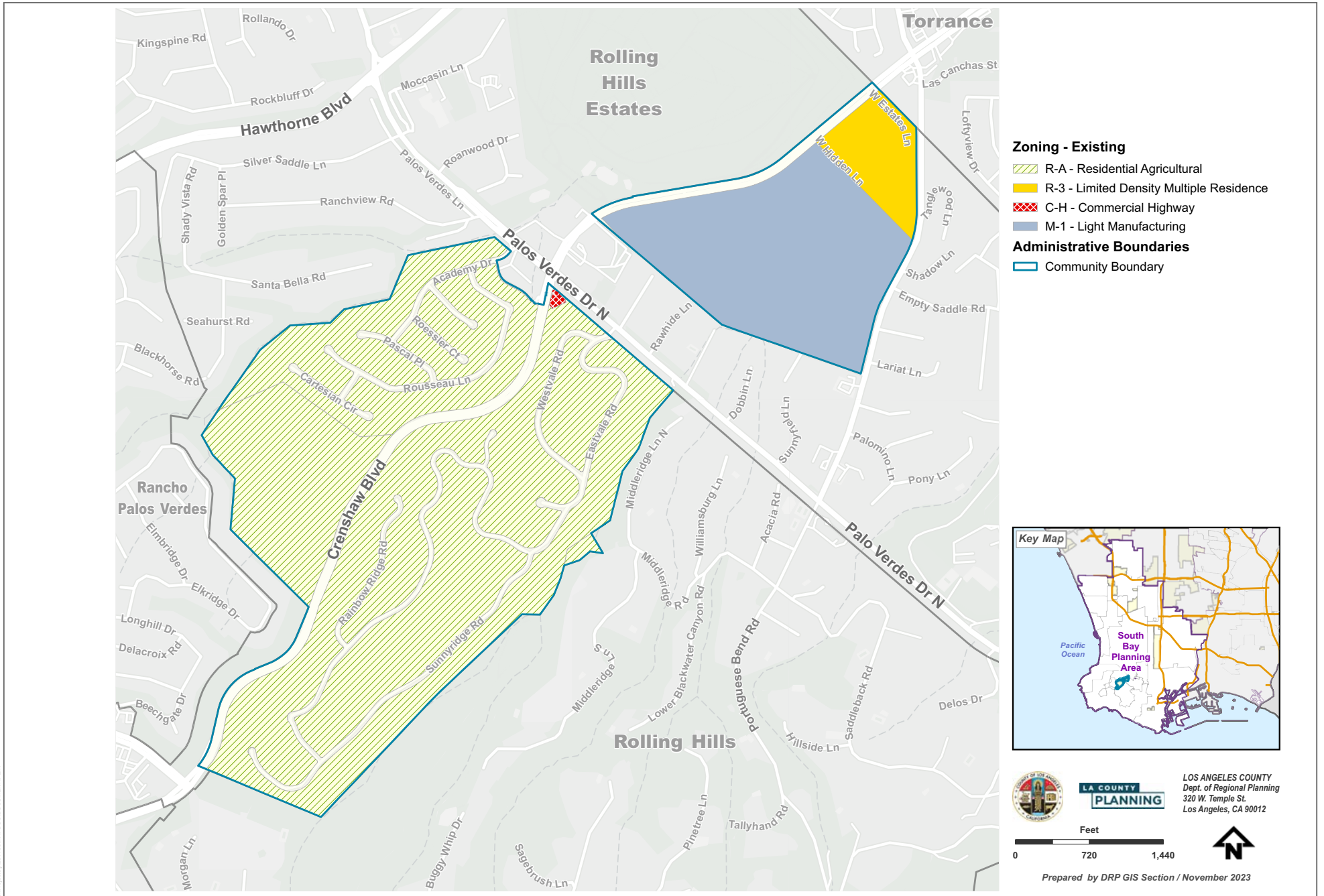



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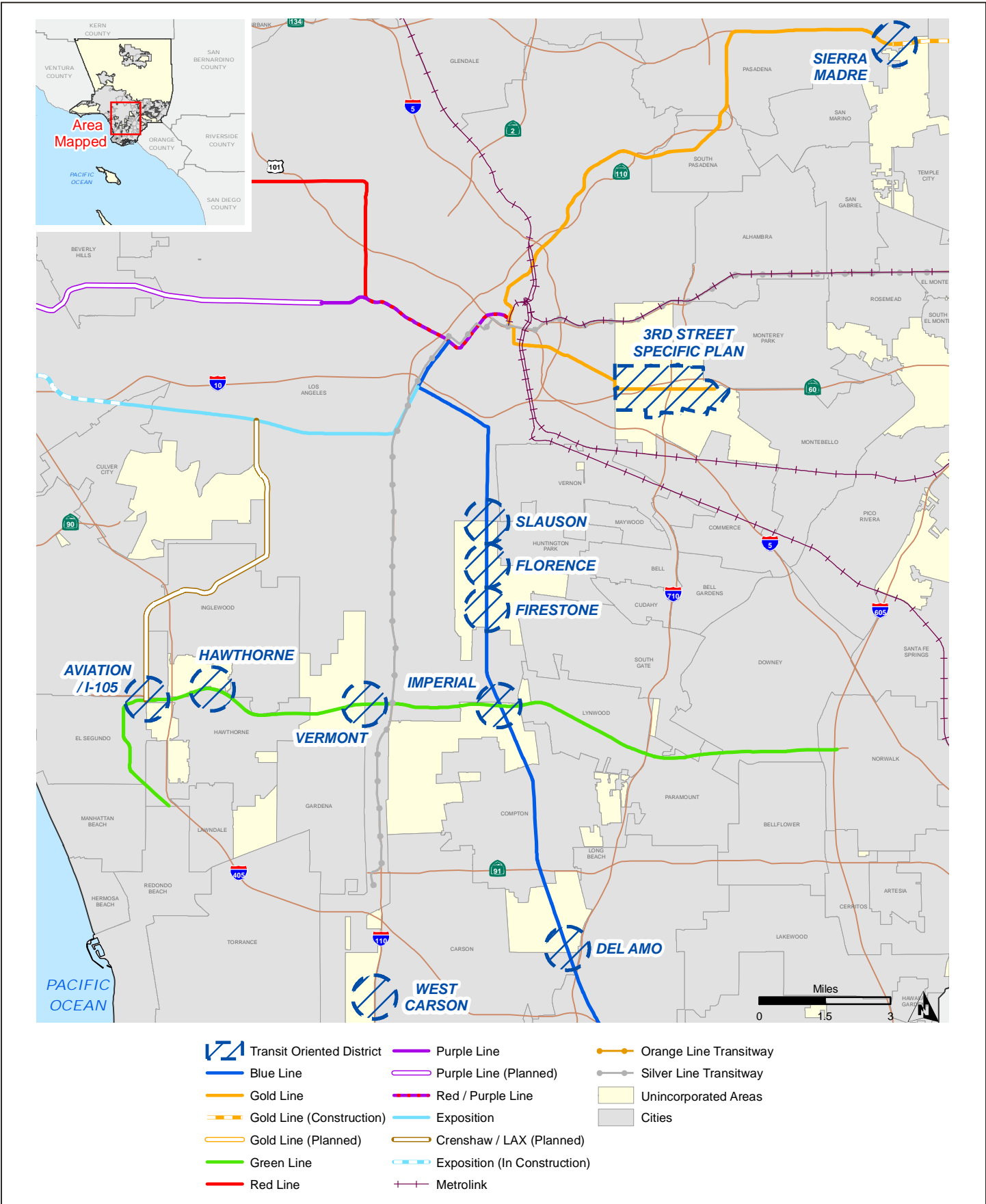
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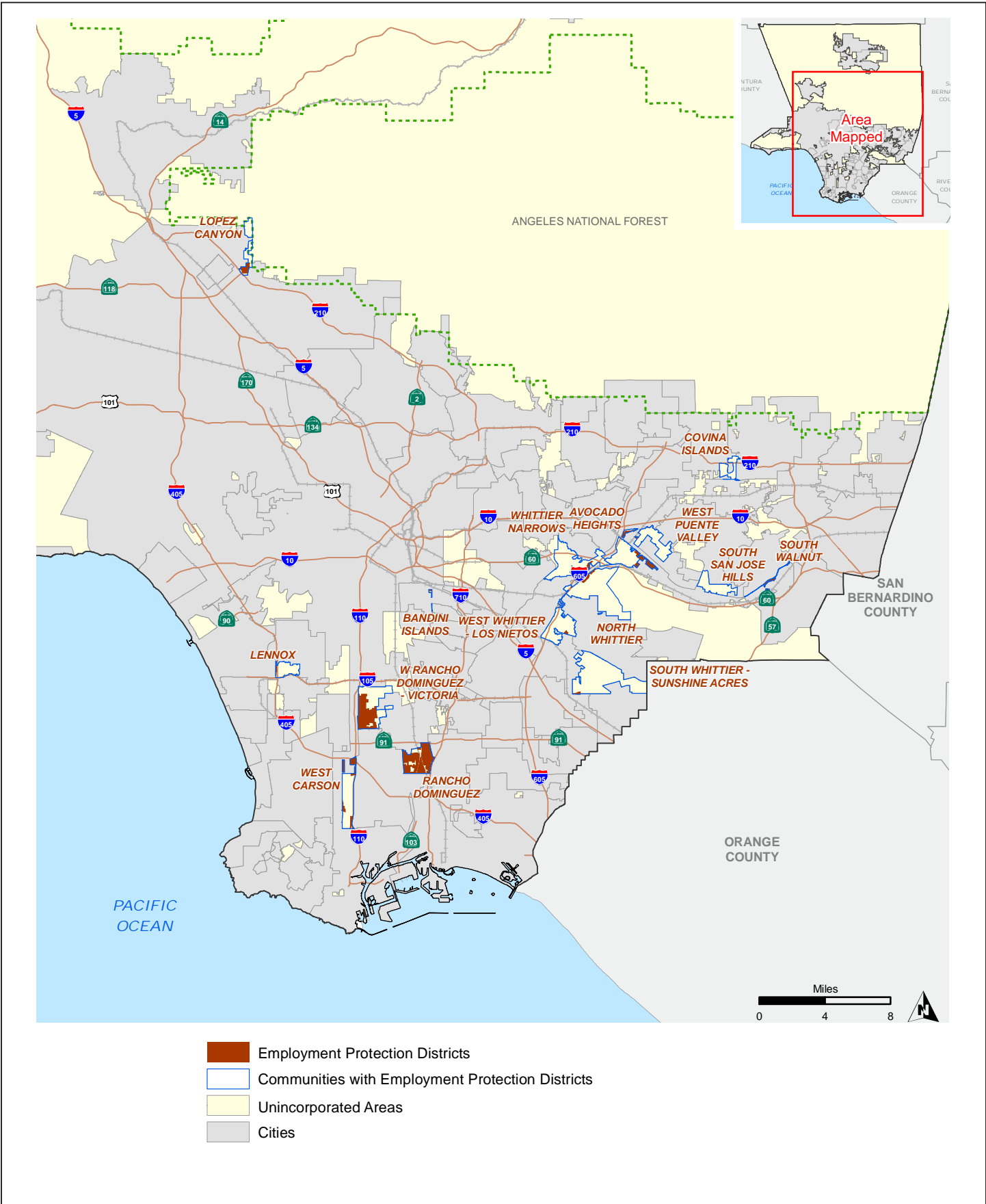


SOURCE: Department of Regional Planning, May 2014

FIGURE 2-5

Transit Oriented Districts Policy Map
Los Angeles County South Bay Area Plan Project

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SOURCE: Department of Regional Planning, October 2014

FIGURE 2-6

Employment Protection Districts Policy Map
Los Angeles County South Bay Area Plan Project

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3 Project Description

This chapter of the Draft Program Environmental Impact Report (Draft PEIR) provides a description of the proposed Los Angeles County South Bay Area Plan (South Bay Area Plan or Project). The purpose of this chapter is to provide sufficient information about the Project to allow meaningful evaluation and review by the public, reviewing agencies, and decision-makers in accordance with the California Environmental Quality Act (CEQA), California Public Resources Code Sections 21000 et seq., and the State CEQA Guidelines (14 California Code of Regulations [CCR] 15000 et seq.).

3.1 Project Location

The South Bay Planning Area is one of the 11 Planning Areas designated by the General Plan of the County of Los Angeles (County). The Project is only applicable to the seven unincorporated communities located within the South Bay Planning Area, which are: Alondra Park/El Camino Village, Del Aire/Wisburn, Hawthorne Island, La Rambla, Lennox, West Carson, and Westfield/Academy Hills. These unincorporated communities are collectively referred to as the “Project area” throughout this Draft PEIR.

3.1.1 South Bay Planning Area

With a total land area of approximately 6.8 square miles, the seven Project area communities have a population of approximately 68,275 (County of Los Angeles 2023). Figure 2-1, Los Angeles County Planning Areas, in Chapter 2, Environmental Setting of this Draft PEIR shows the location of the Los Angeles County Planning Areas, while Figure 2-2, Project Location, shows the boundaries of the seven unincorporated communities that comprise the Project area. The Project area communities are discussed briefly, below. For a more detailed discussion of existing conditions within each of the communities, please refer to Chapter 2, Environmental Setting, of this Draft PEIR.

3.1.2 Project Area

3.1.2.1 Alondra Park/El Camino Village

Alondra Park/El Camino Village is situated between Rosecrans Avenue and Redondo Beach Boulevard, between Prairie Avenue and Crenshaw Boulevard and encompasses approximately 1.14 square miles or 17% of the Project area. The total estimated population of this community is approximately 8,520 people (County of Los Angeles 2023). This primarily residential community includes Bodger Park, Alondra Park, Alondra Park Golf Course, and El Camino College. In addition, locally serving commercial uses are located along Crenshaw Boulevard. The Dominguez Channel and the adjacent Laguna Dominguez Trail intersect the community. Alondra Park/El Camino Village is served primarily by bus lines that run along Crenshaw Boulevard and Marine Avenue. Multiple highways are located within or adjacent to the community, including Interstate (I-)405 and State Route (SR-)107 (i.e., Hawthorne Boulevard) near the southwest corner of the community. Major north/south community thoroughfares include Crenshaw Boulevard and Prairie Avenue. Major east/west thoroughfares include Redondo Beach Boulevard, Manhattan Beach Boulevard, and Rosecrans Avenue. Alondra Park/El Camino Village is approximately 4 miles from Los Angeles International Airport (LAX).

3.1.2.2 Del Aire/Wiseburn

Del Aire/Wiseburn straddles the I-405 freeway, where the Del Aire portion lies directly southwest of the I-405/Interstate (I)-105 freeway interchange, east of Aviation Boulevard, and the Wiseburn portion lies directly east of the I-405 freeway, south of El Segundo Boulevard and north of Rosecrans Avenue. Del Aire/Wiseburn encompasses an area of approximately 1.02 square miles (or 15% of the Project area) and has a population of approximately 10,060 (County of Los Angeles 2023). Major corridors within the Del Aire/Wiseburn community include Aviation Boulevard, La Cienega Boulevard, El Segundo Boulevard, Inglewood Boulevard, and Rosecrans Avenue. Del Aire/Wiseburn is served by the Metro C Line (formerly the Green Line) via the Aviation/LAX station as well as several bus lines.

3.1.2.3 Hawthorne Island

Hawthorne Island is located directly west of Crenshaw Boulevard between West Rosecrans Avenue and West 135th Street. Covering an area of only 0.12 square mile (or 2% of the Project area), geographically it is the smallest community in the South Bay Planning Area. This community has a total estimated population of 2,533 people (County of Los Angeles 2023). Major corridors in the community include Crenshaw Boulevard and 135th Street. This community is primarily served by bus lines along Crenshaw Boulevard.

3.1.2.4 La Rambla

La Rambla is located north of West 7th Street, west of South Meyler Street, and generally south of West 1st Street. Encompassing an area of approximately 0.21 square mile (or 3% of the Project area), La Rambla is surrounded by the City of Los Angeles San Pedro neighborhood, directly west of the Port of Los Angeles. The total estimated population of this community is 2,005 people (County of Los Angeles 2023). La Rambla includes commercial land uses and medical office uses along 7th Street, including the Providence Little Company of Mary Center, as well as single- and multi-family residential uses throughout the community. Major corridors include West 7th Street, West 6th Street, West 3rd Street, West 1st Street, and South Bandini Street. La Rambla is primarily served by bus lines along West 7th Street.

3.1.2.5 Lennox

Lennox is a primarily residential community bordered by two major freeways, I-405 to the west and I-105 freeway to the south, and adjacent to the cities of Inglewood and Hawthorne, as well as LAX. Lennox encompasses an area of approximately 1.1 square miles (or 16% of the Project area) and has a population of approximately 21,209. (County of Los Angeles 2023). Lennox is served by the Metro C Line (formerly the Green Line) via the Hawthorne/Lennox Station as well as several bus lines. Major corridors within the Lennox community include north-south running Inglewood Avenue and Hawthorne Boulevard, and east-west running 104th Street, Lennox Boulevard, and 111th Street.

3.1.2.6 West Carson

West Carson is bordered by the I-110 freeway to the east and situated between the I-405 freeway and Pacific Coast Highway 1. Encompassing an area of approximately 2.57 square miles (or 38% of the Project area), West Carson is geographically the largest community in the Project area. The total estimated population of this community is approximately 8,520 people (County of Los Angeles 2023). West Carson is adjacent to the cities of Carson, Torrance, Los Angeles, and Lomita. The community includes major employment centers and amenities, including

the Harbor- UCLA Medical Center, and is served by the Metro C Line (formerly Green Line) via West Carson Station. Major corridors include Normandie Avenue and Vermont Avenue, running north-south, Torrance Boulevard, Carson Street, and Sepulveda Boulevard, each running east-west.

3.1.2.7 Westfield/Academy Hills

Westfield/Academy Hills is a primarily residential community located generally south of Hawthorne Boulevard and is bisected by Palo Verdes Drive North on the Palos Verdes Peninsula. This community encompasses an area of approximately 0.69-square mile (or 10% of the Project area) and has a total population of approximately 2,158 people (County of Los Angeles 2023). The South Coast Botanic Garden is a key amenity and regional destination within this community. The Peter Weber Equestrian Center lies just northwest of the community. Major corridors include Palos Verdes Drive North and Crenshaw Boulevard. Westfield/Academy Hills is served by bus lines along Palos Verdes Drive North.

3.2 Project Objectives

CEQA Guidelines Section 15124(b) requires an environmental impact report to include a statement of objectives sought by the Project, including the underlying purpose of the Project. The following Project Objectives have been established and will aid decision-makers in their review of the Project, the Project alternatives, and associated environmental impacts:

1. Advance smart growth principles to create more sustainable communities where people of all ages can live, work, and play.
2. Promote a diversity of neighborhoods, residential densities, recreation, open space, public facilities, and shopping/commercial services to meet the needs of the communities.
3. Encourage mobility infrastructure that facilitates safe, reliable, and sustainable transportation to encourage walking, biking, and other non-automotive travel.
4. Foster a strong and diverse local economy by providing opportunities that attract economic development, businesses, and job creation; increase competitiveness; and promote economic growth.
5. Facilitate new mixed-use development and housing opportunities near existing or proposed high-frequency transit, destinations, and amenities to promote sustainable development.
6. Further opportunities to preserve and enhance existing cultural and historic resources important to the local community by documenting existing historic context and resources.
7. Incorporate the proposed land use policy changes/zoning recommendations identified in the Housing Element to increase the diversity of housing types and choices for a variety of income levels.
8. Increase opportunities for local-serving, legacy, and small commercial businesses to be located within neighborhoods and integrated with new development.
9. Encourage context-sensitive development that responds to the existing community fabric and scale and promotes well-designed buildings that enhance community character.
10. Ensure land use/zoning consistency in land use and zoning maps by making technical corrections based on existing development on the ground.

3.3 Project Description

A “project,” as defined by the State CEQA Guidelines, means “the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and that is any of the following: (1)...enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans or elements thereof pursuant to Government Code Sections 65100-65700” (14 CCR 15378[a]). The South Bay Area Plan is a project, as defined by the State CEQA Guidelines and is subject to the requirements of environmental review accordingly.

3.3.1 Background

The County’s General Plan provides goals and policies to achieve countywide planning objectives and serves as the foundation for all community-based plans, including the South Bay Area Plan. The Planning Areas Framework Program of the General Plan requires completion of an “area plan” for each of the County’s 11 Planning Areas. In accordance with the Planning Areas Framework Program (General Plan Implementation Program No. LU-1), the proposed South Bay Area Plan is tailored toward the unique geographic, demographic, and social diversity of the South Bay Planning Area, and was developed using the following guidelines:

1. Involve major stakeholders, including but not limited to residents, businesses, property owners, County departments, regional agencies, and adjacent cities.
2. Explore the role of arts and culture and consider beautification efforts; analyze the transportation network and assess the transportation and community improvement needs.
3. Utilize the street design considerations outlined in the Mobility Element of the General Plan as a tool for street improvements that meet the needs of all potential users, promote active transportation, and address the unique characteristics of the Planning Area.
4. Review and consider the identified opportunity areas, as applicable (see Table 2-1 in Chapter 2, Environmental Setting of this Draft PEIR).
5. Develop a land use policy that considers the local context, existing neighborhood character, and the General Plan Hazard, Environmental and Resource Constraints Plan.
6. Consider the concurrent development of areawide zoning tools.
7. Update specific plans and zoning ordinances, as needed, to ensure consistency and plan implementation.

As provided in Part III, Chapter 16, General Plan Implementation Program, of the General Plan, if implemented as proposed, the South Bay Area Plan would be the acting area plan for the County’s South Bay Planning Area (County of Los Angeles 2015). As such, this Draft PEIR document has been prepared in accordance with the Planning Areas Framework Program, which provides that an “environmental review document” shall be prepared that “...uses the General Plan Programmatic EIR as a starting point to assess the environmental impacts of the area plan” (County of Los Angeles 2015).

3.3.2 Project Overview

The Project would establish the South Bay Area Plan, which in accordance with the Planning Areas Framework Program of the General Plan, is intended to guide regional-level growth and development within the unincorporated communities of the South Bay Planning Area (i.e., the Project area). As a component of the General Plan, the South

Bay Area Plan would help achieve a shared vision for the Project area by providing a planning framework for the County, the development community, business owners, and residents that would shape the growth of the Project area through horizon year 2045. The South Bay Area Plan would serve several important roles, including: (1) setting direction for County Administration, County Staff, and elected and appointed officials including County Planning Commissioners regarding the long-range land use needs of those who work, live, and play in the Project area; (2) informing community members, community-based organizations, business owners, developers, designers, and builders of the County's plans for the future and development priorities; and (3) communicating the agreed upon future form of the Project area communities to ensure accountability of decision-makers in achieving the goals of South Bay Area Plan.

In addition to providing a framework for growth within the Project area, the South Bay Area Plan also addresses land-use policy issues that are specific to the unique characteristics and needs of each Project-area community. The Project area is currently subject to the goals and policies of the General Plan and Title 22 (Planning and Zoning) of the Los Angeles County Code (County Code). The Project would amend the General Plan and Title 22 of the County Code to establish both areawide and community-specific standards, goals, and policies to address local land use concerns and issues. The Project would implement land use and zoning recommendations from the recently approved Housing Element and proposes new land use and zoning changes to facilitate additional housing and commercial uses, ensure consistency between zoning and land use designations, and respond to changing development patterns in the Project area. The South Bay Area Plan includes land use policies that address topics such as sustainable development, equity and environmental justice, mobility options aside from single-occupancy vehicles, and recognition of community identity and culture. Finally, the County would use implementation of the Project as an opportunity to correct administrative zoning errors resulting in incongruencies between the existing General Plan land use designation and zoning of select parcels in the South Bay Planning Area.

While no direct development is proposed as part of the Project, implementation of proposed land use changes and amendments to Title 22 of the County Code would accommodate future development and redevelopment of previously developed areas as summarized below and discussed in further detail in Appendix B-2, Buildout Methodology.

3.3.3 Project-Related Growth

Pursuant to CEQA Guidelines Section 15064(d), this Draft PEIR determines whether there are direct physical changes and reasonably foreseeable indirect physical changes in the environment that would be caused by the Project. Specifically, this Draft PEIR focuses on impacts from land use changes and amendments to Title 22 of the County Code associated with buildout of the Project and impacts from the resultant population and employment growth in the Project area. The buildout year for the South Bay Area Plan is 2045.

Future development and redevelopment in the Project area is expected to occur as a result of implementation of the following Project components: the Project would implement land use designation and zoning changes in the communities of Alondra Park/El Camino Village, Del Aire/Wiseburn, La Rambla, Lennox, and West Carson to accommodate new housing; amend Title 22 of the County Code to allow for neighborhood-serving Accessory Commercial Units (ACUs) on corner lots within the Project area's residential zones¹; and update land use

¹ Accessory Commercial Units (or ACUs) refer to instances of neighborhood scale retail and commercial uses, such as corner markets, cafes, or in-home businesses, within residential-only zones. Although not always formally recognized by the County, ACUs are already part of the cultural fabric in several Project area communities. Accommodating future development of ACUs

designation and zoning in the communities of Alondra Park/El Camino Village, Del Aire/Wiseburn, Lennox, La Rambla, and West Carson to accommodate new commercial uses. The Project, as a whole, is considered and analyzed programmatically in this Draft PEIR; and the proposed Project components summarized below were determined to result in quantifiable growth in population and employment associated with the proposed Project. A list of the parcels affected by the Project, which includes existing and proposed land use designations/zoning, is included as Appendix B-1, South Bay Area Plan Parcel Data, of this Draft PEIR. Methodologies used to calculate the anticipated housing, commercial building area, population, and employment growth resulting from implementation of the Project are summarized in Section 3.4 and discussed in detail in Appendix B-2, Buildout Methodology, of this Draft PEIR.

1. The Project would implement the land use changes set forth in the recently adopted Housing Element, which are required in the communities of Alondra Park/El Camino Village, Del Aire/Wiseburn, Lennox, and La Rambla to accommodate approximately 5,595 dwelling units beyond the existing residential development capacity. These additional dwelling units are required to meet the County's 6th Cycle Regional Housing Needs Assessment (RHNA) obligation. The Project also includes other land use changes within the communities of Alondra Park/El Camino Village, Del Aire/Wiseburn, Lennox, and West Carson that would facilitate development of approximately 4,258 additional dwelling units within the Project area. These changes include removing an existing 'cap' on residential development within the West Carson Transit Oriented District (TOD) Specific Plan area. The 9,853 total Project dwelling units would result in approximately 30,745 additional Project-area residents. The proposed General Plan land use redesignations resulting in additional dwelling units and population are illustrated in the following figures: Figure 3-1a, Proposed General Plan Land Use, Alondra Park/El Camino Village; Figure 3-1b, Proposed General Plan Land Use, Del Aire/Wiseburn; Figure 3-1d, Proposed General Plan Land Use, La Rambla; Figure 3-1e, Proposed General Plan Land Use, Lennox; and Figure 3-1f, Proposed General Plan Land Use, West Carson.²
2. The Project would amend Title 22 (Planning and Zoning) of the County Code to allow for the development of ACUs on corner lots in residentially-zoned areas as an accessory use to a primary residential use within the Project area. The intent is to encourage local-serving retail and essential services and promote walkable access to these essential services and healthy foods. Based on collected data, research, and the set of CEQA assumptions used for this analysis, it is projected that approximately 12 parcels in the Project area would develop new ACUs totaling 10,200 square feet, which would generate approximately 23 new employees. For a distribution of the residential zones (e.g., Single-Family Residence [R-1], Two-Family Residence [R-2], Limited Density Multiple Residence [R-3], Unlimited Residence [R-4]) within the Project area where ACUs would be permitted on corner lots, please refer to the following figures in Chapter 2, Environmental Setting of this Draft PEIR: Figure 2-4a, Existing Zoning, Alondra Park/El Camino Village; Figure 2-4b, Existing Zoning, Del Aire/Wiseburn; Figure 2-4c, Existing Zoning, Hawthorne Island; Figure 2-4d, Existing Zoning, La Rambla; Figure 2-4e, Existing Zoning, Lennox; Figure 2-4f, Existing Zoning, West Carson; and Figure 2-4g, Existing Zoning, Westfield/Academy Hills.
3. The Project would update the land use designation and zoning for the currently underutilized Alpine Village in West Carson (Assessor's Parcel Numbers [APNs] 7350-001-014, 7350-001-016, 7350-001-

acknowledges the prevalence of an existing cultural pattern and provides a regulatory framework that allows for the formalization of this type of commercial activity in residential neighborhoods.

² Note that allowable dwelling unit density in the County is governed by the applicable General Plan land use designation. As such, while the Project proposes both land use and zone changes, only the proposed General Plan land use changes would result in the additional capacity for dwelling units.

018, 7350-001-027, and 7350-001-029) from Light Industrial (IL) to General Commercial (CG) and from M-1.5 (Restricted Heavy Manufacturing) to C-3 (General Commercial) to allow for additional commercial uses. Buildout of Alpine Village under the proposed land use designation and zoning would facilitate approximately 649,047 square feet of new commercial building area and 1,271 new employees. In addition, the Project would redesignate and rezone parcels in the communities of Alondra Park/El Camino Village, Del Aire/Wiseburn, La Rambla, Lennox, and West Carson to commercial or mixed use, resulting in approximately 128,651 square feet of new commercial building area and 146 new employees. In total, these proposed changes would facilitate approximately 777,697 square feet of additional commercial use and 1,417 additional employees.

In addition, the Project proposes new development and/or design standards, five implementation programs, and goals/policies related to land use, mobility, conservation and open space, public services and facilities, economic development, and historic preservation that would help achieve the stated goals, policy priorities, and/or objectives of the Project. These additional Project components have been evaluated as part of this Draft PEIR. With the exception of Implementation Program No. 1 (Accessory Commercial Units Program), these additional Project components have been determined to not result in the potential for significant impacts to the environment or have growth inducing effects, as discussed further in Section 3.4.2, Assessment Methodology for Other Plan Components, below. Implementation Program No. 1 (Accessory Commercial Units Program) would result in potential environmental impacts, which are fully assessed in this PEIR, as detailed above.³

The Project would also amend the Mobility Element of the County General Plan, specifically the Los Angeles County Master Plan of Highways, to reclassify the section of Del Amo Boulevard between Normandie Avenue and Vermont Avenue from 'Major Highway' to 'Local Road'. This would help mitigate the constraints of highway dedication on adjacent properties and reflect existing conditions within the community. This Project component has been evaluated as part of this Draft PEIR and has been determined to not result in physical impacts to the environment or have growth inducing effects.

3.3.4 South Bay Area Plan

3.3.4.1 Plan Outline

The South Bay Area Plan builds off the character and existing assets of each of the Project area communities by identifying opportunities for equitable and sustainable investment while addressing issues and concerns voiced by community members. The South Bay Area Plan draws insight from multiple sources including a review of past planning studies, field surveys, interviews with planners, residents, and business owners, and a robust community engagement effort.

The South Bay Area Plan is organized into the following chapters and sections:

Executive Summary. The Executive Summary introduces the South Bay Planning Area and the Project-area communities, outlines the purpose of the South Bay Area Plan, and provides the organization of the South Bay Area Plan.

³ As discussed above, it is projected that approximately 12 parcels in the Project area would develop new ACUs totaling 10,200 square feet, which would generate approximately 23 new employees.

Chapter 1, Introduction. This chapter provides an overview of the South Bay Area Plan including intended uses, purpose, relationship to the General Plan and other County documents, guiding principles, community engagement, and key themes in the South Bay Planning Area.

Chapter 2, Planning Area and Community Snapshot. This chapter includes a brief history of the South Bay Planning Area, and an overview of each Project-area community, including location, history, community context, and development patterns.

Chapter 3, Areawide Goals and Policies. This chapter includes goals and policies applicable to the entire Project area. The goals and policies are organized under the following sections: 3.1, Land Use; 3.2, Mobility; 3.3, Conservation and Open Space; 3.4, Public Services and Facilities; 3.5, Economic Development; and 3.6, Historic Preservation.

Chapter 4, Community-Specific Goals and Policies. This chapter addresses policies that speak individually to each Project-area community across various topics.

Chapter 5, Implementation. This chapter introduces proposed implementation programs, including an explanation on how the implementation programs relate to the County’s budget process, as well as the importance of funding for the implementation of the South Bay Area Plan.

3.3.4.2 Goals and Policy Priorities

In support of Project objectives, the South Bay Area Plan outlines various goals and policy priorities, which are in turn supported by proposed policies, programs, and strategic changes to the General Plan and/or County Code (discussed in further detail below under Section 3.3.4.3, Project Components). These goals and policy priorities include the following:

- **Establish Policies for Sustainable Development.** Guide development in creating a balance between housing and jobs, as well as creation of green and natural spaces.
- **Prioritize Equity and Environmental Justice.** Utilize an environmental justice and equity lens to evaluate all recommendations.
- **Implement the Countywide Housing Element.** Increase potential for diverse housing types in the South Bay, including affordable housing.
- **Consider Different Ways to Move Around Communities.** Encourage transit and active transportation (walking and biking) as ways of traveling within the South Bay.
- **Celebrate Community Identify & Culture.** Seek out special places or traditions that are meaningful to the community and recommend ways to preserve and celebrate them.
- **Land Use/Zoning Consistency.** In accordance with state law, make technical corrections to ensure consistency between land use and zoning.

3.3.4.3 Project Components

General Plan Amendment

Establishment of the South Bay Area Plan

The General Plan Amendment would establish the South Bay Area Plan as part of the County General Plan. The South Bay Area Plan includes goals and policies for the unincorporated area communities of Alondra Park/El Camino Village, Del Aire/Wiseburn, Hawthorne Island, La Rambla, Lennox, West Carson, and Westfield/Academy Hills. The South Bay Area Plan includes both areawide and community-specific goals and policies with respect to the following topics, including but not limited to: land use, mobility, conservation and open space, public services and facilities, historic preservation, and economic development. The plan also includes five implementation programs, discussed in further detail below, which would help implement the Project’s goals, policies, and/or objectives.

General Plan Land Use Map Changes

The General Plan Land Use Legend describes the land use designations with general intended uses and development intensities that guide development activities in the unincorporated County areas. The Project would amend the Mobility Element of the County General Plan, specifically the Los Angeles County Master Plan of Highways, to reclassify the section of Del Amo Boulevard between Normandie Avenue and Vermont Avenue from ‘Major Highway’ to ‘Local Road’. This will help mitigate the constraints of highway dedication on adjacent properties and reflect existing conditions within the community.

The Project proposes to redesignate parcels within Alondra Park/El Camino Village (31.58 acres), Del Aire/Wiseburn (52.98 acres), La Rambla (20.75 acres), Lennox (74.53 acres), and West Carson (179.78 acres; including within the West Carson TOD Specific Plan area) to accomplish the following: (1) Incorporate the proposed land use policy changes as identified in the Housing Element; (2) Facilitate additional housing and a mix of land uses; (3) Maintain consistency between zoning and land use policy, and/or; (4) More accurately reflect existing, on-the-ground land uses. There are no proposed changes to the General Plan Land Use Map designations within the communities of Hawthorne Island or Westfield/Academy Hills. The sites proposed for redesignation are listed in Appendix B-1, South Bay Area Plan Parcel Data, of this Draft PEIR, which includes associated Assessor’s Parcel Numbers (APNs), addresses, existing and proposed land use designations, and capacities (i.e., number of projected dwelling units). The Project’s proposed changes to the distribution of existing General Plan land use designations within the Project area are illustrated in Figures 3-2a through 3-2g.⁴ A summary of the land use changes proposed within Alondra Park/El Camino Village, Del Aire/Wiseburn, La Rambla, Lennox, and West Carson, including maximum allowable density and total land area, is provided in Table 3-1 below.

Table 3-1, Proposed General Plan Land Use Changes

Existing Land Use Designation	Density (DU/Acre)	Proposed Land Use Designation	Density (DU/Acre)	Land Area (Acres)
Alondra Park/El Camino Village				
General Commercial (CG)	50	Mixed Use (MU)	150	21.23
Residential 9 (H9)	9	Residential 18 (H18)	18	7.92
Residential 30 (H30)	30	Mixed Use (MU)	150	1.66
Public and Semi-Public (P)	—	Mixed Use (MU)	150	0.64
Water (W)	—	Mixed Use (MU)	150	0.13
<i>Alondra Park/El Camino Village Subtotal</i>				31.58

⁴ Note that Figure 3-1c, Proposed General Plan Land Use, Hawthorne Island and Figure 3-1g, Proposed General Plan Land Use, Westfield/Academy Hills, do not illustrate any General Plan land use changes, as no changes are proposed within these communities.

Table 3-1, Proposed General Plan Land Use Changes

Existing Land Use Designation	Density (DU/Acre)	Proposed Land Use Designation	Density (DU/Acre)	Land Area (Acres)
Del Aire/Wiseburn				
General Commercial (CG)	50	Mixed Use (MU)	150	4.22
Residential 9 (H9)	9	Residential 30 (H30)	30	47.71
Parks and Recreation (OS-PR)	—	Public and Semi-Public (P)*	—	1.05
<i>Del Aire/Wiseburn Subtotal</i>				52.98
La Rambla				
General Commercial (CG)	50	Mixed Use (MU)	150	11.57
Residential 9 (H9)	9	Residential 18 (H18)	18	0.82
Residential 18 (H18)	18	Residential 30 (H30)	30	8.36
<i>La Rambla Subtotal</i>				20.75
Lennox				
General Commercial (CG)	50	Mixed Use (MU)	150	2.68
Residential 9 (H9)	9	Residential 18 (H18)	18	2.93
Residential 18 (H18)	18	Residential 30 (H30)	30	63.67
Residential 18 (H18)	18	Mixed Use (MU)	150	0.76
Residential 18 (H18)	18	General Commercial (CG)	50	1.47
Public and Semi-Public (P)	—	Mixed Use (MU)	150	3.02
<i>Lennox Subtotal</i>				74.53
West Carson				
Residential 9 (H9)	9	Residential 18 (H18)	18	5.50
Residential 18 (H18)	18	Residential 30 (H30)	30	101.19
Residential 18 (H18)	18	Parks and Recreation (OS-PR)*	—	6.17
Residential 30 (H30)	30	Residential 50 (H50)	50	5.12
Light Industrial (IL)	—	Residential 30 (H30)	30	10.98
Light Industrial (IL)	—	Residential 50 (H50)	50	0.42
Light Industrial (IL)	—	General Commercial (CG)	50	19.06
Light Industrial (IL)	—	Mixed Use (MU)	150	12.10
Light Industrial (IL)	—	Heavy Industrial (IH)*	—	0.32
Mixed Use (MU)	150	General Commercial (CG)	50	18.87
<i>West Carson Subtotal</i>				179.78
TOTAL				359.62

Source: Appendix B-1

Notes: DU = dwelling unit; There are no General Plan Land Use changes proposed in the communities of Hawthorne Island or Westfield/Academy Hills.

* Indicates proposed land use designation changes that constitute a “clean up” intended to bring the land use designation into alignment with the actual site development use and/or maintain consistency between zoning and land use policy. These changes are not anticipated to result in any new development/redevelopment activities.

Proposed land use changes in Alondra Park/El Camino Village, Del Aire/Wiseburn, La Rambla, Lennox, and West Carson as summarized in the above Table 3-1 are discussed in further detail below.

Alondra Park/El Camino Village

As illustrated in Figure 3-1a, the Project would redesignate a total of 31.58 acres in Alondra Park/El Camino Village. Parcels proposed for redesignation are located along major thoroughfares, specifically, Crenshaw Boulevard, Manhattan Beach Boulevard, and Prairie Avenue. The proposed General Plan land use changes are as follows:

- **General Commercial (CG) to Mixed Use (MU):** The Project would redesignate 21.23 acres from CG (50 dwelling units per acre) to MU (150 dwelling units per acre). The parcels proposed for redesignation are located between Manhattan Beach Boulevard and West Rosecrans Avenue fronting Crenshaw Boulevard.
- **Residential 9 (H9) to Residential 18 (H18):** The Project would redesignate 7.92 acres from H9 (9 dwelling units per acre) to H18 (18 dwelling units per acre). The parcels proposed for redesignation are located on the north side of Manhattan Beach Boulevard (just east of Prairie Avenue) and the east side of Prairie Avenue (just north of Manhattan Beach Boulevard).
- **Residential 30 (H30) to MU:** The Project would redesignate 1.66 acres from H30 (30 dwelling units per acre) to MU. The parcels proposed for redesignation are located along the west side of Crenshaw Boulevard between Marine Avenue and West 154th Street.
- **Public and Semi-Public (P) to MU:** The Project would redesignate 0.64 acre from P to MU. The parcels proposed for redesignation are located on the west side of Crenshaw Boulevard just south of West Rosecrans Avenue.
- **Water (W) to MU:** The Project would redesignate 0.13 acre from W to MU. The parcels proposed for redesignation are located on the west side of Crenshaw Boulevard just south of West Rosecrans Avenue in the vicinity of the Dominguez Channel.

The proposed General Plan land use changes discussed above for Alondra Park/El Camino Village would facilitate approximately 3,165 additional dwelling units, 9,876 additional residents, and 32,578 square feet of additional commercial use (which would generate approximately 50 additional employees).

Del Aire/Wiseburn

As illustrated in Figure 3-1b, the Project would redesignate a total of 52.98 acres in Del Aire/Wiseburn as follows:

- **CG to MU:** The Project would redesignate 4.22 acres from CG to MU. The parcels proposed for redesignation are located on the west side of Inglewood Avenue south of 131st Street and north of West 139th Street in Wiseburn.
- **H9 to H30:** The Project would redesignate 47.72 acres from H9 to H30. The parcels proposed for redesignation are located north of 120th Street in the northwest corner of the community to the east of Aviation Boulevard and in the vicinity of the Interstate (I)-105 and I-405 interchange in Del Aire.
- **Parks and Recreation (OS-PR) to P:** The Project would redesignate 1.05 acres from OS-PR to P. The parcel proposed for redesignation is a part of Del Aire Park fronting Isis Avenue. This change is not anticipated to facilitate any additional development.

In addition, the Project would assign the MU designation to APN 4140-002-051 (located on the northwest corner of Judah Avenue and West 116th Street), which does not have an existing General Plan land use designation. Collectively, the proposed land use changes to MU and H30 in Del Aire/Wiseburn would facilitate approximately 1,020 additional dwelling units, 3,183 additional residents, and 12,537 square feet of additional commercial use (which would generate approximately 11 additional employees).

La Rambla

As illustrated in Figure 3-1d, the Project would redesignate a total of 20.75 acres in La Rambla as follows:

- **CG to MU:** The Project would redesignate 11.57 acres from CG to MU. The parcels proposed for redesignation are located in the northeast corner of the community fronting South Bandini Street (north of West 1st Street and south of Meramec Avenue) and in the southwest corner of the community fronting West 6th Street, South Broadway Avenue, South Butte Street, or West 7th Street.
- **H9 to H18:** The Project would redesignate 0.82 acres from H9 to H18. The parcels proposed for redesignation are grouped near the northwest corner of the South Bandini Street/West 6th Street Intersection.
- **H18 to H30:** The Project would redesignate 8.36 acres from H18 to H30. The parcels proposed for redesignation are primarily located along West 7th Avenue and South Meyler Street, with additional groupings of parcels located north of West 3rd Street at the South Bandini Street intersection, as well as along West 1st Street just west of South Bandini Street.

The proposed land use changes discussed above for La Rambla would facilitate approximately 1,716 additional dwelling units, 5,354 additional residents, and 5,768 square feet of additional commercial use (which would generate approximately 10 additional employees).

Lennox

As illustrated in Figure 3-1e, the Project would redesignate a total of 74.53 acres in Lennox as follows:

- **CG to MU:** The Project would redesignate 2.68 acres from CG to MU. The parcels proposed for redesignation are located along Hawthorne Boulevard south of Lennox Boulevard.
- **H9 to H18:** The Project would redesignate 2.93 acres from H9 to H18. The parcels proposed for redesignation are located in the northwest corner of the community north of West 104th Street and south of West Century Boulevard
- **H18 to H30:** The Project would redesignate 63.67 acres from H18 to H30. The parcels proposed for redesignation are located throughout the community, primarily in the vicinity of major thoroughfares, including Lennox Boulevard, Hawthorne Boulevard, and South Prairie Avenue.
- **H18 to MU:** The Project would redesignate 0.76 acres from H18 to MU. The parcels proposed for redesignation are located along South Acacia Avenue south of Lennox Boulevard.
- **H18 to CG:** The Project would redesignate 1.47 acres from H18 to CG. The parcels proposed for redesignation are fronting Hawthorne Boulevard, South Burin Avenue, South Acacia Avenue, or West 104th Street.
- **P to MU:** The Project would redesignate 3.02 acres from P to MU. The parcel proposed for redesignation is located on Hawthorne Boulevard south of Lennox Boulevard.

The proposed land use changes discussed above for Lennox would facilitate approximately 949 additional dwelling units, 2,962 additional residents, and 50,798 square feet of additional commercial use (which would generate approximately 53 additional employees).

West Carson

As illustrated in Figure 3-1f, the Project would redesignate a total of 179.78 acres in West Carson (including within the West Carson TOD Specific Plan area) as follows:

- **H9 to H18:** The Project would redesignate 5.50 acres from H9 to H18 within the West Carson TOD Specific Plan area. Most of the parcels proposed for redesignation are located along Clarion Drive and 213th Street, east of South Vermont Avenue. Two additional parcels are located on West 220th Street across from the Harbor-UCLA Medical Center
- **H18 to H30:** The Project would redesignate 101.19 acres from H18 to H30. The parcels proposed for redesignation are clustered within the central and southern portions of the community. The central parcels are located within or south of the West Carson TOD Specific Plan area (including along West 223rd Street, Normandie Avenue, or South Van Deene Avenue), while the southern parcels are located north of West Lomita Boulevard between South Vermont Avenue and Frampton Avenue.
- **H18 to OS-PR:** The Project would redesignate 6.17 acres from H18 to OS-PR. The parcels proposed for redesignation are located within Wishing Tree Park south of West Del Amo Boulevard. This land use change is intended to reflect the existing park/open space uses and would not facilitate any additional development.
- **H30 to H50:** The Project would redesignate 5.12 acres from H30 to H50. The parcels proposed for redesignation are located along South Vermont Avenue within and just south of the West Carson TOD Specific Plan area.
- **Light Industrial (IL) to H30:** The Project would redesignate 10.98 acres from IL to H30. The parcels proposed for redesignation are located along Normandie Avenue south of West 225th Street and South Vermont Avenue south of West 223rd Street. This land use change is intended to reflect changing development patterns and ensure land use compatibility with surrounding residential neighborhoods.
- **IL to Residential 50 (H50):** The Project would redesignate 0.42 acre from IL to H50. The parcel proposed for redesignation is located on South Vermont Avenue south of West 223rd Street and is adjacent to H50 parcels to the north, south and west. This land use change is intended to reflect changing development patterns and ensure land use compatibility with surrounding residential neighborhoods.
- **IL to CG:** The Project would redesignate 19.06 acres from IL to CG. The parcels proposed for redesignation include Alpine Village, located along West Torrance Boulevard just west of I-110, as well as a cluster of parcels to the northwest of the West 223rd Street/South Vermont Avenue intersection.
- **IL to MU:** The Project would redesignate 12.10 acres from IL to MU. The parcels proposed for redesignation are located within the West Carson TOD Specific Plan area along South Vermont Avenue and West 220th Street.
- **IL to Heavy Industrial (IH):** The Project would redesignate 0.32 acre from IL to IH. The parcel proposed for redesignation is located along Hamilton Avenue and is adjacent to existing IH parcels to the north and south. This land use change is intended to reflect the existing, on-the-ground industrial uses and would not facilitate any additional development.
- **MU to CG:** The Project would redesignate 18.87 acres from MU to CG. The parcels proposed for redesignation are located within the West Carson TOD Specific Plan area along West Carson Street, South Vermont Avenue, or West 214th Street.

The proposed land use changes discussed above for West Carson would facilitate approximately 3,003 additional dwelling units, 9,370 additional residents, and 676,016 square feet of additional commercial use (which would generate approximately 1,293 additional employees).

Zoning Map Changes and Amendment to the County Zoning Code

Zoning Map Changes

Zoning is a regulatory tool that compliments and implements applicable General Plan land use designations by establishing detailed regulations for each zone, such as building heights, setbacks, lot coverage, and allowable uses. In essence, while the General Plan provides the overarching vision and density for land use, zoning provides the specific rules and regulations to ensure that development aligns with that vision. The Project would rezone parcels in accordance with the proposed General Plan Land Use Map changes, discussed above. Proposed rezoning would also resolve existing zoning inconsistencies and/or bring parcels into accordance with existing General Plan land use designations. The Project would rezone parcels in all Project-area communities, including within the West Carson TOD Specific Plan area. Importantly, as dwelling unit density is governed by the applicable General Plan land use designation, the proposed zone changes would not result in any residential density changes or facilitate any additional residential development. The sites proposed for rezoning are listed in Appendix B-1 of this Draft PEIR. The locations of proposed zone changes are illustrated on the following figures: Figure 3-2a, Proposed Zoning, Alondra Park/El Camino Village; Figure 3-2b, Proposed Zoning, Del Aire/Wiseburn; Figure 3-2c, Proposed Zoning, Hawthorne Island; Figure 3-2d, Proposed Zoning, La Rambla; Figure 3-2e, Proposed Zoning, Lennox; Figure 3-2f, Proposed Zoning, West Carson; and Figure 3-2g, Proposed Zoning, Westfield/Academy Hills. The proposed rezoning, including existing and proposed zones, as well as total land area, is summarized below in Table 3-2, Proposed Zone Changes.

Table 3-2, Proposed Zone Changes

Existing Zone	Proposed Zone	Land Area (Acres)
Alondra Park/El Camino Village		
A-1 (Light Agricultural)	O-S (Open Space)*	202.89
A-1 (Light Agricultural)	W (Watershed)*	5.92
A-1 (Light Agricultural)	IT (Institutional)*	98.23
B-1 (Buffer Strip)	MXD (Mixed Use)	0.02
B-1 (Buffer Strip)	W (Watershed)*	0.02
C-1 (Restricted Business)	MXD (Mixed Use)	5.86
C-2 (Neighborhood Business)	MXD (Mixed Use)	2.35
C-3 (General Commercial)	MXD (Mixed Use)	12.72
M-1 (Light Manufacturing)	MXD (Mixed Use)	0.12
M-1 (Light Manufacturing)	W (Watershed)*	0.65
R-1 (Single-Family Residence)	R-2 (Two-Family Residence)*	0.02
R-1 (Single-Family Residence)	W (Watershed)*	7.58
R-2 (Two-Family Residence)	R-4 (Unlimited Residence)*	0.03
R-2 (Two-Family Residence)	W (Watershed)*	0.65
R-3 (Limited Density Multiple Residence)	R-4 (Unlimited Residence)*	36.26
R-3 (Limited Density Multiple Residence)	W (Watershed)*	1.68

Table 3-2, Proposed Zone Changes

Existing Zone	Proposed Zone	Land Area (Acres)
R-3-P (Limited Density Multiple Residence)	MXD (Mixed Use)	2.59
<i>Alondra Park/El Camino Village Subtotal</i>		<i>377.59</i>
Del Aire/Wiseburn		
B-1 (Buffer Strip)	R-3-P (Limited Density Multiple Residence)*	0.64
C-3 (General Commercial)	MXD (Mixed Use)	4.22
M-1 (Light Manufacturing)	O-S (Open Space)*	5.58
M-1 (Light Manufacturing)	R-3-P (Limited Density Multiple Residence)*	6.33
R-1 (Single-Family Residence)	MXD (Mixed Use)	0.24
R-1 (Single-Family Residence)	R-3 (Limited Density Multiple Residence)	47.71
<i>Del Aire/Wiseburn Subtotal</i>		<i>64.72</i>
Hawthorne Island		
R-3-P (Limited Density Multiple Residence)	C-2 (Neighborhood Business)*	0.91
<i>Hawthorne Island Subtotal</i>		<i>0.91</i>
La Rambla		
C-1 (Restricted Business)	MXD (Mixed Use)	8.61
C-2 (Neighborhood Business)	MXD (Mixed Use)	2.96
R-1 (Single-Family Residence)	C-3 (General Commercial)*	0.07
R-2 (Two-Family Residence)	C-2 (Neighborhood Business)*	0.11
<i>La Rambla Subtotal</i>		<i>11.75</i>
Lennox		
C-2 (Neighborhood Business)	MXD (Mixed Use)	5.70
C-2 (Neighborhood Business)	C-3 (General Commercial)	0.002
C-3 (General Commercial)	R-3-P (Limited Density Multiple Residence)	0.02
M-2-IP (Heavy Manufacturing)	M-1.5-IP (Restricted Heavy Manufacturing)*	1.41
R-1 (Single-Family Residence)	R-2 (Two-Family Residence)	0.08
R-2 (Two-Family Residence)	R-3-P (Limited Density Multiple Residence)	0.08
R-2 (Two-Family Residence)	R-3 (Limited Density Multiple Residence)	0.39
R-2 (Two-Family Residence)	O-S (Open Space)*	4.24
R-3 (Limited Density Multiple Residence)	O-S (Open Space)*	1.40
R-3-P (Limited Density Multiple Residence)	C-2 (Neighborhood Business)	0.81
R-3-P (Limited Density Multiple Residence)	C-3 (General Commercial)	0.66
R-3-P (Limited Density Multiple Residence)	MXD (Mixed Use)	0.76
RPD (Residential Planned Development)	CPD (Commercial Planned Development)	0.10
<i>Lennox Subtotal</i>		<i>15.65</i>
West Carson		
A-1 (Light Agricultural)	R-1 (Single-Family Residence)*	76.59

Table 3-2, Proposed Zone Changes

Existing Zone	Proposed Zone	Land Area (Acres)
A-1 (Light Agricultural)	R-2 (Two-Family Residence)*	10.14
A-1 (Light Agricultural)	R-3 (Limited Density Multiple Residence)*	0.56
M-1 (Light Manufacturing)	R-3 (Limited Density Multiple Residence)	2.08
M-1 (Light Manufacturing)	R-4 (Unlimited Residence)	0.42
M-1.5 (Restricted Heavy Manufacturing)	C-3 (General Commercial)	14.91
M-1.5 (Restricted Heavy Manufacturing)	W (Watershed)*	2.96
M-1-IP (Light Manufacturing)	M-2-IP (Heavy Manufacturing)*	0.31
M-2 (Heavy Manufacturing)	C-2 (Neighborhood Business)	2.19
M-2 (Heavy Manufacturing)	M-1 (Light Manufacturing)*	1.46
M-2 (Heavy Manufacturing)	W (Watershed)*	0.44
M-2-IP (Heavy Manufacturing)	M-1-IP (Light Manufacturing) or M-1.5-IP (Restricted Heavy Manufacturing)*	9.38
R-1 (Single-Family Residence)	W (Watershed)*	5.03
R-2 (Two-Family Residence)	O-S (Open Space)*	7.68
R-3 (Limited Density Multiple Residence)	R-4 (Unlimited Residence)*	9.24
R-3 (Limited Density Multiple Residence)	W (Watershed)*	4.92
RPD (Residential Planned Development)	R-3 (Limited Density Multiple Residence)	8.90
IF (Industrial Flex)	MU2 (Mixed Use 2)	2.08
IF (Industrial Flex)	R-4 (West Carson Residential 4)	5.26
IF (Industrial Flex)	UC (Unlimited Commercial)	4.20
<i>West Carson Subtotal</i>		168.75
Westfield/Academy Hills		
M-1 (Light Manufacturing)	O-S (Open Space)*	81.76
<i>Westfield/Academy Hills Subtotal</i>		81.76
TOTAL		721.15

Source: Appendix B-1

Notes:

* Indicates additional parcels proposed for rezoning that are not subject to proposed General Plan land use changes (discussed above and summarized in Table 3-1.) Proposed rezoning for these parcels constitutes a “clean up” that is intended to resolve existing zoning inconsistencies, bring the zoning into alignment with the actual site development use, eliminate spot zoning, and/or bring parcels into accordance with existing General Plan land use designations.

Accessory Commercial Units

The Project would amend Title 22 (Planning and Zoning) of the County Code to allow for development of Accessory Commercial Units (ACUs) as an accessory use on existing corner-lot parcels that are zoned for residential and contain residential-only uses, provided they meet the regulations established. The regulations include but are not limited to limits on the number of ACUs (i.e., one per corner lot), floor area/building size, building height, types of commercial uses/businesses, hours of operation, number of employees, equipment storage, signage, and lighting. ACUs would be restricted to a maximum floor area of 1,000 square feet (or 40% of the existing residential building, whichever is less) and a maximum height of one story. Permitted uses for ACUs would include the following: neighborhood-serving grocery or corner stores, neighborhood-serving retail, restaurants, and other eating establishments, beautician or barber services, bakeries, confectionaries or candy shops, delis, ice cream shops, and secondary medical/dental offices. The intent of ACUs is to encourage local-serving retail and essential services

and promote walkable access to these essential services and healthy foods. The existing residential zones in the Project area are identified on Figures 2-3a through 2-3g in Chapter 2, Environmental Setting, of this Draft PEIR.

Based on existing development patterns, it is estimated that an additional 12 ACUs (approximately 10,200 square feet) would be constructed in the Project area as a result of Project implementation, including two in Alondra Park/El Camino Village, two in Del Aire/Wiseburn, two in Hawthorne island, one in La Rambla, three in Lennox, one in West Carson, and one in Westfield/Academy Hills.

Other Changes to the Zoning Code

Other proposed modifications to the Zoning Code that are necessary to ensure land use policy and planning consistency across the Project area or would otherwise support the goals and policy objectives of the General Plan and the South Bay Area Plan (e.g. additional development standards, removing the residential dwelling unit “cap” for zones within the West Carson TOD Specific Plan area) are described below. As discussed in further detail under Section 3.4.2, Policy Assessment Methodology, this Draft PEIR provides a qualitative analysis of these proposed actions as necessary and/or required pursuant to CEQA within applicable sections of Chapter 4, Environmental Impact Analysis.

These proposed amendments to Title 22 (Planning and Zoning) of the County Code include the following provisions:⁵

- Establish a Planning Area Standards District (PASD) to streamline and simplify development standards that are applicable to all communities in the South Bay Planning Area and include community-specific standards in Community Standards Districts (CSDs) on an as-needed basis under the PASD regulatory framework;
- Remove the residential development “caps” within selected zones within the West Carson TOD Specific Plan area. Currently, residential dwelling unit density is capped in accordance with applicable West Carson TOD Specific Plan zones. The Project would remove these caps from select zones to allow for the applicable General Plan land use designation to govern maximum allowable residential dwelling unit density.
- Include the mapping of the Green Zone (-GZ) Combining Zone on industrially-zoned lots in West Carson. The proposed -GZ mapping would identify industrial parcels subject to the Green Zone Ordinance. The existing Green Zones regulations on applicable parcels would remain unchanged, and all environmental impacts associated with the Green Zones Ordinance were comprehensively evaluated in the Los Angeles County Green Zones Program Environmental Impact Report, dated November 2021. The mapping of the -GZ parcels as part of the Project would not result in any new environmental impacts.

Implementation Programs

The South Bay Area Plan proposes five implementation programs, which include schedules and tasks intended to support and address the Project’s goals, policies, and/or objectives. The implementation programs also inform the budget process and would be used to set funding priorities. Any future discretionary actions related to these proposed implementation programs would require subsequent CEQA review. Summaries of the proposed implementation programs are provided below.

⁵ The proposed amendments to Title 22 are outlined in the Draft Los Angeles County South Bay Area Plan Implementation Ordinance (County of Los Angeles 2024), available for review on the County’s website: <https://planning.lacounty.gov/long-range-planning/south-bay-area-plan/documents/>.

Implementation Program No. 1, Accessory Commercial Unit Program. This program would support ACUs through three proposed components: (1) uses and restrictions, (2) technical assistance, and (3) financing programs and incentives. Through community outreach and incorporation of public feedback, this program would define the appropriate uses for ACUs and determine appropriate restrictions, including location and placement. This program would also develop a one-stop toolkit to guide local businessowners in obtaining necessary permits and/or licenses for an ACU within the Project area; the toolkit could be bilingual, if needed. The development of this toolkit would include the identification of opportunities to streamline processes and increase coordination across County departments. Finally, this program would study the feasibility of establishing and/or expanding financial incentives and financing mechanisms to support the establishment of an ACU as an opportunity for small businesses and local entrepreneurship.

Implementation Program No. 2, Lot Consolidation. This program would study the feasibility of developing a set of lot consolidation incentives to encourage the consolidation of two or more small lots to make it economically viable to build a mixed-use development in the Project area. The future project applicant could be granted a set of incentive bonuses if community-desired uses and amenities are incorporated. These incentives could be applicable for any mixed-use development within the Project area that is in a Countywide zone in which mixed-use is an allowed use, such as Mixed-Use Development (MXD) and all Commercial Zones (C-1, C-2, C-3, etc.), per Title 22. Varying degrees of incentives could be granted based on the total size of the lot after consolidation. For example, all lot consolidations could be eligible for waived or reduced fees either associated with staff review of a lot consolidation application via the subdivision process and/or planning entitlement fees. Increases in floor area ratio (FAR) and height allowances could be based on the total size of lot after consolidation.

Implementation Program No. 3, Legacy Business Retention Program. This program would develop a Legacy 15262, Business Retention Program (LBRP) for legacy businesses over 50 years old in focused growth areas in order to prevent commercial displacement. The elements of the LBRP program may include the following components:

- *Create legacy business registry and markers.* Create a registry of businesses over 50 years old. Sources may be the Historic Resource Mapper and community engagement efforts to identify eligible businesses. These eligible businesses would receive a legacy business plaque or marker as part of an overall branding effort. These businesses would be recognized as community-serving cultural assets.
- *Provide regulatory support and streamlining.* Create a streamlined permitting process for legacy businesses that are in the registry; impose right of return on new developments that previously housed a legacy business.
- *Establish legacy preservation incentive funds and grants.* Create a program to offer funds and grants for: 1) property owners who extend 10-year leases to legacy tenants; 2) rent stabilization grants directly to legacy tenant businesses; 3) marketing/promotional products that could include logo, brand book, social media toolkit, marketing toolkit, plaques, decals, and stickers, etc.; 4) grants to modernize and purchase/replace aging appliances and equipment.
- *Provide façade beautification funds:* Grant funding for improving frontage and facades.

Implementation Program No. 4, Formula Business Regulations. This program would develop a set of requirements to regulate formula businesses in the Project area, thereby promoting opportunities for smaller or medium-sized businesses. Components of the regulations should include the following:

- *Purpose and intent.* Establish a clear purpose and intent statement to guide the regulations, such as to avoid the proliferation of formula businesses that may unduly limit or eliminate business establishments

for smaller or medium-sized businesses, thereby decreasing the diversity of businesses available to residents and visitors.

- *Definition.* Determine if regulations apply to all businesses that contain specific features, or specific business types, such as retail sales/service establishments and restaurant/dining establishments. In the definition, determine identifiers, such as the establishment maintains two or more of the following features: 1) standardized array of merchandise or menu; 2) standardized color scheme; 3) standardized decor; 4) standardized façade; 5) standardized layout; 6) standardized signage, a servicemark, or a trademark; 7) uniform apparel. Other identifiers include if the establishment has a specific number of other establishments in operation (e.g. ten or more).
- *Criteria.* Define criteria for the type of business establishments.
- *Permitting.* Determine the permitting process for formula businesses, such as a Conditional Use Permit (CUP). Establish criteria for guiding the CUP process, such as: the percentage of total linear street frontage, availability of similar uses within the district, compatibility of use in district, vacancy rates for business type, for uses larger than a certain size (e.g. 20,000 square feet), require an economic impact study.
- *Location.* Determine if established permit type (e.g. CUP) applies to all zones within the County, or only certain zones. Through this process, also determine if specific zones would prohibit formula businesses altogether.

Implementation Program No. 5, Focused Intensive Historic Resource Surveys. This program would conduct intensive-level community-wide surveys of Lennox, La Rambla, and West Carson. This program would also streamline the nomination process for historic resources that share common themes or geographies by the preparation of focused Historic Context Statements, conducting intensive level surveys, and nominating non-contiguous historic districts. Focus areas may include but are not limited to storefront churches (Project area and/or Countywide), sites associated with the legacy of environmental injustice, including sites of community activism (Project area, particularly Lennox and West Carson), and additional study of Ranch and Contemporary homes for a potential historic district (Westfield/Academy Hills).

3.4 Project Buildout and Assessment Methodology

The South Bay Area Plan is a policy document that does not include or propose any site-specific development that could directly result in construction or operational impacts to the environment. However, implementation of the South Bay Area Plan would encourage development in a manner consistent with the South Bay Area Plan, which would facilitate additional future development. Therefore, this Draft PEIR does not assess the site-specific construction and operation details of individual future development projects within the Project area. Rather, it assesses the impacts associated with changes to existing land uses and the associated overall effects of buildout of the South Bay Area Plan through 2045, where reasonably foreseeable physical changes to the environment could occur. The analyses included in this Draft PEIR are focused on potential environmental impacts that could occur due to Project implementation, as described in Section 3.3.4.3 above. Project-specific and parcel-specific evaluations are not possible because, unless otherwise noted within this assessment, the actual locations and intensity of project-level development (and its chronologic sequence or concurrence) that may be implemented in the future are speculative.

In summary, the Draft PEIR evaluates all aspects of the South Bay Area Plan, which include land use designation, zoning changes, and amendments to Title 22 of the County Code (e.g., facilitation of ACUs) that could result in physical changes to the environment beyond existing conditions as the Project area is built out through 2045. As

stated in Section 3.3.3, Project-Related Growth, Project-related changes anticipated to result in direct or indirect physical environmental effects can generally be grouped into three categories, which are: changes to facilitate residential development at higher densities than currently allowed under existing land-use designations; changes to facilitate neighborhood-scale commercial uses (i.e., ACUs) within select corner lots in residential-zoned areas; and changes to facilitate additional commercial uses under proposed mixed use and commercial land-use designations. The buildout methodology for the Draft PEIR is described in further detail in Appendix B-2, Buildout Methodology, of this Draft PEIR. The final Project buildout projections are provided below.

3.4.1 Buildout Projections

In addition to the sources referenced below and listed in Section 3.7, References, the buildout methodology for this Draft PEIR relies on the following sources:

Appendix B-1 South Bay Area Plan Parcel Data, prepared by the County of Los Angeles

Appendix B-2 Buildout Methodology, prepared by Dudek

The Project area buildout conditions, which include quantitative measures of anticipated Project buildout as compared to existing conditions, are provided below in Table 3-3, Population and Housing 2045 Buildout for the Project Area, and Table 3-4, Employment Buildout for the Project Area. The tables provide existing conditions and buildout conditions for each community (where available), as well as for the Project area.⁶ The Project is anticipated to result in approximately 9,853 additional residential units, 30,745 additional residents (see Table 3-3 for population and housing at buildout), 777,697 additional square feet of commercial use, 10,200 additional square feet of ACUs, and 1,440 additional jobs (see Table 3-4 for employment at buildout).

⁶ The total Project area projections are equal to the sum of the relative projections for each community, if available.

Table 3-3, Population and Housing 2045 Buildout for the Project Area

Description	Project Area (TOTAL)*	Unincorporated Community						
		Alondra Park / El Camino Village	Del Aire / Wiseburn	Hawthorne Island	La Rambla	Lennox	West Carson	Westfield / Academy Hills
Existing Population and Housing Conditions								
DU ^a	23,065	3,049	3,721	592	641	5,480	8,697	885
Population ^b	68,275	8,520	10,060	2,533	2,005	20,008	22,991	2,158
Project-Facilitated Population and Housing Growth								
DU ^c	9,853	3,165	1,020	0	1,716	949	3,003	0
Population (3.12 PPH) ^d	30,745	9,876	3,183	0	5,354	2,962	9,370	0
Other Project-Area Population and Housing Growth ^e								
DU	500	—	—	—	—	—	—	—
Population	8,819	—	—	—	—	—	—	—
2045 Project Area Population and Housing Buildout ^f (Existing + Project + Other)								
TOTAL DU	33,418	—	—	—	—	—	—	—
TOTAL Population	107,839	—	—	—	—	—	—	—

Sources: Appendix B-1; County of Los Angeles 2015, 2022, 2023.

Notes: DU = dwelling units; PPH = Persons per household; Project-area totals may not sum due to rounding.

- a. The total number of existing dwelling units in each of the unincorporated Project area communities was estimated at the time of NOP publication (October 2023) and is based on 2022 parcel data exported from the Los Angeles County Office of the Assessor Property Assessment Information System (County of Los Angeles 2022). The County determined that Assessor parcel data from 2022 most accurately represents the existing number of units within the Project area and no growth factor or other growth projection was applied to represent 2023 baseline conditions. This data is included in Appendix B-1 of this Draft PEIR.
- b. Baseline population for the Project area reflects population estimates from the U.S. Census Bureau’s 2022 American Community Survey, which the County determined represented the most accurate reflection of population within the Project area at the time of NOP publication for the Draft PEIR (County of Los Angeles 2023).
- c. The Project facilitated dwelling unit growth is the “realistic” capacity (i.e., 80% total capacity) of parcels under proposed General Plan land use designations, less the existing dwelling units on each parcel.
- d. The Project facilitated population growth is based on a 3.12 persons per household (i.e., dwelling unit) generation factor, which is the weighted average for the Project area based on existing conditions.
- e. Pursuant to General Plan projections, “Other Project-Area Population and Housing Growth” represents an estimate of other growth that would occur through 2035 in the Project area on parcels that are not subject to the SBAP proposed General Plan land use changes (County of Los Angeles 2015). Community-specific projections are not provided in the General Plan.

- f. The estimated Project-area buildout for dwelling units and population for the Project area is the existing conditions, plus Project-facilitated growth, plus “other” Project-area growth. Because the General Plan buildout is 2035, this assumes all potential for growth has been realized by 2035 and no additional growth on the “other” Project area parcels would occur between 2035 and 2045.

Table 3-4, Employment Buildout for the Project Area

Description	Project Area (TOTAL)	Unincorporated Community						
		Alondra Park / El Camino Village	Del Aire / Wiseburn	Hawthorne Island	La Rambla	Lennox	West Carson	Westfield / Academy Hills
Existing Employment Conditions (Project Area)								
Employment ^a	15,331	2,313	1,514	146	498	2,032	8,384	444
Project Facilitated Employment Growth								
ACU Employment ^b	23	4	4	4	2	5	2	2
Other Commercial Employment ^c	1,417	50	11	0	10	53	1,293	0
<i>SUBTOTAL Project-Facilitated Employment</i>	<i>1,440</i>	<i>54</i>	<i>15</i>	<i>4</i>	<i>12</i>	<i>58</i>	<i>1,295</i>	<i>2</i>
Other Project-Area Employment Growth ^d								
Employment	10,161	—	—	—	—	—	—	—
2045 Project Area Employment Buildout ^e (Existing + Project + Other)								
TOTAL Project Area Employment	26,932	—	—	—	—	—	—	—

Sources: Appendix B-1; County of Los Angeles 2014; U.S. Census 2020

Notes: Project-area totals may not sum due to rounding.

- a. Employment data was estimated for the Project area and each Project-area community using the U.S. Census Bureau’s “OnTheMap”, a web-based mapping and reporting application that shows where workers are employed. Estimates provided in this table reflect employment data from 2020, which was the most recent year for which data was available and compatible with OnTheMap application at the time of NOP publication for this Draft PEIR (U.S. Census 2020).
- b. The Project uses an employment generation factor to calculate projected ACU employment. The generation factor is derived from the County’s General Plan Buildout Methodology for “Rural Commercial/General Commercial”, where 511 square feet of building area is equivalent to 1 employee (County of Los Angeles 2014). Data on existing ACU square footage was not available at the time of NOP publication for this Draft PEIR. Therefore, the Project assumes an average of 850 square feet per ACU. The 850 square foot average was arrived at based on (1) a review of existing case studies and (2) the size of allowable Accessory Dwelling Units (1200 square feet) and Junior Accessory Dwelling Units (500 square feet) where ACUs could potentially be located within the Project area.

- c. The Project uses an employment generation factor to estimate projected commercial employment on proposed General Commercial (CG) and Mixed Use (MU) parcels with existing residential or industrial uses. Accounting for parcel size, estimates assume 100% buildout based on an FAR of 1.0 on proposed CG parcels and 15% buildout on proposed MU parcels when the current condition includes only residential uses. The generation factor is derived from the County's General Plan Buildout Methodology for "Rural Commercial/General Commercial", where 511 square feet of building area is equivalent to 1 employee (County of Los Angeles 2014).
- d. Pursuant to General Plan projections, "Other Project-Area Employment Growth" represents an estimate of other growth that would occur through 2035 in the Project area on parcels that are not subject to the SBAP proposed General Plan land use changes (County of Los Angeles 2015). Community-specific projections are not provided in the General Plan.
- e. The estimated buildout for employment for the Project area is the existing conditions, plus total Project-facilitated employment growth, plus "other" Project-area growth. Because the General Plan buildout is 2035, this assumes all potential for growth has been realized by 2035 and no additional growth on the "other" Project area parcels would occur between 2035 and 2045.

3.4.2 Assessment Methodology for Other Plan Components

The Project includes five implementation programs (discussed above in Section 3.3.4.3, Project Components), along with goals, policies, and development standards. The assessment methodology for each of these Project components is discussed in further detail below.

Proposed implementation programs summarized under Section 3.3.4.3 above would encourage future activities to improve the health, safety, and vibrancy of communities within the Project area. The environmental impacts associated with the proposed programs would not facilitate development or otherwise directly or indirectly result in environmental impacts beyond what is currently analyzed in this PEIR, as discussed below.

- Program No. 1 (Accessory Commercial Units Program) would result in physical impacts on the environment due to the construction of new ACUs and the associated employment generated by the ACUs. The environmental impacts of Program No. 1 is addressed throughout this Draft EIR (see Section 3.3.3, Project-Related Growth, above).
- Program No. 2 (Lot Consolidation) would study the feasibility of incentivizing the consolidation of smaller lots in order to make it more economically viable to build a mixed-use development in the Project area. This is a feasibility study for a possible future action, and no lot consolidation incentives would be directly approved, funded, or adopted as a result of Project implementation. Program No. 2 would not result in physical impacts on the environment because it directs the development of a feasibility study. As stated in CEQA Guidelines Section 15262, feasibility or planning studies for possible future actions which the lead agency has not approved, adopted, or funded, does not require preparation of a CEQA document, but does require consideration of environmental factors. Because preparation of a feasibility study would not have a legally binding effect on later activities, the development of this feasibility evaluation would not result in impacts on the environment.
- Program No. 3 (Legacy Business Retention Program) would encourage the retention of established community businesses, which would not result in any environmental impacts. Although the program would also include funding for façade beautification and frontage improvements, these would include standard tenant improvements, such as replacement of business signage, windows, doors, and other small-scale building repairs. These types of improvements would have negligible physical impacts on the environment and would not result in environmental impacts beyond what has been assessed in the Draft PEIR.⁷
- Program No. 4 (Formula Business Regulations) would develop a set of requirements to regulate formula businesses in the Project area, thereby promoting opportunities for smaller or medium-sized businesses. Program No. 4 would not result in physical impacts on the environment because encouragement of a diversification of smaller or medium-sized business beyond the common formula business would not result in quantifiable changes to potential future development conditions. Requirements related to the regulation of formula businesses would not result in any physical impacts on the environment.
- Program No. 5 (Historic Resources Survey) would conduct community-wide surveys of Lennox, La Rambla, and West Carson and prepare Historic Context Statements to streamline the nomination process for historic resources. Conducting surveys and preparing Historic Context Statements would not result in any physical impacts on the environment.

The proposed areawide and/or community specific goals and policies are related to land use, mobility, conservation and open space, public services and facilities, economic development, and historic preservation and would help

⁷ The assumptions throughout this PEIR related to short-term construction activities are based on a reasonable development scenario, as described in Chapter 4, Environmental Impact Analysis of this Draft PEIR.

achieve the goals, policy priorities, and/or stated objectives of the Project. The Project's goals and policies that are applicable to each topical section in this PEIR are included in the appropriate Section 4.1 through 4.20 of Chapter 4, Environmental Impact Analysis, and are intended to guide decision-making related to the future development within the Project area and would not directly or indirectly result in environmental impacts. Some goals and policies may encourage or incentivize certain types of development (e.g., Goal LU 2; Policy LU 2.1), or otherwise encourage the utilization of existing opportunities to maximize development potential (e.g., Policy LU 2.2, Policy LU 2.6); however, there are no proposed goals or policies that would directly influence development patterns beyond the land use designation and zoning changes set forth in the General Plan and/or in the South Bay Area Plan. As previously stated, the ultimate buildout of the South Bay Area Plan is assessed within this Draft PEIR.

Lastly, the Project's proposed development standards are specifically intended to regulate future development in order to maximize the community-centered approach to development as set forth in the South Bay Area Plan. For instance, standards such as building height limitations; landscape buffers and street tree requirements; setbacks from roadways and adjacent properties; and outdoor lighting restrictions would all serve to minimize potential adverse impacts associated with future development projects. No aspects of the proposed development standards would alter or increase the development potential of the land use designation or zoning changes included in the South Bay Area Plan or otherwise result in physical impacts to the environment beyond what is analyzed in this Draft PEIR.

In summary, the Project's proposed implementation programs, goals, policies, and development standards would not result in any environmental impacts beyond those analyzed in this Draft PEIR, but would either encourage future projects to incorporate beneficial components and/or would encourage policy makers to consider future actions in accordance with the goals and policies of the South Bay Area Plan. The applicable programs, goals, policies, and standards are listed and discussed throughout Chapter 4, Environmental Analysis, of this Draft PEIR, in relation to the relevant topical analysis. The level of analysis is programmatic and while some components are evaluated in more detail than others based on the level of available information, all components of the South Bay Area Plan were reviewed and considered in the analysis of the Project. The analysis evaluates the South Bay Area Plan components that could result in environmental impacts as comprehensively as feasible, given the programmatic nature of the South Bay Area Plan.

3.5 Intended Uses of the Draft PEIR

This Draft PEIR examines the environmental impacts of the Project and addresses various actions by the County and others to adopt and implement the Project. The intent of this Draft PEIR is to enable the County, other responsible agencies, and interested parties to evaluate the environmental impacts of the Project, thereby enabling them to make informed decisions with respect to the requested entitlements. This Draft PEIR is also intended to support other federal, state, and regional/local government discretionary approvals that may be required in connection with implementation of the proposed South Bay Area Plan.

3.6 Discretionary Actions

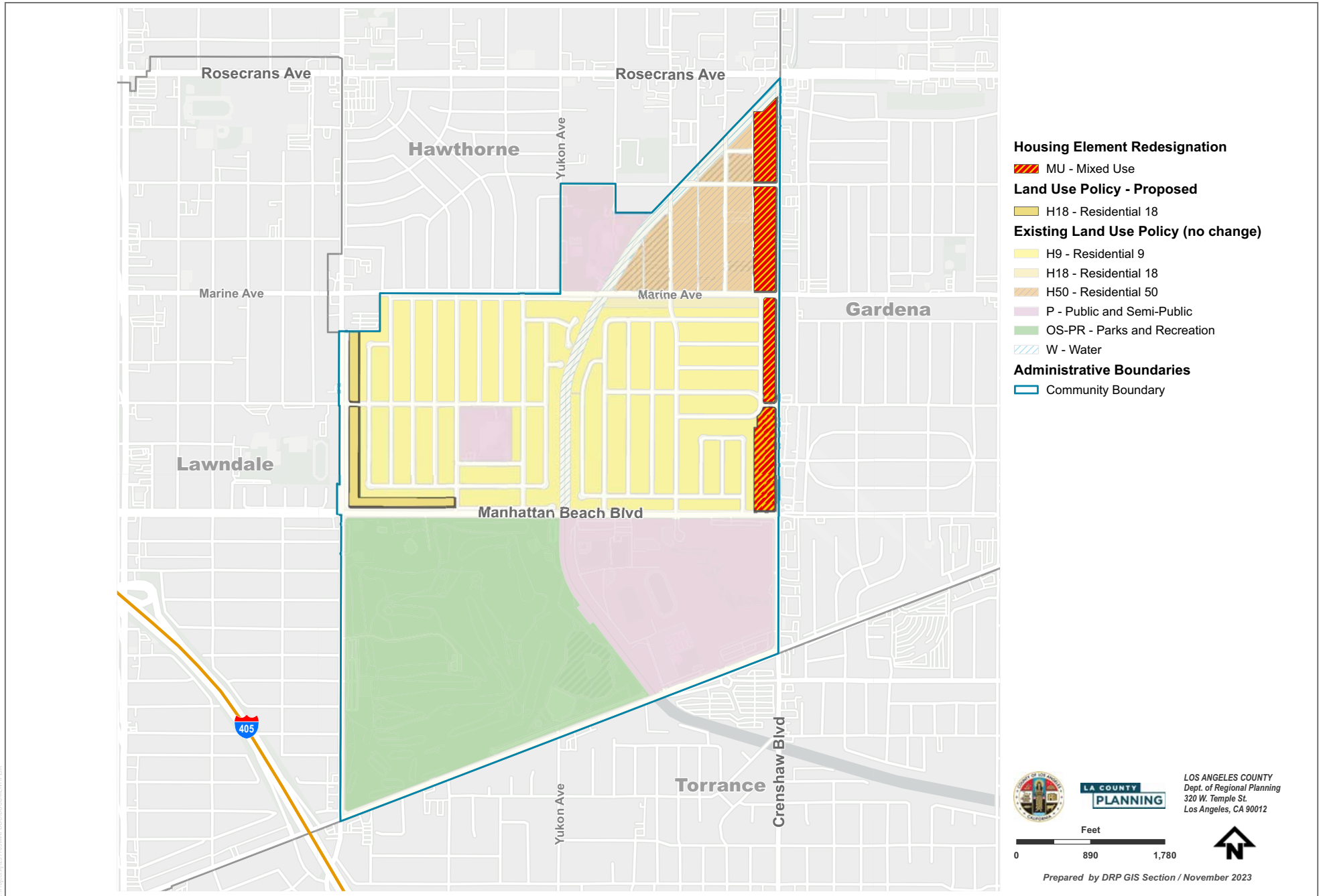
The County, as lead agency for the Project, has the responsibility for reviewing, processing, and approving the Project. Anticipated approvals required to implement the Project would include, but are not limited to, the following:

- **Certification of the South Bay Area Plan Program Environmental Impact Report (Environmental Assessment No. RPPL2022014512).** Certification of the Program Environmental Impact Report.

- **Adoption of General Plan Amendment No. RPPL2023004724.** The General Plan Amendment would establish the South Bay Area Plan as part of the General Plan. The South Bay Area Plan would create goals and policies for the unincorporated area communities of Alondra Park/El Camino Village, Del Aire, Hawthorne Island, La Rambla, Lennox, West Carson, Westfield/Academy Hills, and Wiseburn. The General Plan Amendment would also update the land use policy map to incorporate the proposed land use policy changes as identified in the Housing Element, facilitate additional housing and commercial land use opportunities, and/or maintain consistency between zoning and land use designations. The Project will also amend the Mobility Element of the County General Plan, specifically the Los Angeles County Master Plan of Highways, to reclassify the section of Del Amo Boulevard between Normandie Avenue and Vermont Avenue from ‘Major Highway’ to ‘Local Road’.
- **Adoption of Zone Change No. RPPL2023004725.** The Zone Change would update the zoning map for the Project area, including zones within the West Carson TOD Specific Plan, to maintain consistency with the updated land use policy map and incorporate the proposed rezoning as identified in the Housing Element. The Zone Change would also resolve existing zoning inconsistencies and/or bring parcels into accordance with existing General Plan land use designations.
- **Adoption of Advance Planning Case Nos. RPPL2022014508 and RPPL2022014509.** The Advance Planning Case(s) would amend Title 22 (Planning and Zoning) to: Establish a Planning Area Standards District (PASD) to create development standards that are applicable to all unincorporated communities in the South Bay Planning Area, and include community-specific standards (i.e. establish Community Standards Districts [CSDs]) on an as-needed basis; Establish development regulations within the PASD to regulate and allow for development of ACUs as an accessory use on existing corner-lot parcels that are zoned for residential and contain residential-only uses; Remove the residential development “caps” within selected zones within the West Carson TOD Specific Plan area, and; Revise and reorganize existing development and/or design standards in the existing West Carson TOD Specific Plan to include only regulatory land use regulations of the specific plan in Title 22.

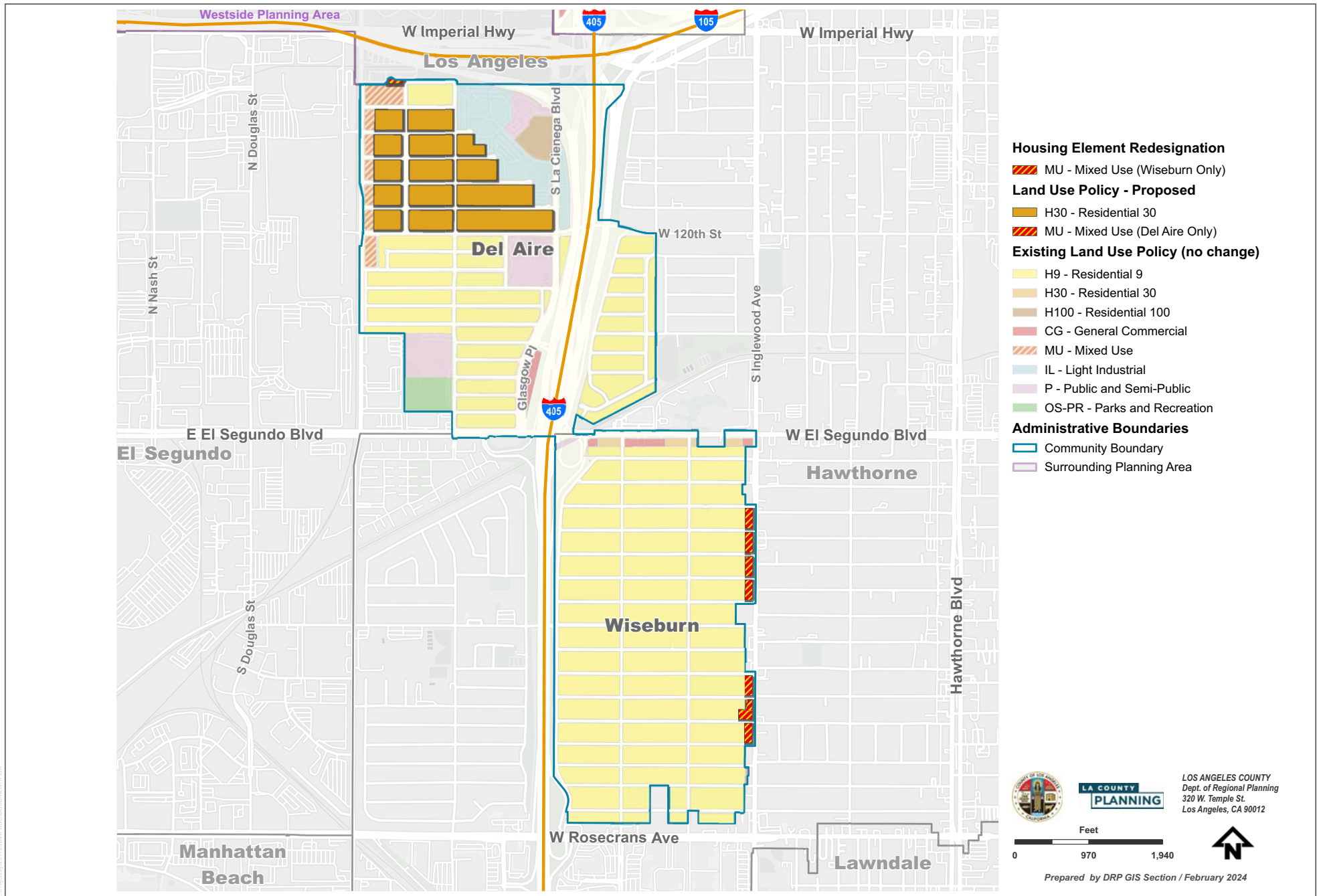
3.7 References

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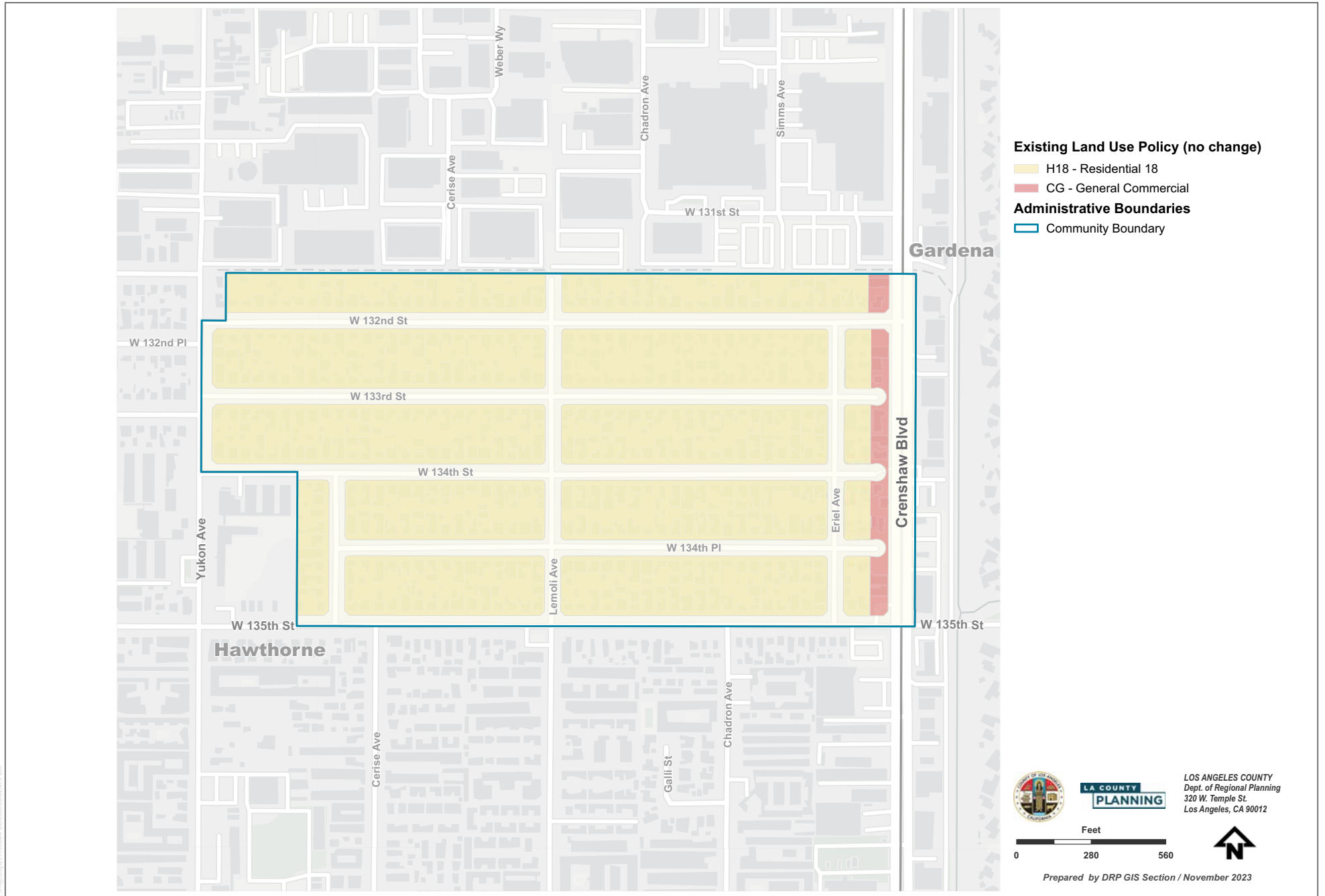
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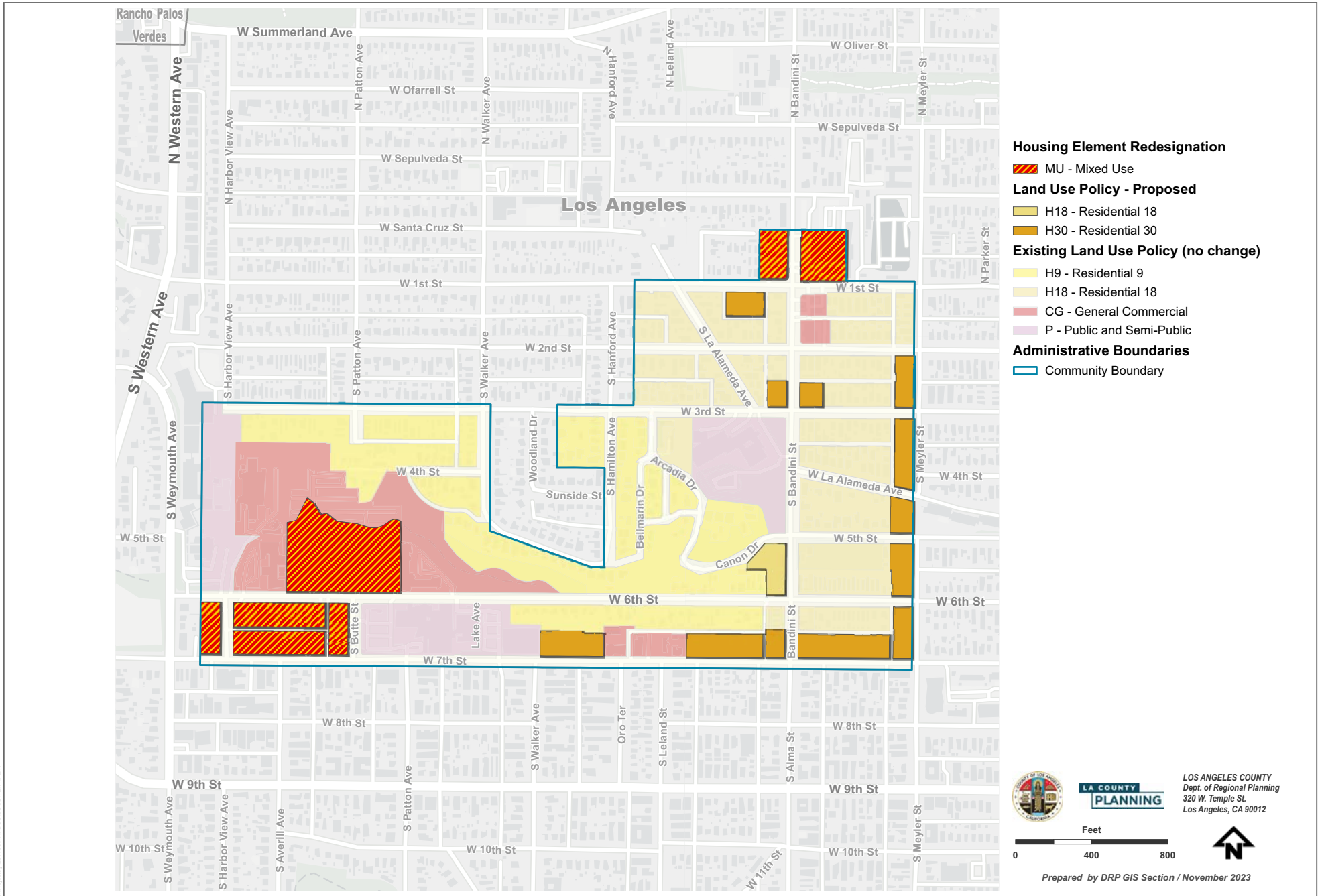
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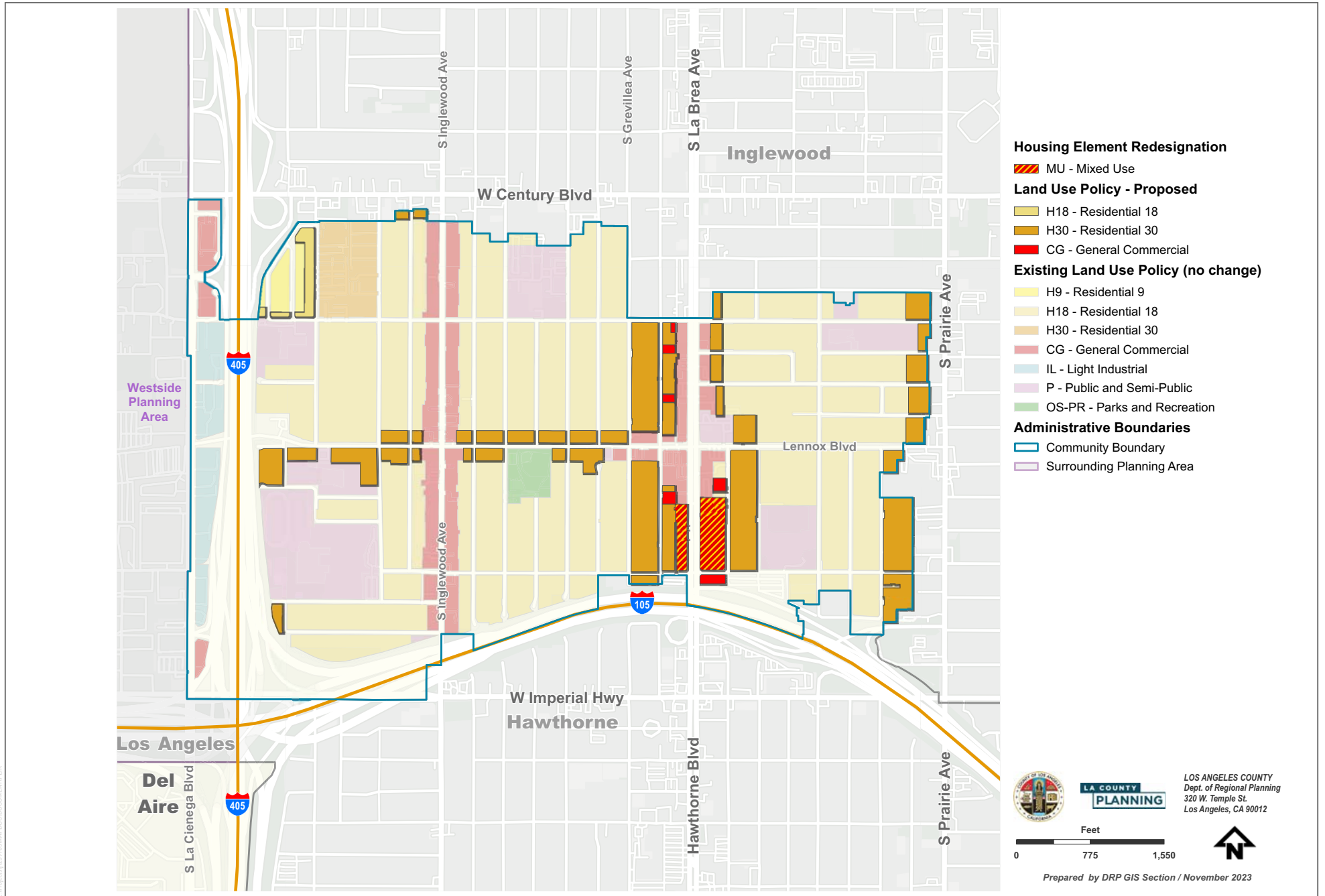
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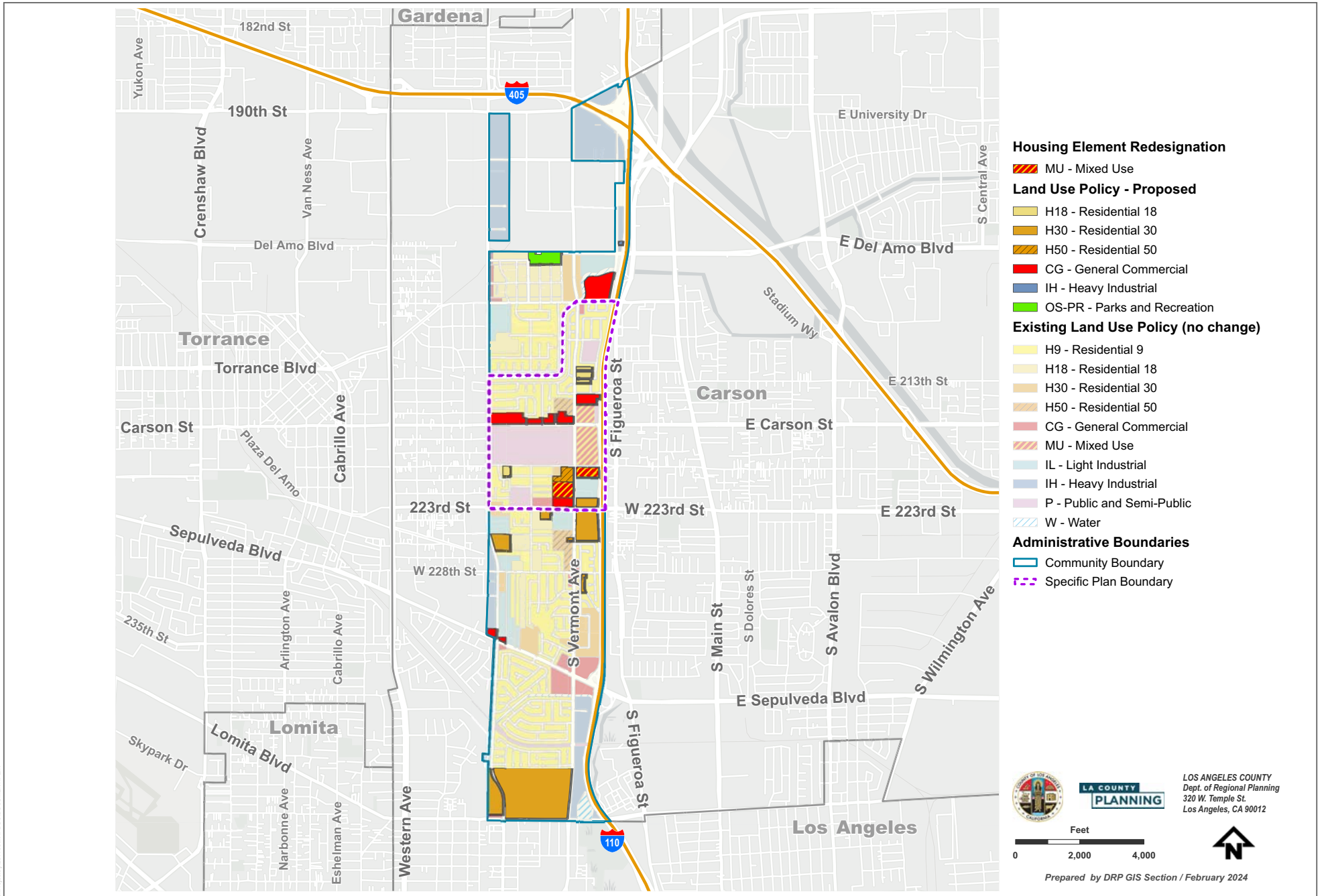
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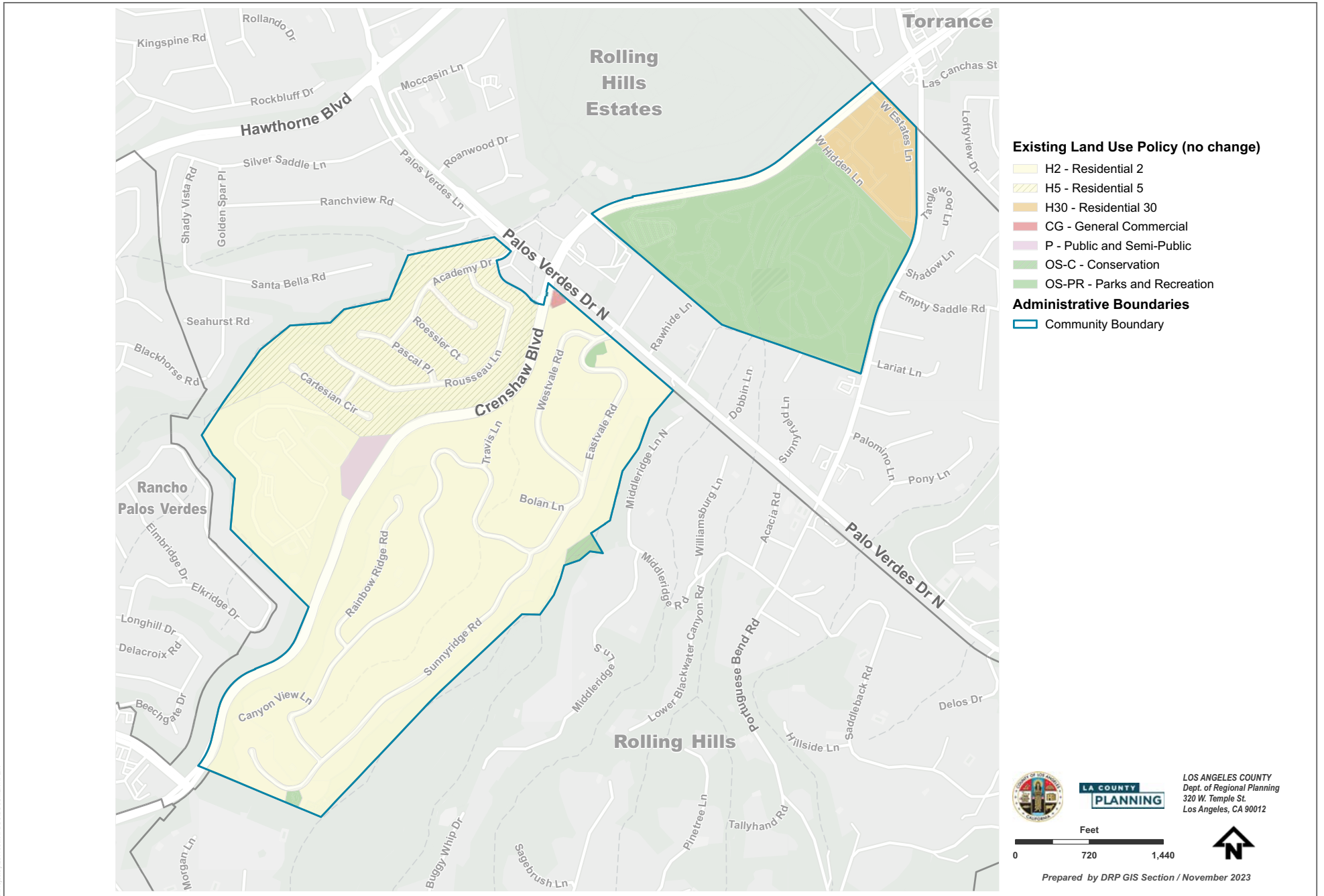
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FIGURE 3-1G

Proposed General Plan Land Use, Westfield/Academy Hills

Los Angeles County South Bay Area Plan Project

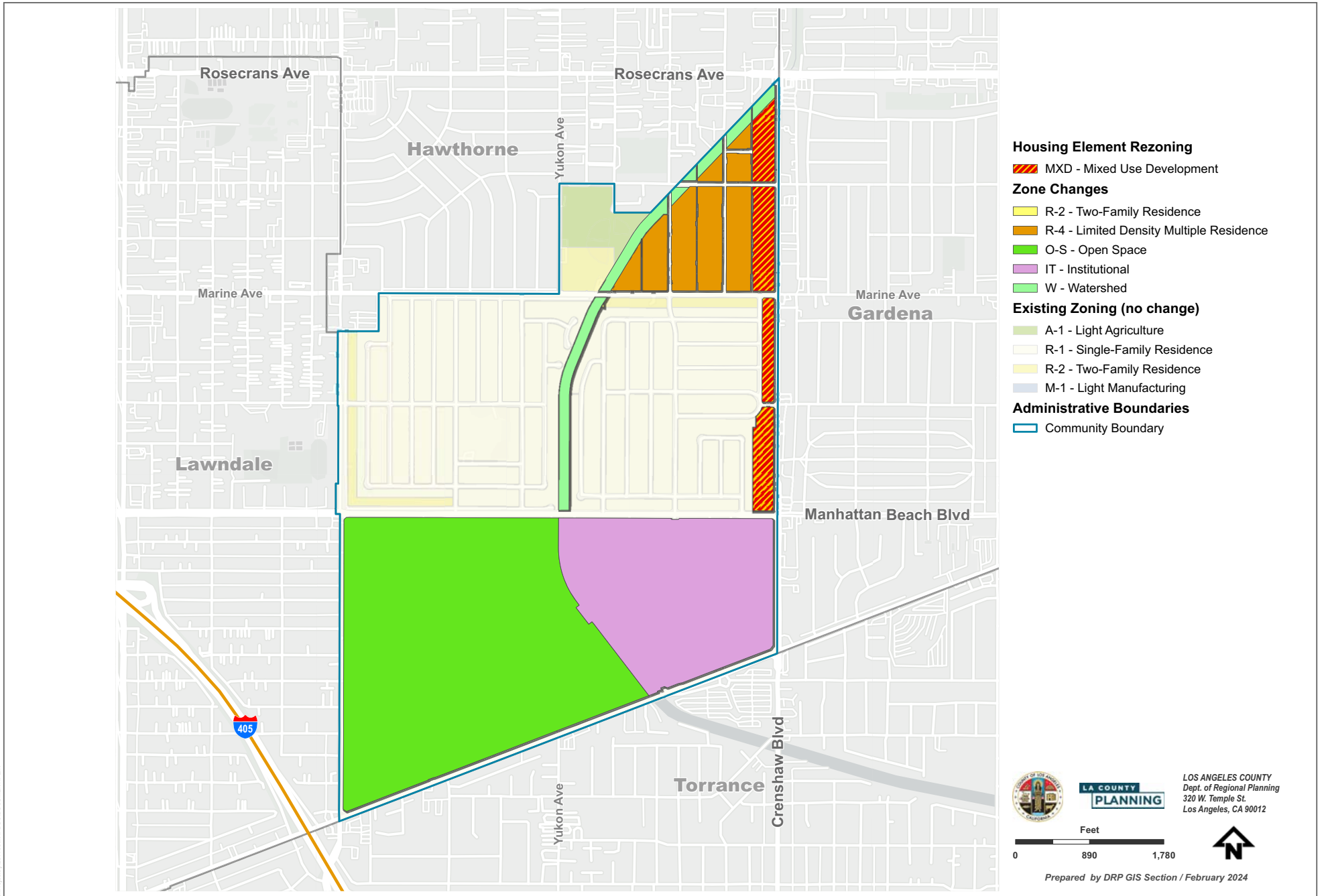


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320 W. Temple St.
Los Angeles, CA 90012

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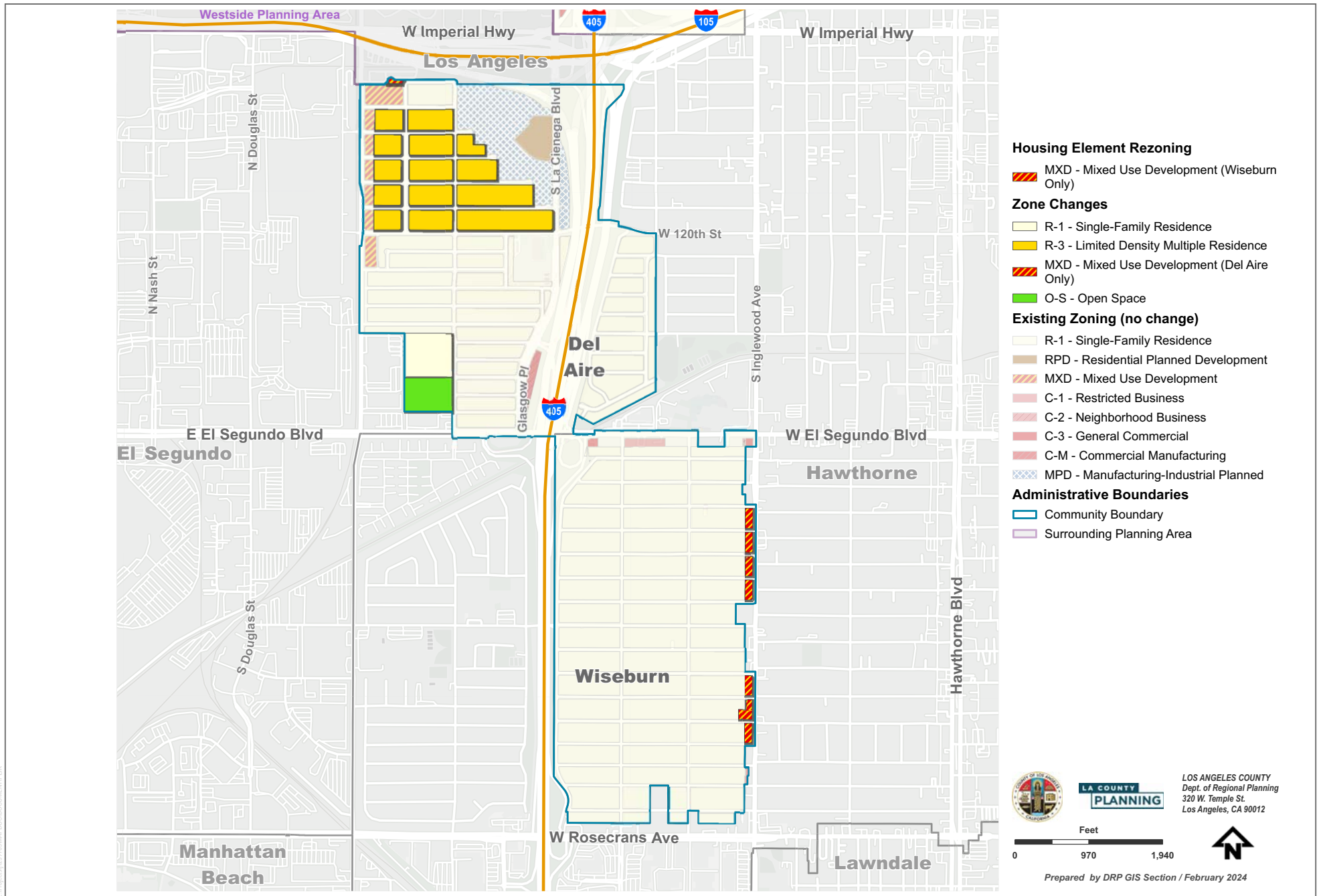
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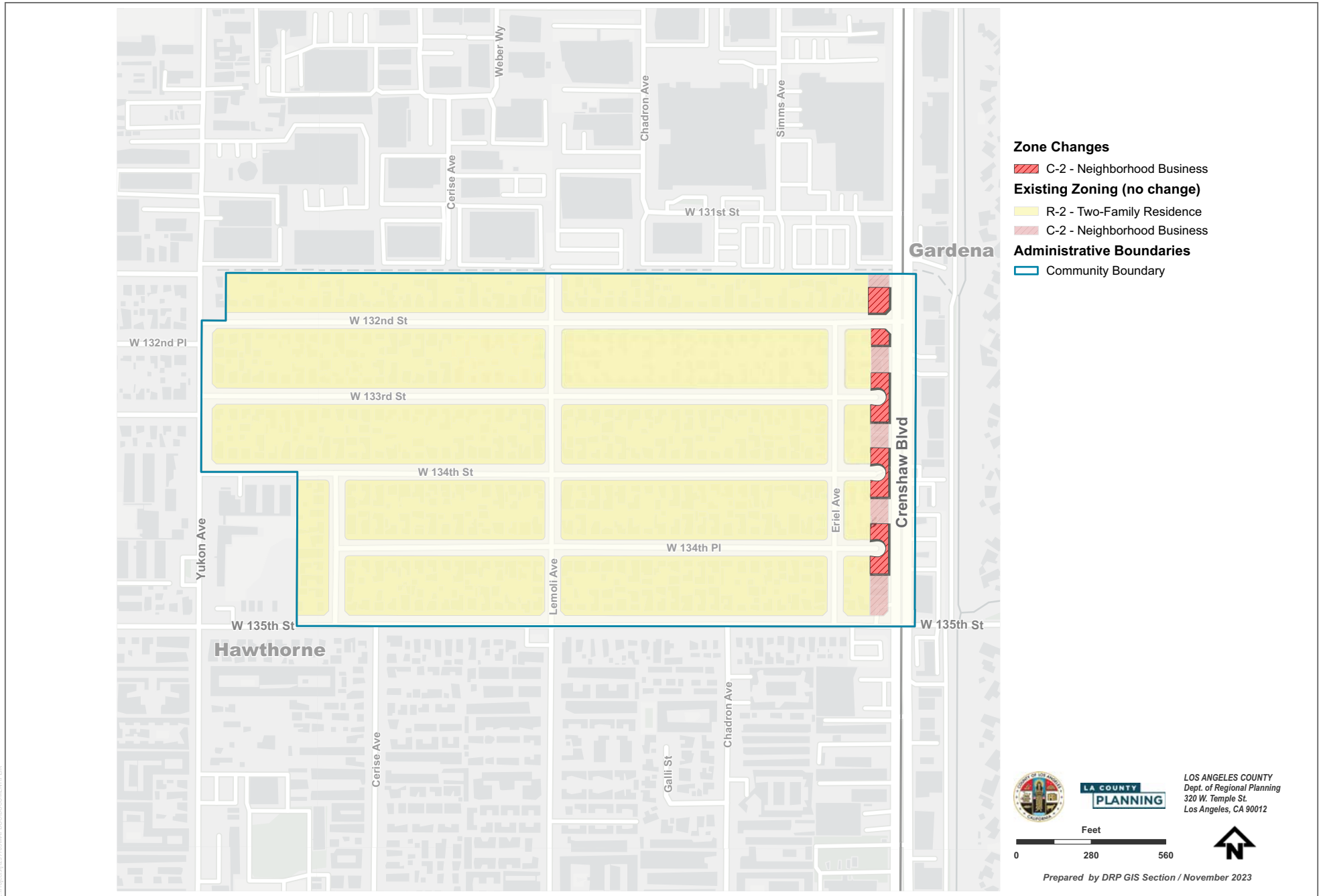
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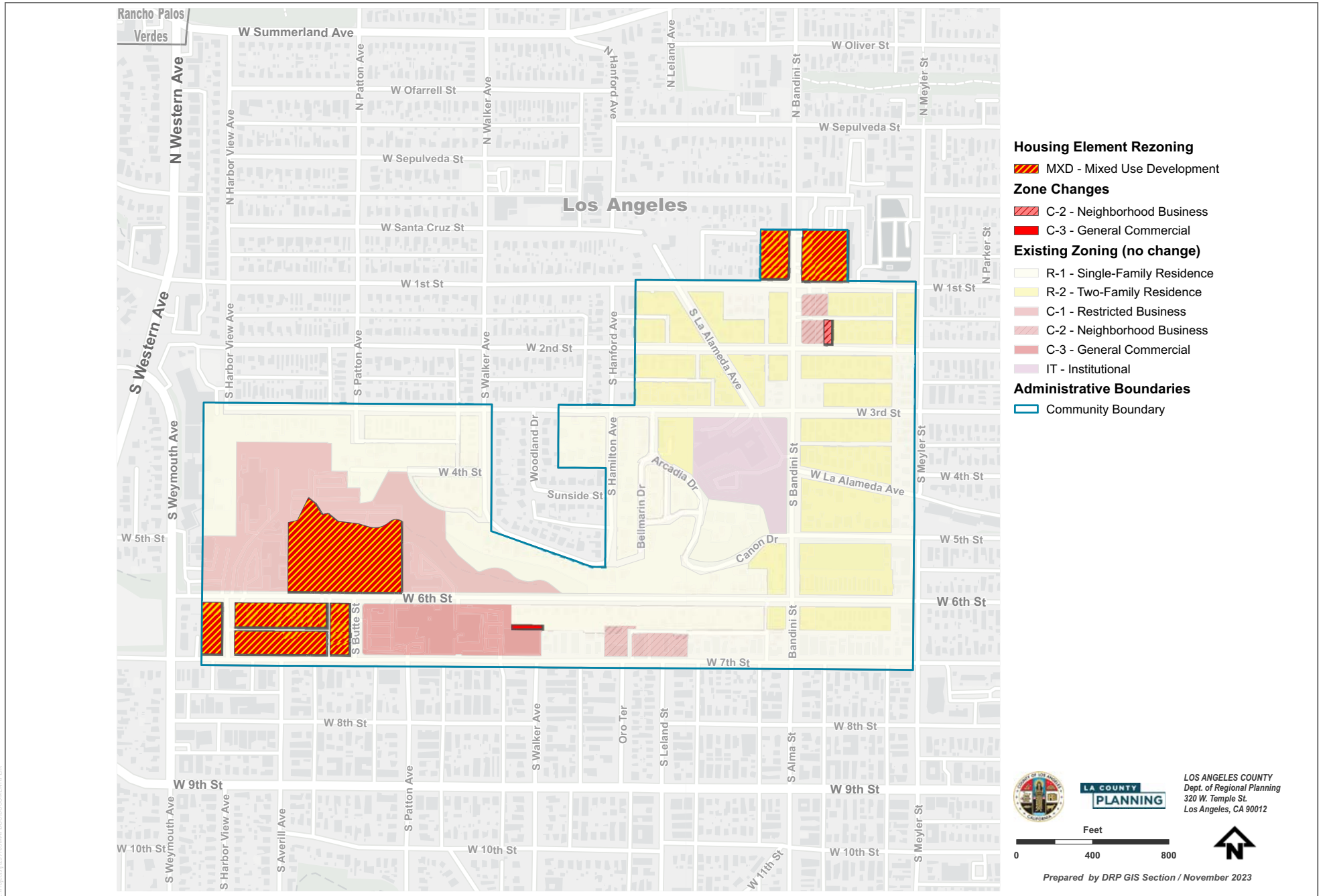
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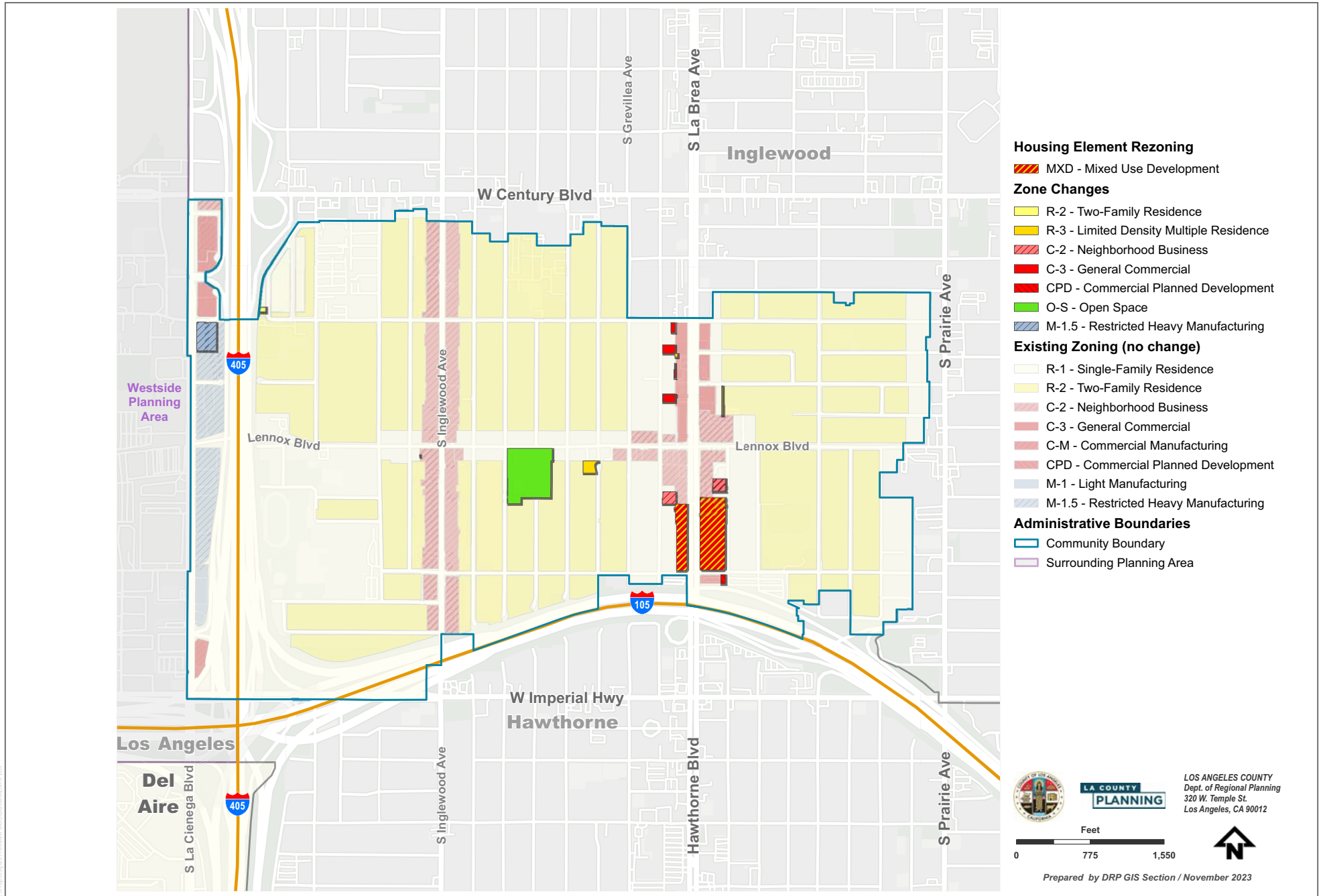
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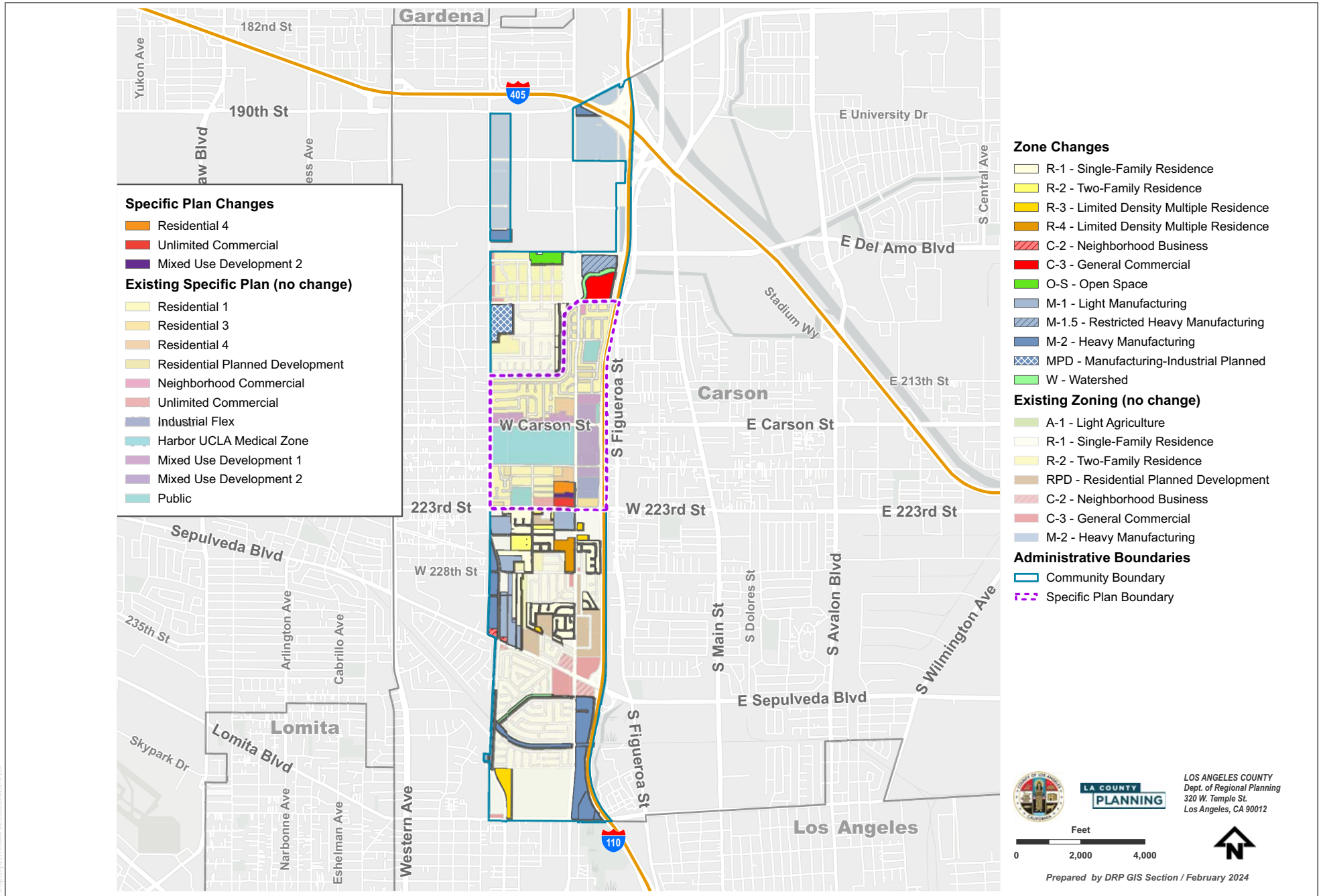


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FIGURE 3-2E

Proposed Zoning, Lennox

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SOURCE: Los Angeles County Department of Regional Planning, 2023



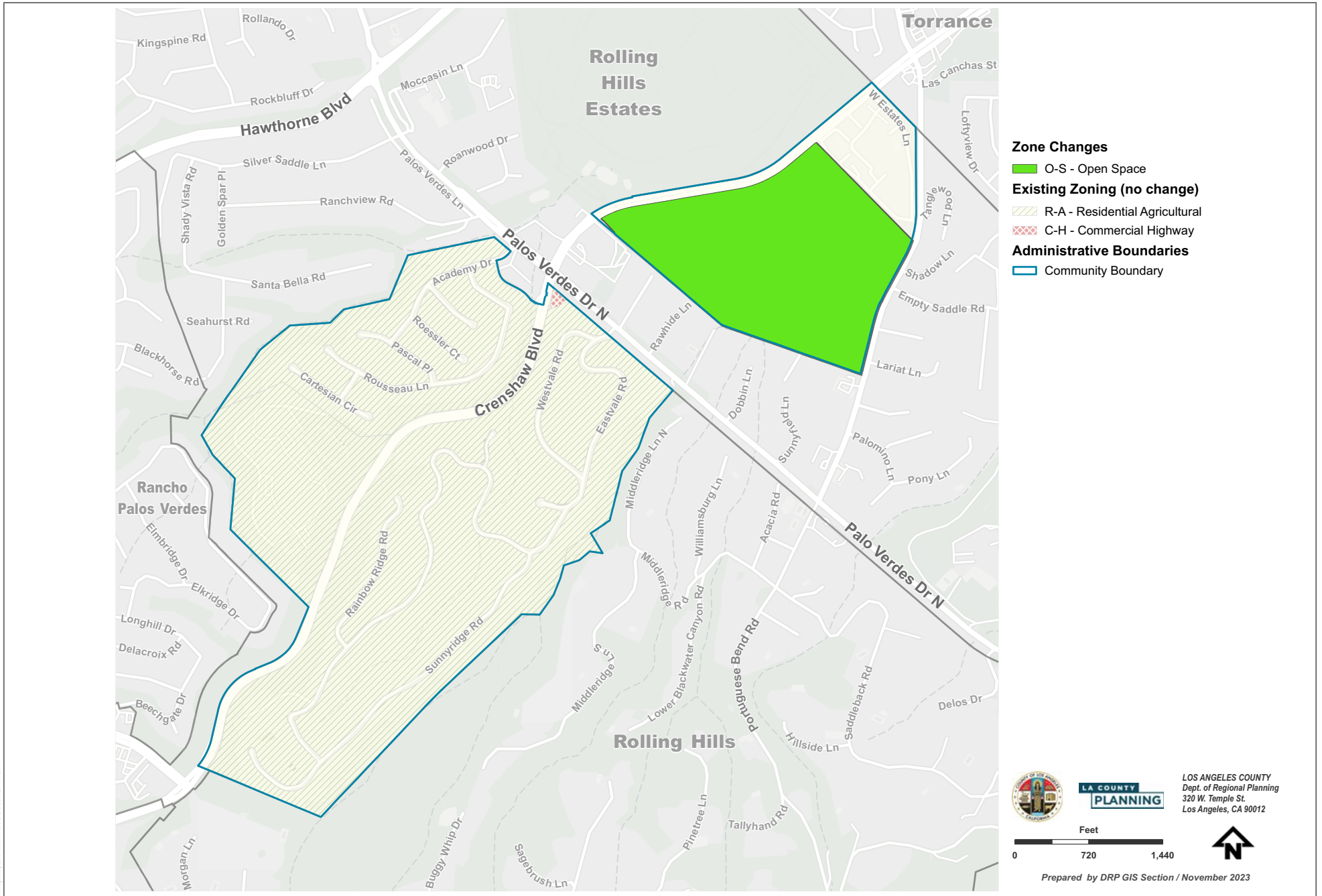
FIGURE 3-2F
Proposed Zoning, West Carson
 Los Angeles County South Bay Area Plan Project

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4 Environmental Impact Analysis

This chapter is comprised of 20 sections that contain an analysis of the Project’s potential environmental effects related to the following environmental issue areas:

- Aesthetics (Section 4.1)
- Agriculture and Forestry Resources (Section 4.2)
- Air Quality (Section 4.3)
- Biological Resources (Section 4.4)
- Cultural Resources (Section 4.5)
- Energy (Section 4.6)
- Geology and Soils (Section 4.7)
- Greenhouse Gas Emissions (Section 4.8)
- Hazards and Hazardous Materials (Section 4.9)
- Hydrology and Water Quality (Section 4.10)
- Land Use and Planning (Section 4.11)
- Mineral Resources (Section 4.12)
- Noise (Section 4.13)
- Population and Housing (Section 4.14)
- Public Services (Section 4.15)
- Recreation (Section 4.16)
- Transportation (Section 4.17)
- Tribal Cultural Resources (Section 4.18)
- Utilities and Service Systems (Section 4.19)
- Wildfire (Section 4.20)

The discussions of each environmental issue area include the following subsections:

- Environmental Setting
 - Regulatory Setting
 - Existing Environmental Conditions
- Environmental Impacts
 - Methodology
 - Thresholds of Significance
 - Land Use Changes, Goals, and Policies
 - Impact Analysis
 - Cumulative Impact Analysis
 - Mitigation Measures
 - Significance Conclusion
- References

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4.1 Aesthetics

This section of the Draft PEIR analyzes the potential impacts from the implementation of the South Bay Area Plan (Project) on aesthetics, including the potential loss of existing visual resources, effects on public views, as well as light, glare and shadow impacts. A discussion of the existing visual resources in the seven unincorporated communities within the South Bay Planning Area (Project area) is also included in this section to present the environmental baseline for the Project. This section describes the existing aesthetic resources within the Project area, identifies applicable regulatory requirements, and evaluates potential impacts related to implementation and buildout of the proposed Project. The analysis is based, in part, on information provided in the following resources: the Los Angeles County General Plan (General Plan); General Plan Update Draft EIR; California Department of Transportation (Caltrans) California State Highway System web viewer; and the West Carson Transit Oriented District (TOD) Specific Plan. Other sources referenced for this section, are listed below in Section 4.1.3, References.

Comments received in response to the Notice of Preparation (NOP) are summarized in Table 1-1, Notice of Preparation and Comment Letters Summary, included in Chapter 1, Introduction, of this Draft PEIR. A copy of the NOP is included in Appendix A-1 and the comment letters received in response to the NOP are included in Appendix A-2 of this Draft PEIR.

4.1.1 Environmental Setting

4.1.1.1 Regulatory Setting

Federal

There are no federal regulations pertaining to aesthetics and scenic resources that would apply to the proposed Project.¹

State

Senate Bill 743

In September 2013, the Governor signed Senate Bill (SB) 743, which became effective on January 1, 2014. Among other provisions, SB 743 adds California Public Resources Code (PRC) Section 21099, which provides that “aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.” California PRC Section 21064.3 defines “major transit stop” as “a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.” PRC Section 21099 defines an “infill site” as a lot located within an urban area that has been previously developed, or on a vacant site

¹ The existing regulatory environment includes numerous plans, policies, and programs related to the identification, designation, and preservation of historic places, landmarks, and properties, including: the National Historic Preservation Act (1966); National Register of Historic Places (1981); National Historic Landmarks Program (1982); Secretary of the Interior’s Standards for the Treatment of Historic Properties (1976); and the Los Angeles County Mills Act Program. The regulatory environment as it relates to historic resources is discussed in further detail in Section 4.5, Cultural Resources of the Draft PEIR. As the South Bay Area Plan is a policy document that does not propose any direct development, this section does not comprehensively address visual quality and character of historic resources within the Project area. However, the built environment analysis provided in Section 4.5, Cultural Resources, of the Draft PEIR addresses potential concerns associated with visual integrity of historic buildings—either through renovation of the building itself or changed landscape conditions associated with development of adjacent or nearby parcels—in the Project area. For further discussion of the Project’s potential impacts to historic resources, including a list of historic places, landmarks, and properties, please refer to Section 4.5, Cultural Resources, of the Draft PEIR.

where at least 75% of the perimeter of the site adjoins or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses.

Senate Bill (SB) 743 [Public Resources Code (PRC) §21099(d)] sets forth guidelines for evaluating project transportation impacts under CEQA, as follows: “Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area (TPA) shall not be considered significant impacts on the environment.” In addition, under California Public Resources Code, Section 21081.3, lead agencies are not required to evaluate the aesthetic impacts of any project that includes housing and consists of the refurbishment, conversion, repurposing, or replacement of an existing building that is abandoned, dilapidated, or has been vacant for more than a year. Aesthetic effects of projects meeting these requirements are not significant effects on the environment for purposes of CEQA.

California Streets and Highway Code

California Scenic Highway Program. California's Scenic Highway Program was created by the Legislature in 1963. Its purpose is to protect and enhance the natural scenic beauty of California highways and adjacent corridors through special conservation treatment. State laws governing the Scenic Highway Program are found in the Streets and Highways Code (SHC), Sections 260 through 284. 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. Caltrans defines a State Scenic Highway (scenic highway) as any freeway, highway, road, or other public right-of-way that traverses an area of exceptional scenic quality. Eligibility for designation as a scenic highway is based on vividness, intactness, and unity of the roadway. The status of a proposed scenic highway changes from eligible to officially designated when the local governing body applies to Caltrans for scenic highway approval, adopts a Corridor Protection Program, and receives notification from Caltrans that the highway has been officially designated a scenic highway.

The State Scenic Highway System also includes a system of California Historic Parkways (historic parkways) (SHC Sections 280 through 284). Pursuant to SHC Section 280, historic parkways must meet all of the following criteria:

1. The original construction was completed prior to 1945.
2. The department or the Office of Historic Preservation in the Department of Parks and Recreation announces or recognizes features of historical significance, including notable landmarks, historical sites, or natural or human achievements that exist or that occurred during the original construction of the parkway or in the immediately adjacent land area through which the parkway currently passes.
3. Any portion of the highway or corridor is bounded on one or both sides by federal, state, or local parkland, Native American lands or monuments, or other open space, greenbelt areas, natural habitat or wildlife preserves, or similar acreage used for or dedicated to historical or recreational uses.
4. Any portion of the highway is traversed, at the time of designation and by the department's best count or estimate using existing information, by not less than 40,000 vehicles per day on an annual daily average basis.

There are no designated or eligible scenic highways or historic parkways in the Project area or within the broader South Bay Planning Area (Caltrans 2023). The nearest designated historic parkway, the Arroyo Seco Parkway, is located approximately eight miles to the northeast of the Project area (Caltrans 2023). The nearest officially designated scenic highway, the Topanga Canyon State Scenic Highway, is located approximately 14 miles northwest of the Project area (Caltrans 2023). The nearest eligible scenic highway, State Route 1 along Lincoln Boulevard in Santa Monica, is located approximately six miles to the northwest of the Project area (Caltrans 2023). Due to

intervening distance, terrain, and development, views to the Project area are not available from any eligible or designated state scenic highway or historic parkway.

California Building Code Standards.

Title 24, California Building Standards Code, of the California Code of Regulations consists of regulations to control building standards throughout the state. Title 24, Part 1, California Building Code, is based on the International Building Code and combines three types of building standards from three different origins:

- Building standards that have been adopted by state agencies without change from building standards contained in the International Building Code.
- Building standards that have been adopted and adapted from the International Building Code to meet California conditions.
- Building standards, authorized by the California legislature, that constitute extensive additions not covered by the International Building Code that have been adopted to address particular California concerns.

The California Building Code and California Electrical Code (Title 24, Part 3) stipulate minimum light intensities for pedestrian pathways, circulation ways, parking lots, and paths of egress, while the California Energy Code (Title 24, Part 6) stipulates allowances for lighting power and provides lighting control requirements for various lighting systems, with the aim of reducing energy consumption through efficient and effective use of lighting equipment. The California Building Code and California Electrical Code are adopted and incorporated by reference into Titles 26 and 27, respectively, of the Los Angeles County Code.

California Green Building Standards Code

Chapter 5 of the California Green Building Standards Code (CALGreen) includes nonresidential mandatory measures. Measure 5.106.8, Light Pollution Reduction, requires outdoor lighting systems to comply with backlight, uplight, and glare standards included in Title 24 with the intent to reduce light pollution that could be disruptive to the environment, wildlife, and humans. CALGreen is adopted and incorporated by reference into Title 31 of the Los Angeles County Code.

California Vehicle Code

Chapter 2, Article 3 of the California Vehicle Code stipulates limits to the location of light sources that may cause glare and impair the vision of drivers. According to Section 21466.5, no person shall place or maintain or display, upon or in view of any highway, any light of any color of such brilliance as to impair the vision of drivers upon the highway.

Local

Los Angeles County Code

The following sections of the Los Angeles County Code (County Code) are applicable to visual resources in the Project area.

Title 22, Planning and Zoning. Title 22 (Planning and Zoning; referred to herein as the “Zoning Code”) describes the development standards that apply to each zone (e.g., height limits, setbacks, landscaping, etc.). Chapter 22.18 (Residential Zones) and Chapter 22.20 (Commercial Zones) contain provisions that regulate the uses that are permitted in residential and commercial zones, respectively, as well as the development standards that apply in those zones.

Chapter 22.110 (General Site Regulations) contains development standards and site regulations applicable to all zones, including requirements pertaining to height limits, fences and walls, required yards, and setbacks. Provisions related to outdoor lighting and glare are included in Chapter 22.162 (Development Agreements), Chapter 22.158 (Conditional Use Permits), Section 22.140.410 (Outdoor Dining), and Section 22.140.570 (Single-Family Residences). Section 22.26.030 (Mixed Use Development Zone), in addition to development standards related to height, bulk, setbacks, landscaping, and pedestrian character, also allows for modifications to specific development standards that would result in better quality development by preventing casting of a permanent shadow on adjacent residences. Other aesthetic-related provisions applicable to the Project and contained in the Zoning Code, including provisions related to signs, oak tree preservation, and hillside areas, are listed and discussed in further detail, below.

Chapter 22.174, Oak Tree Permits. Chapter 22.174 of the Zoning Code was established to recognize oak trees as significant aesthetic, historical and ecological resources, and establishes permitting requirements for removal of protected oak trees. The stated goal of the Oak Tree Permits is to preserve and maintain healthy oak trees in the development process.

Section 22.158, Conditional Use Permits. This section establishes that the purpose of CUPs is to allow for special consideration where particular project characteristics exist relating to the project's size, technological process or type of equipment, or because of its location with reference to surroundings, street or highway width, traffic generation or other demands on public services. Development projects subject to a CUP are reviewed for consistency with applicable development standards and other developments held to those same standards, including standards pertaining to aesthetic quality.

Chapter 22.104, Hillside Management Areas. Hillside Management Areas (HMAs) are established to preserve the physical character and scenic value of areas of the County with a natural slope of greater than 25 percent. In order to accomplish this, provisions relating to HMAs encourage protecting scenic hillside views and conserving natural hillside character.

Chapter 22.134, Sensitive Uses Adjacent to Industrial, Recycling or Solid Waste, or Vehicle-Related Uses. Per Zoning Code Section 22.134.030, Development Standards for Sensitive Uses, all sensitive uses in West Carson, as defined by the County (see "Green Zones Program" below), would be required to adhere to specifications if siting sensitive uses within 500 feet of an existing industrial uses, recycling or solid waste uses, or vehicle-related uses (except for vehicle sales and rentals). Measures include setbacks and landscaping as recommended by Public Works, Building and Safety Division, and California Air Resources Board.

Chapter 22.114, Signs. This chapter regulates the design, siting, and maintenance of signs in the County. These regulations are intended to provide standards for the protection of property values, visual aesthetics, and the public health, safety and general welfare of citizens, while still providing ample opportunities for businesses and the visual advertising industry to operate successfully and effectively.

Chapter 22.84, Green Zones Program. The County's Green Zones Program aims at improving the public health and quality of life of residents in vulnerable communities within the unincorporated areas of the County that have been disproportionately and historically impacted by environmental effects. A key component of the Green Zones Program is the establishment of 11 Green Zone Districts where certain industrial land uses within 500 feet of a "sensitive use" would be either prohibited or would require a Conditional Use Permit (CUP) with discretionary review. The community of West Carson is identified as a Green Zone District. The Green Zones Program includes a new definition for "sensitive use", which is "...a land use where individuals are most likely to reside or spend time, including dwelling units, schools and school yards, including trade schools, public and private schools, faith-based and secular schools, parks,

playgrounds, daycare centers, preschools, nursing homes, hospitals, licensed care facilities, shelters, and daycares or preschools as accessory to a place of worship, that are permitted in the zones where they are located. A sensitive use shall not include a caretaker residence” (County of Los Angeles 2022a).

Los Angeles County 2035 General Plan

The following provides a summary of the applicable aesthetics-related General Plan goals and policies that pertain to the Project and is not a comprehensive list. The South Bay Area Plan would support and/or would not conflict with the implementation of the following goals and policies:

- Goal LU 7** Compatible land uses that complement neighborhood character and the natural environment.
 - Policy LU 7.1** Reduce and mitigate the impacts of incompatible land uses, where feasible, using buffers and other design techniques.

- Goal LU 10** Well-designed and healthy places that support a diversity of built environments.
 - Policy LU 10.2** Design development adjacent to natural features in a sensitive manner to complement the natural environment.
 - Policy LU 10.3** Consider the built environment of the surrounding area and location in the design and scale of new or remodeled buildings, architectural styles, and reflect appropriate features such as massing, materials, color, detailing or ornament.
 - Policy LU 10.5** Encourage the use of distinctive landscaping, signage and other features to define the unique character of districts, neighborhoods or communities, and engender community identity, pride and community interaction.
 - Policy LU 10.8** Promote public art and cultural amenities that support community values and enhance community context.
 - Policy LU 10.10** Promote architecturally distinctive buildings and focal points at prominent locations, such as major commercial intersections and near transit stations or open spaces.

- Goal C/NR 13** Protected visual and scenic resources.
 - Policy C/NR 13.1** Protect scenic resources through land use regulations that mitigate development impacts.
 - Policy C/NR 13.2** Protect ridgelines from incompatible development that diminishes their scenic value.
 - Policy C/NR 13.3** Reduce light trespass, light pollution and other threats to scenic resources.
 - Policy C/NR 13.4** Encourage developments to be designed to create a consistent visual relationship with the natural terrain and vegetation.
 - Policy C/NR 13.6** Prohibit outdoor advertising and billboards along scenic routes, corridors, waterways, and other scenic areas.

Policy C/NR 13.8 Manage development in HMAs to protect their natural and scenic character and minimize risks from natural hazards, such as fire, flood, erosion, and landslides.

Policy C/NR 13.9 Consider the following in the design of a project that is located within an HMA, to the greatest extent feasible:

- Public safety and the protection of hillside resources through the application of safety and conservation design standards;
- Maintenance of large contiguous open areas that limit exposure to landslide, liquefaction and fire hazards and protect natural features, such as significant ridgelines, watercourses and SEAs [Significant Ecological Areas].

Policy C/NR 13.10 To identify significant ridgelines, the following criteria must be considered:

- Topographic complexity;
- Uniqueness of character and location;
- Presence of cultural or historical landmarks;
- Visual dominance on the skyline or viewshed, such as the height and elevation of a ridgeline; and
- Environmental significance to natural ecosystems, parks, and trail systems.

Goal C/NR 14 Protected historic, cultural, and paleontological resources.

Policy C/NR 14.1 Mitigate all impacts from new development on or adjacent to historic, cultural, and paleontological resources to the greatest extent feasible.

Policy C/NR 14.3 Support the preservation and rehabilitation of historic buildings.

Policy C/NR 14.5 Promote public awareness of historic, cultural, and paleontological resources.

Policy C/NR 14.6 Ensure proper notification and recovery processes are carried out for development on or near historic, cultural, and paleontological resources.

Existing Community and Specific Plans

The West Carson Transit Oriented District (TOD) Specific Plan and the Vision Lennox Plan are the only existing community-based or specific plans applicable to the Project area.

West Carson Transit Oriented District Specific Plan. The West Carson TOD Specific Plan covers approximately 319 acres in West Carson within a half-mile radius of Los Angeles County Metropolitan Transportation Authority's (Metro's) Carson Station, a bus rapid-transit stop along a designated bus lane adjacent to Interstate 110. The overall purpose of the West Carson TOD Specific Plan is to provide comprehensive direction for the development and facilitate implementation of the goals and policies of the General Plan, including the vision for the TOD priority areas. The intent of the West Carson TOD Specific Plan is to expand opportunities for compact, infill development that is compatible with and supports the intensification of Harbor-UCLA Medical Campus yet is sensitive to the existing single-family neighborhoods.

Development standards established in the West Carson TOD Specific Plan are tailored and summarized to each zoning designation based on its location, adjacent streets, and intended use. These standards regulate the development of buildings, streets, and public spaces with a focus on the physical, built environment and the relationship between the private and public realms, including provisions related to building form, building frontages, open space, landscaping, signage, and streetscape elements (e.g., lighting, furnishings, public art, and outdoor dining) (County of Los Angeles 2018).

Vision Lennox. Vision Lennox identifies a series of key strategies and action items to implement the vision of the community and address current challenges. Several of the identified key strategies and action items would directly or indirectly improve community aesthetics. These include increased levels of code enforcement, residential streetscape (including street lighting) and urban forestry improvements, community clean-up days, improvements to Lennox Park, and a County-sponsored residential façade improvement program to help residents improve the physical appearance of private residences (County of Los Angeles 2010). Vision Lennox also includes strategies and action items to revitalize or enhance key commercial corridors, including Inglewood Boulevard, Lennox Boulevard, and Hawthorne Boulevard (County of Los Angeles 2010). For example, the plan envisions Hawthorne Boulevard as a pedestrian-friendly, attractive employment center with up to four story retail mixed-use buildings (County of Los Angeles 2010).

4.1.1.2 Existing Environmental Conditions

This section generally describes the Project area and, where applicable, the areas identified to support new housing, new commercial uses (including Accessory Commercial Units [ACUs]),² and new mixed uses in accordance with proposed land use changes under the Project.

Project Area

The Project area includes a variety of land uses, including urban areas as well as communities with characteristics of typical suburban residential development, including lower density land uses; housing stock that is primary single-family tracts; commercial centers that create “islands” with large surface parking, and; commercial strips that run along major transportation arterials, which rely on high volume of drivers passing by to attract business. The Project Area has transformed overtime and has undergone substantial infill development, yet it was originally influenced by traditional suburban development patterns. Open space throughout the Project area is primarily limited to public parks, although Westfield/Academy Hills includes ribbons of steep, vegetated slopes adjacent to developed areas. Lighting throughout the Project area is typical of other urban settings and includes streetlights, lights from roadway traffic, commercial signage, landscape/park lighting, and lights emanating from homes and businesses.

The visual character of each of the Project area’s seven unincorporated communities is summarized below. As the Project area is entirely built out and urbanized, the existing visual character discussion focuses on the built environment.

Alondra Park/El Camino Village. Alondra Park/El Camino Village is situated between Rosecrans Avenue and Redondo Beach Boulevard, between Prairie Avenue and Crenshaw Boulevard and encompasses approximately 1.14 square miles or 17% of the Project area. The topography of this community is flat to gently sloping and there are no significant hillside areas or ridgelines. The built environment of Alondra Park/El Camino Village is dominated

² Accessor Commercial Units (or ACUs) refer to instances of neighborhood scale retail and commercial uses, such as corner markets, cafes, or in-home businesses, within residential zones.

by single-family one-story tract housing (primarily in the Minimal Traditional style) and the 53-acre Alondra Community Regional Park. Crenshaw Boulevard, on the community's east boundary, is a large north-south commercial corridor, although only the east side of the street is located within the boundaries of Alondra Park/El Camino Village. The community also includes the Dominguez Channel, El Camino College, and Bodger Park. Institutional property types, in addition to El Camino College, include Franklin Delano Roosevelt Elementary School and Mark Twain Elementary School. There are no civic, industrial, or medical facilities within the boundaries of the Alondra Park/El Camino Village community. According to the Los Angeles County Department of Parks and Recreation (DPR), there are no regional trails within or adjacent to Alondra Park/El Camino Village (DPR 2022, 2023).

Del Aire/Wiseburn. Del Aire/Wiseburn encompasses an area of approximately 1.02 square miles or 15% of the Project area. The northern section of the community is distinguished as Del Aire, while the southern section is Wiseburn. Del Aire/Wiseburn straddles the I-405 freeway, where the Del Aire portion lies directly southwest of the I-405/I-105 freeway interchange, east of the Los Angeles Air Force Base, and the Wiseburn portion lies directly east of the I-405 freeway and north of Rosecrans Avenue. The topography of this community is flat to gently sloping, and there are no significant hillside areas or ridgelines. Residential property types in Del Aire/Wiseburn are single family and multifamily, primarily designed in the Minimal Traditional, Ranch, and Contemporary architectural styles. This community also includes one Park (Del Aire Park), religious institutions, and schools. The Wiseburn Walking Path is a 0.26-mile paved pedestrian trail that runs adjacent to the westside of La Cienega Boulevard between West 131st Street and West 135th Street. According to the DPR, there are no regional trails within Del Aire/Wiseburn.

Hawthorne Island. Hawthorne Island is located directly west of Crenshaw Boulevard between West Rosecrans Avenue and West 135th Street. Covering an area of only 0.12 square miles (or 2% of the Project area), geographically it is the smallest unincorporated community in the South Bay Planning Area. The community encompasses approximately 400 single-family residences and a handful of commercial businesses on Crenshaw Boulevard. The built environment of Hawthorne Island is overwhelmingly comprised of one or two-story single-family residences primarily in the Minimal Traditional style with consistent setbacks and small front yards located at regular intervals on a rectangular street grid with cul-de-sacs at the terminus of each eastern bloc. Many of the residences within Hawthorne Island now have large additions at the rear of the property. The Hawthorne Island community has no schools, religious institutions, medical facilities, or civic buildings located within its boundaries. There are also no regional trails within or adjacent to this community (DPR 2022, 2023).

La Rambla. Encompassing an area of approximately 0.21 square mile (or 3% of the Project area), La Rambla is located in the center of the City of Los Angeles San Pedro neighborhood directly west of the Port of Los Angeles. While La Rambla includes developed hillside areas (including HMAs), there are no significant ridgelines. Residential property types in La Rambla are mostly single-family with some multi-family residences. The residential properties are primarily designed in the Spanish Colonial Revival, Minimal Traditional, California Bungalow, and Contemporary architectural styles. Community hubs include the Providence Little Company of Mary Medical Center - San Pedro and the San Pedro & Peninsula YMCA. The community does not have a school, public park, or library within its boundary. There are also no regional trails within or adjacent to La Rambla (DPR 2022, 2023).

Lennox. A primarily residential community, Lennox encompasses an area of approximately 1.1 square miles (or 16% of the Project area) and is bordered by two major freeways: I-405 to the west and I-105 freeway to the south. Lennox is adjacent to the City of Inglewood to the north and east, the City of Hawthorne to the south, and the City of Los Angeles to the west. Lennox abuts the Los Angeles International Airport (LAX), which is located immediately west of the community. The topography of this community is flat to gently sloping and there are no significant hillside areas or ridgelines. The built environment of Lennox is characterized by wide north-south commercial corridors and

long blocks of primarily one to two-story multi-density residential development. Residential property types in Lennox consist of single and multi-family homes designed in a variety of styles, including Spanish Colonial Revival and Minimal Traditional. The community is served by one park (Lennox Public Park), one library (Lennox Library), a civic center, religious buildings, and several public and private schools. There are no regional trails within or adjacent to Lennox (DPR 2022, 2023).

West Carson. West Carson is bordered by the I-110 freeway to the east and situated between the I-405 freeway and Pacific Coast Highway 1. Encompassing an area of approximately 2.57 square miles (or 38% of the Project area), West Carson is geographically the largest community in the Project area. The topography of this community is flat to gently sloping and there are no significant hillside areas or ridgelines. The built environment of West Carson is characterized by high density residential tracts with one to two-story residential development and wide commercial corridors. Residential property types in West Carson consist of single-family and multi-family residences, many of which are tract houses designed in the Minimal Traditional and Ranch architectural styles. Some of these residences exhibit mid-century design elements of the Swiss Miss style. The area also includes several mobile home parks. Industrial development is visible throughout the northern portion of the West Carson community between West 190th Street and West Del Amo Boulevard. Vermont Avenue is the major north-south corridor through the community and much of the community's commercial development is concentrated on this street. Additional commercial development is located on the east-west thoroughfares of Sepulveda Boulevard and West Carson Street. Automotive-related commercial businesses are specifically located along Torrance Boulevard and Normandie Avenue. Alpine Village, a designated County of Los Angeles Landmark, is located at 833 West Torrance Boulevard. Civic and institutional development is sparse. Parks in West Carson include Park Learning Grove County Park and the future Wishing Tree Park, which is currently under construction. There are no regional trails within or adjacent to West Carson (DPR 2022, 2023).³

Westfield/Academy Hills. Westfield/Academy Hills, a primarily residential community located on the Palos Verdes Peninsula, is comprised of two non-contiguous areas separated by Palos Verdes Drive North, which runs southeast-northwest through the community. This community encompasses an area of approximately 0.69 mile or 10% of the Project area. Although the topography of the community is predominantly hillsides (including HMAs), there are no significant ridgelines. The built environment of Westfield/Academy Hills is primarily characterized by topographically hilly, winding residential streets with one or two-story single-family residences in the Ranch, Contemporary, and New Traditional styles. Westfield/Academy Hills also includes the South Coast Botanical Garden and a complex of condominiums that comprise the community's northern boundary. The private Chadwick School comprises the community's southern boundary. Commercial uses are limited to one parcel within the community. There are no religious or civic properties located within the boundaries of Westfield/Academy Hills, and the only school is the private Chadwick School.

Although there are no regional trails in Westfield/Academy Hills, the 1.5-mile Palos Verdes Landfill Loop (a pedestrian, equestrian, and bicycle trail) is located 300 feet to the northwest of Crenshaw Boulevard (DPR 2022, 2023).

³ Although there are no regional trails in Alondra Park/El Camino Village, there is one regional bikeway: The Laguna Dominguez Bike Path. This regional bikeway is an approximately 3.2-mile paved, off-street bicycle trail that runs atop the west side of Dominguez Channel levee (DPR 2023). The Laguna Dominguez Bike Path continues north from Alondra Park/El Camino Village on the east side of the levee and passes alongside the eastern border of Hawthorne Island (approximately 200 feet to the east).

4.1.2 Environmental Impacts

4.1.2.1 Methodology

Key Terminologies and Concepts

Scenic Vistas and Corridors. A scenic vista is a panoramic or otherwise broad, long-ranging view from a publicly accessible vantage point, such as a highway, park, trail, river/waterway, or sidewalks/roadways in a particular neighborhood. The boundaries of the viewshed are defined by the field of view to the nearest ridgeline. Scenic vistas vary by location and community and can include ridgelines, unique rock outcroppings, waterfalls, ocean views, or various other unusual or scenic landforms (County of Los Angeles 2015). While the General Plan recognizes the importance of scenic resources in the County, neither the General Plan nor the West Carson TOD Specific Plan include any specific views or corridors that are identified for conservation purposes in the Project area (County of Los Angeles 2015; 2018).

Regional Riding, Hiking, or Multi-Use Trails. The 2022 Los Angeles County Comprehensive Parks and Recreation Needs Assessment Plus (PNA+) identifies two types of trail facilities at the regional level: “regional trails” (which are generally identified as regional riding, hiking, or multi-use trails) and “regional bikeways” (DPR 2022). Only “regional trails” are considered in this analysis.⁴ “Regional trails” as defined by the County’s Trail Manual, extend over large expanses of land, providing a continuous route around or through areas such as a mountain range or the rim of a valley (County of Los Angeles 2013). In accordance with the County’s Trail Manual and the DPR, there are no regional trails in the Project area. Although located outside of the Project areas, the 1.5-mile Palos Verdes Landfill Loop is near to the northeastern boundary of Westfield/Academy Hills (approximately 300 feet to the northwest of Crenshaw Boulevard in the vicinity of the South Coast Botanic Garden); however, due to intervening vegetation, there are no clear views of the Project area from the trail alignment.

Scenic Resources. Los Angeles County has lost many of its scenic resources due to a variety of human activities. In the absence of adequate land use controls, many scenic resources have been adversely affected by unsightly development and sprawl. The visual pollution associated with the proliferation of billboards, signs, utility lines, and unsightly uses detracts from and often obscures many of the County's scenic resources. Pursuant to the General Plan, the County recognizes that mountain vistas and other scenic features of the region are a significant resource. According to the General Plan, scenic resources can include designated scenic highways and corridors, hillsides, scenic vistas, and ridgelines (County of Los Angeles 2015). Developed hillside areas are present in both Westfield/Academy Hills and La Rambla; however, there are no significant ridgelines in the Project area (County of Los Angeles 2022). There are also no broad or long-range views of unique rock outcroppings, waterfalls, the ocean, or various other unusual or scenic landforms (i.e., scenic vistas) in the Project area. Major issues associated with scenic resources involve their protection from human activities and regulation of hillsides and hillside development (County of Los Angeles 2015). Scenic resources present in the Project area include hillsides, which are relevant to this analysis in that they contribute to visual quality/character.

Scenic Highways. Through the California Scenic Highway Mapping Program, Caltrans designates routes that are eligible to become scenic highways or historic parkways. These determinations are based on the scenic value of the lands surrounding these roadways, as well as how readily visible these resources are to those driving on the roadway (County of Los Angeles 2015). As discussed above in Section 4.1.1.1, Regulatory Setting, and as illustrated

⁴ The locations of regional bikeways within and adjacent to the Project area are provided above in Section 4.15.1.2, Existing Environmental Conditions, for informational purposes only.

in Figure 4.1-1, Scenic Highways, there are no designated or eligible scenic highways or historic parkways in the Project area or within the broader South Bay Planning Area (Caltrans 2023). The nearest officially designated scenic highway, the Topanga Canyon State Scenic Highway, is located approximately 14 miles northwest of the Project area (Caltrans 2023). The nearest eligible scenic highway, State Route 1 along Lincoln Boulevard in Santa Monica, is located approximately six miles to the northwest of the Project area (Caltrans 2023). Due to intervening distance, terrain, and development, views to the Project area are not available from any eligible or designated state scenic highway or historic parkway.

Visual Character & Quality. Visual character is the objective composition of the visible landscape within a viewshed and is commonly discussed in terms of dominance, scale, diversity and continuity. Visual quality is the viewer's perception of the visual environment and is therefore highly subjective. Scenic resources (discussed above) contribute to visual character and quality. The assessment of visual quality and character is a qualitative evaluation, for which no discrete set of quantifiable parameters exists or can be applied. The visual character/quality analysis considers whether implementation of the proposed Project would represent a potentially significant impact on the visual setting of the Project area and the extent to which the potential future development facilitated by the Project would be aesthetically compatible with neighboring uses in terms of bulk, scale, and other visual considerations. As the General Plan states that "major issues associated with scenic resources involve their protection from human activities and regulation of hillsides and hillside development" (and specifically identifies the need to protect HMAs due to their "natural and scenic character") special attention is paid to areas where the Project would facilitate development within or adjacent to hillside areas (including HMAs), and whether views of these areas would be impacted (County of Los Angeles 2015).

Light, Glare, Shade, and Shadows. There are two types of artificial, or man-made, light sources: (1) point sources (e.g., illuminated signage, street light poles, vehicle headlights); and (2) indirect sources that reflect light onto adjacent properties (e.g., reflective or light-colored surfaces). The effect produced by indirect light sources is commonly referred to as "glare." Point sources are generally addressed in the analysis of nighttime illumination impacts, while indirect sources are addressed in the analysis of daytime and nighttime glare impacts.

Nighttime illumination of varying intensities is characteristic of most urban and suburban land uses, including those in the Project area. Uses that are considered sensitive to nighttime light include, but are not limited to, residential, some commercial and institutional uses, and natural areas. Glare occurs during both daytime and nighttime hours. Daytime glare is caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass or reflective materials. Glare can also be produced during evening and nighttime hours by artificial light directed toward a light-sensitive land use. Glare-sensitive uses can include light-sensitive uses and transportation corridors (i.e., roadways).

The issue of shade and shadow pertains to whether proposed or facilitated buildings or structures would block direct sunlight from adjacent properties. Shading is an important environmental issue because the users or occupants of certain land uses have expectations for direct sunlight and warmth from the sun for function, physical comfort, or conduct of commerce. Factors that influence the extent or range of shading include the following: season; time of day; weather (i.e., sunny vs. cloudy day); building height, bulk and scale; topography; spacing between buildings; sensitivity of adjacent land uses; and tree cover.

Light, glare, and shade/shadow impacts are determined by comparing the existing light, glare, and shadow sources in the Project area with potential lighting, glare, and shadow associated with proposed South Bay Area Plan policies and potential development accommodated by implementation of the Project.

Approach

As described in Chapter 3, Project Description, the South Bay Area Plan is a policy document that does not include or propose any site-specific development that could directly result in construction or operational impacts to the environment. However, implementation of the South Bay Area Plan would result in land use changes and amendments to the County Code, which would allow for denser development/redevelopment to occur. Therefore, this Draft PEIR does not assess the site-specific construction and operation details of each future development within the Project area. Rather, it assesses the impacts associated with changes to existing land uses and the associated overall effects of buildout of the South Bay Area Plan through 2045, where reasonably foreseeable physical changes to the environment could occur. Analysis at a parcel or site-specific level was not conducted because, unless otherwise noted within this assessment, the actual locations of project development (and its chronologic sequence or concurrence) that may be implemented in the future are speculative.

The following analysis considers the existing environmental setting and regulatory environment applicable to the Project area. The County's adopted CEQA Guidelines are used to determine whether buildout under the Project could adversely affect the aesthetic qualities of the Project area. Note that development accommodated as a result of Project implementation within the West Carson TOD Specific Plan would meet the criteria set forth in SB 743 because it would be limited to infill sites located within a TPA within 0.5 miles of a major transit stop (i.e., Metro's Carson Station, a bus rapid-transit stop along a designated bus lane adjacent to Interstate 110). Because some future development projects facilitated under the Project would meet the criteria set forth under SB 743, aesthetic impacts for such future projects would not be considered significant, as they are exempted from determination of significant impacts on aesthetic resources as outlined in the CEQA Guidelines Appendix G. As not all future development facilitated by the Project would qualify for exemption under SB 743, the analysis provided in Section 4.1.2.4, Impact Analysis, evaluates the Project's potential to facilitate future development that would result in physical impacts associated with aesthetics at a programmatic level.⁵

4.1.2.2 Thresholds of Significance

In accordance with the County's Environmental Checklist Form (Initial Study) and Appendix G of the State CEQA Guidelines, the applicable thresholds of significance with regard to aesthetics are listed below. A project may have a significant impact if it would:

- Threshold 4.1-1:** Have a substantial adverse effect on a scenic vista.
- Threshold 4.1-2:** Be visible from or obstruct views from a regional riding, hiking, or multi-use trail.
- Threshold 4.1-3:** Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.
- Threshold 4.1-4:** Substantially degrade the existing visual character or quality of public views of the site and its surroundings because of height, bulk, pattern, scale, character, or other features and/or conflict with applicable zoning and other regulations governing scenic quality? (Public views are those that are experienced from publicly accessible vantage point).

⁵ Note that the aesthetics analysis does not focus on potential impacts to historic or cultural resources. Rather, potential impacts to historic or cultural resources are evaluated pursuant to CEQA in Section 4.5, Cultural Resources, and 4.18 Tribal Cultural Resources, of this Draft PEIR.

Threshold 4.1-5: Create a new source of substantial shadow, light, or glare which would adversely affect day or nighttime views in the area.

4.1.2.3 Land Use Changes, Goals, and Policies

As discussed in Section 3.3.3, Project-Related Growth, of Chapter 3, Project Description, of this Draft PEIR, implementation of the Project would encourage future development in a manner consistent with the South Bay Area Plan (County of Los Angeles 2024), which would facilitate additional residential, commercial, and mixed-use development based on the following:

1. The Project would redesignate parcels within the Project-area communities of Alondra Park/El Camino Village, Del Aire/Wiseburn, Lennox, La Rambla, and West Carson to allow for residential development at higher densities than currently permitted. Under existing conditions, the sites affected are primarily designated as residential or commercial, and nearly all are occupied by existing development. The Project would facilitate development of approximately 9,853 additional dwelling units within the Project area. The proposed General Plan land use redesignations are illustrated in the following figures in Chapter 3, Project Description, of this Draft PEIR: Figure 3-1a, Proposed General Plan Land Use, Alondra Park/El Camino Village; Figure 3-1b, Proposed General Plan Land Use, Del Aire/Wiseburn; Figure 3-1d, Proposed General Plan Land Use, La Rambla; Figure 3-1e, Proposed General Plan Land Use, Lennox; and Figure 3-1f, Proposed General Plan Land Use, West Carson.
2. The Project would amend applicable sections of the County Code to allow for the development of neighborhood-scale commercial uses (i.e., Accessory Commercial units [ACUs]) on corner lots within the Project area's residential zones. The ACUs would be an accessory use to a primary residence and would be limited to one ACU per corner-residential lot. It is projected that approximately 12 parcels in the Project area may develop ACUs, totaling an estimated 10,200 square feet of ACUs. For a distribution of the residential zones within the Project area where ACUs would be permitted on corner lots, please refer to the following figures in Chapter 2, Environmental Setting of this Draft PEIR: Figure 2-4a, Existing Zoning, Alondra Park/El Camino Village; Figure 2-4b, Existing Zoning, Del Aire/Wiseburn; Figure 2-4c, Existing Zoning, Hawthorne Island; Figure 2-4d, Existing Zoning, La Rambla; Figure 2-4e, Existing Zoning, Lennox; Figure 2-4f, Existing Zoning, West Carson; and Figure 2-4g, Existing Zoning, Westfield/Academy Hills.
3. The Project would redesignate parcels in the communities of Alondra Park/El Camino Village, Del Aire/Wiseburn, Lennox, La Rambla, and West Carson to facilitate new commercial development. In total, the proposed land use changes would facilitate approximately 777,697 square feet of additional commercial use.

The South Bay Area Plan's areawide and community-specific goals and policies presented below are tailored towards the unique geographic, demographic, and social diversity in the unincorporated communities of the South Bay Planning Area and are consistent with the General Plan goals and policies applicable to the topic of aesthetics listed in Section 4.1.1.1, above.

Areawide Goals and Policies

Policy LU 2.5 Complementary Design. Support development that is scaled and designed to complement existing neighborhood character and create more connected and pedestrian-friendly environments.

Goal LU 3	High-quality design standards across residential and mixed-use development that contribute to an attractive and resilient built environment and promote a complementary co-location of uses.
Policy LU 3.1	Active Ground Floor. Promote high-quality urban design and active ground floors for mixed-use developments through design standards, such as transparency and pedestrian-oriented entrance requirements.
Policy LU 3.2	Building Scale and Design Buffering. Promote transitions in building height and scale through design and buffering standards, notably for new higher-density development adjacent to single-family residential areas to maintain the character of the adjacent low-scale neighborhoods.
Policy LU 3.3	Residential Trees. Encourage drought-tolerant landscaping and trees within residential uses' front yards to enhance greening and encourage low-impact development.
Policy LU 3.4	Noise Barriers. Minimize noise impacts to residences along freeways by designing community-friendly and appropriately designed noise barriers. Near publicly visible areas, incorporate public art into the design whenever possible.
Policy LU 3.5	Residential Lighting. Provide for lighting standards that ensure that on-site lighting does not impact surrounding neighboring properties.
Policy LU 3.6	Cultural and Architectural Elements. Whenever possible, encourage defining cultural, historical, and architectural elements and visual interest in new development and renovations to existing structures, including renovating long expanses of windowless walls along the street frontage.
Policy LU 3.7	Underground Utilities in New Development. Explore incentives for developers to underground utility wires as part of new developments during the site design and planning phase of a project to improve aesthetics and infrastructure resilience.
Policy LU 4.1	Community-Serving Uses. Incentivize new development that promote community-serving uses and amenities, such as publicly accessible open spaces and amenities, and trees.
Goal LU 5	Industrial and commercial uses are good neighbors and minimize negative impacts on the environment and proximate uses.
Policy LU 5.1	Mitigating Commercial and Industrial Impacts. Ensure that design treatments, such as noise buffers, screening, building orientation, and parking/loading locations, are incorporated into commercial and industrial development to minimize negative impacts on sensitive uses and surrounding neighborhoods.
Policy LU 5.2	Industrial and Commercial Design. Consider establishing standard street setbacks and height restrictions compatible with the adjacent community land use.

Policy LU 5.3	Landscape Buffers. Require landscape buffers and screening for industrial uses abutting residential uses, including buffered landscape strips, trees, and/or walls.
Goal LU 6	Ensure the responsible development and maintenance of industrial areas so they are clean, safe, and aesthetically pleasing.
Policy LU 6.1	Jurisdictional Collaboration. Partner with neighboring jurisdictions to mitigate the negative impacts associated with industrial uses in areas adjacent to the unincorporated communities and develop solutions for future smart industrial growth.
Policy M 1.2	Sidewalk Amenities. Encourage consistent placement of street trees, pedestrian-scaled lighting, and wayfinding signage along key corridors to enhance the pedestrian experience and support the creation of complete corridors.
Policy M 2.2	Pedestrian Connections. Promote improved pedestrian connections through high-visibility crosswalks, widened sidewalks, pedestrian-scaled street lighting, wayfinding signage, street trees, and other elements as needed and where appropriate, to support safe and comfortable pedestrian trips.
Policy M 1.7	Public Art. Integrate public art and creative local expression, such as murals, sculptures, and creative signage, into transit stations and bus shelters and streetscape elements, including trash bins, bike racks, and streetlights.
Policy M 1.8	Rail Station Visibility and Beautification. Coordinate with Metro to beautify and promote safety at transit stations by addressing the perceived limited visibility at elevated stations and by integrating amenities such as street trees, comfortable furnishings, weather protection, public art, or other methods to improve aesthetics while maximizing visibility.
Goal COSE 2	Enhance the availability and quality of parks in the Planning Area, focusing on equitable access and community engagement to preserve the unique characteristics of each community.
Policy COSE 2.4	Restore and Convert Degraded Land. Support the restoration and conversion of degraded land, such as oil fields, brownfields, and landfills, into new parks and open spaces and other degraded land in areas of high environmental burden, as identified by the 2022 Parks Needs Assessment+ Final Report.
Goal COSE 3	A built environment that integrates open and green spaces at various sizes and scales and seeks to improve environmental conditions.
Policy COSE 3.2	Publicly Accessible Open Space. Encourage new private development to install and maintain publicly accessible open and green space in the form of public plazas, pocket parks, active and passive recreation areas, and/or landscaping with enhanced shade features (i.e., trees, canopies, shade sails, and awnings).

Policy COSE 3.3	Open Space Design Guidelines. Explore developing guidelines for incorporating non-residential open spaces, such as outdoor dining areas, promenades, green alleys, plazas, or other usable outdoor spaces in mixed-use areas.
Policy COSE 3.4	Public Art in Open Spaces. Encourage the integration of public art and creative local expression, such as murals, sculptures, creative signage, into the design of public and private open spaces.
Policy COSE 4.3	Light Pavements. Encourage the use of light pavements for streets, driveways, and hardscaped open spaces to reflect the solar radiation that warms the surrounding environment and cool urban heat islands.
Policy COSE 4.4	Native Landscaping. Improve existing and future public and private open spaces, greenways, streets, and sidewalks with additional native trees and drought-tolerant native plants to mitigate heat island effects, create comfort for users, and manage water usage.
Policy COSE 4.5	Trees and Shade. Provide shade within parks and open spaces through covered outdoor structures, when possible, and additional tree plantings.
Goal PS 3	Sustainable and resilient public services, facilities, and other infrastructure that meets the needs of the SBAP communities while benefiting the environment and improving aesthetics.
Policy PS 3.6	Trees. Protect existing mature street trees, avoid over-pruning and promote additional tree plantings within County-led and funded projects.
Policy PS 3.7	Underground Utilities in Roadway Improvements. Consider the undergrounding of utility wires as part of applicable public roadway improvement projects to improve aesthetics and enhance resilience.
Goal ED 4	Support existing local and legacy businesses who contribute to the community identity of the Planning Area and provide local jobs.
Policy ED 4.2	Façade Beautification. Support beautification of existing businesses and encourage redevelopment of building façades.
Goal HP 2	A Planning Area with a sense of place, identity, and history.
Policy HP 2.1	Sense of Place. Encourage a sense of place in the Planning Area through prioritizing initiatives for signage programs and design standards that bolster community identity and communicate historic significance.

Community-Specific Goals and Policies

Alondra Park/El Camino Village

Goal 1 Crenshaw Boulevard functions as a complete corridor that supports a variety of uses, including small and legacy businesses, and features an enhanced streetscape.

Policy 1.3 Appropriate Scale. Establish height maximums for new mixed-use developments along Crenshaw Boulevard between Marine Avenue and Manhattan Beach Boulevard that are appropriate based on the existing building height and neighboring low-scale residences.

Policy 1.4 Streetscape Enhancements. Guide the transformation of Crenshaw Boulevard into a vibrant corridor through a corridor or streetscape plan that determines appropriate treatments to enhance the public realm.

Goal 2 A community where arts and culture are celebrated, and the public realm is vibrant and supportive.

Policy 2.2 Arts and Culture. Support new businesses that contribute to the cultural and artistic vibrancy of the neighborhood, including art galleries, performance spaces, small studios, etc.

Del Aire

Policy 1.2 Appropriate Scale. Establish height maximums for new mixed-use developments along Inglewood Avenue that are appropriate based on existing building height and neighboring low-scale residences.

Policy 1.4 Landscape Buffers. Enhance or create landscape buffers to serve as noise/screening/air pollution buffers against freeways and industrial uses along the following areas:

- Along Aviation Blvd.
- Along 116th Street
- Between Aviation/LAX station and residential community
- Between industrially zoned areas and residential community

Hawthorne Island

Goal 1 Well-designed, mixed-use Crenshaw Boulevard that balances preserving the existing commercial character while promoting “gentle density.”

Policy 1.3 Streetscape Enhancements. Explore grant funding opportunities for streetscape improvements along Crenshaw Boulevard to improve public realm and pedestrian access to existing businesses.

La Rambla

Goal 2 Vibrant corridors with an enhanced public realm to support safe pedestrian connections.

Policy 2.1 Streetscape Enhancements. Consider a vision or streetscape plan for 6th Street, Bandini Street and Meyler Street to determine the appropriate treatments to enhance the public realm.

Policy 2.2 Pedestrian-Scaled Lighting. Explore grant funding opportunities to install pedestrian scaled lighting on 6th Street.

Lennox

Goal 1 Enhanced Hawthorne and Lennox Boulevards that balance preserving commercial character and promoting “gentle density” to create well-designed, mixed-use places.

Goal 3 Lennox has multi-modal, mixed-use, and complete corridors.

Policy 3.1 Hawthorne Boulevard Streetscape Enhancements. Explore grant funding opportunities for the preparation of a streetscape plan on Hawthorne Boulevard to determine appropriate treatments to enhance the pedestrian realm and guide the transformation of Hawthorne Boulevard into a multi-modal, mixed-use, and complete corridor.

Policy 3.2 Lennox Boulevard Streetscape Enhancements. Explore grant funding opportunities for the preparation of a vision plan or streetscape plan to determine appropriate treatments to enhance and green the pedestrian realm, with improvements such as planters, trees, benches, small green spaces, pocket parks, etc.

West Carson

Goal 1 Enhanced corridors that balance preserving commercial character and promoting “gentle density” to create well-designed, mixed-use places.

Goal 2 An enhanced Carson station area with housing options, neighborhood services, and supportive active transportation infrastructure that further supports the West Carson TOD Specific Plan.

Policy 2.4 Streetscape Enhancements. Explore the preparation of a vision or streetscape plan for West Carson Boulevard and Vermont Avenue to determine the appropriate treatments to enhance the public realm and provide greater connectivity to the West Carson station.

Policy 3.3 Pedestrian-Scaled Lighting. Explore grant funding opportunities for pedestrian-scaled lighting on Vermont Drive between Lomita Boulevard and 245th Street.

Goal 4 Repurposed sites for community amenities, such as parks, walking trails, and community facilities.

- Policy 4.1** Convert Contaminated and Underutilized Sites. Promote the repurposing and remediation of contaminated sites, brownfields, and underutilized spaces in West Carson for the creation of community facilities, sports fields, parks, walking paths, trails, and green spaces.
- Goal 5** Existing industrial uses are good neighbors and minimize impacts on proximate uses.
- Policy 5.2** Green Buffering. Encourage green spaces and vegetative buffers between industrial and residential uses.

Wiseburn

- Goal 1** Context appropriate development that positively contributes to the existing community fabric, provides amenities, and benefits community members.
- Policy 1.2** Appropriate Scale. Establish height maximums for new mixed-use developments along Inglewood Avenue that are appropriate based on the existing building height and neighboring low-scale residences.
- Policy 1.3** El Segundo Boulevard. Enhance El Segundo Boulevard through preserving commercial character and promoting “gentle density” to create well-designed, mixed-use places.

4.1.2.4 Impact Analysis

Threshold 4.1-1 Would the project have a substantial adverse effect on a scenic vista?

No Impact. Scenic vistas in the County vary by location and community and can include ridgelines, unique rock outcroppings, waterfalls, ocean views, or various other unusual or scenic landforms (County of Los Angeles 2015). As discussed in Section 4.1.2.1, Methodology, while the General Plan recognizes the importance of scenic resources, there are no specific views that are identified for conservation purposes in the County (County of Los Angeles 2015). Furthermore, the West Carson TOD Specific Plan and County Code do not identify any scenic resources or views for conservation purposes within the Project area (County of Los Angeles 2018). According to the General Plan, there are no designated significant ridgelines in the Project area (County of Los Angeles 2022). There are also no waterfalls, unique rock outcroppings, or other unusual or scenic landforms in the Project area. Although the Pacific Ocean is located adjacent and to the west of the South Bay Planning Area, the unincorporated Project-area communities are not adjacent to the ocean. The topography within most of Project area is relatively flat to gently sloping and is not conducive to broad or long-ranging views. Existing views throughout the Project areas are dominated by the immediate urban landscape. Although developed hillside areas are present in La Rambla and located throughout and surrounding Westfield/Academy Hills, there are no significant ridgelines, ocean views, or other scenic viewsheds available from publicly accessible vantage points in these communities. As there are no significant ridgelines, unique rock outcroppings, waterfalls, ocean views, or various other unusual or scenic landforms identified within or visible from the Project area, Project facilitated development would have no potential to adversely affect a scenic vista, and no impact would occur.

Threshold 4.1-2 Would the project be visible from or obstruct views from a regional riding, hiking, or multi-use trail?

No Impact. As discussed above in Section 4.1.2.1, Methodology, there are no regional trails in the Project area. Although the Palos Verdes Landfill Loop is located near to the northeastern boundary of Westfield/Academy Hills, due to intervening vegetation, there are no clear views of the Project area from the trail alignment. As such, the Project would not be visible from or obstruct views from a regional riding, hiking, or multi-use trail, and no impact would occur.

Threshold 4.1-3 Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. As illustrated in Figure 4.1-1, Scenic Highways, there are no designated or eligible scenic highways or historic parkways in the Project area or within the broader South Bay Planning Area (Caltrans 2023). The nearest designated historic parkway, the Arroyo Seco Parkway, is located approximately eight miles to the northeast of the Project area (Caltrans 2023). The nearest officially designated scenic highway, the Topanga Canyon State Scenic Highway, is located approximately 14 miles northwest of the Project area (Caltrans 2023). The nearest eligible scenic highway, State Route 1 along Lincoln Boulevard in Santa Monica, is located approximately six miles to the northwest of the Project area (Caltrans 2023). Due to intervening distance, terrain, and development, views to the Project area are not available from any eligible or designated state scenic highway or historic parkway. As such, buildout under the Project would have no potential to substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway, and no impact would occur.

Threshold 4.1-4 Would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings because of height, bulk, pattern, scale, character, or other features and/or conflict with applicable zoning and other regulations governing scenic quality? (Public views are those that are experienced from publicly accessible vantage point)

Less Than Significant Impact. For the reasons discussed below, the Project would not substantially degrade the existing visual character or quality of public views of the site and its surroundings because of height, bulk, pattern, scale, character, or other features and/or conflict with applicable zoning and other regulations governing scenic quality. Impacts would be less than significant, and no mitigation is required.

Visual Character and Quality of Public Views

The Project, as a policy document, does not propose any direct development that would result in physical changes to the environment. However, proposed General Plan land use changes would allow for denser residential, commercial, and mixed-use development/redevelopment to occur in the communities of Alondra Park/El Camino Village, Del Aire/Wiseburn, Lennox, La Rambla, and West Carson. Furthermore, proposed zone changes would increase the allowable maximum building height in certain areas compared to existing conditions. The Project would also amend the County Code to allow for ACUs on corner lots in all Project-area residential zones as an accessory use to an existing residential building (subject to a Site Plan Review). The anticipated additional development within each community, which is discussed in further detail in Chapter 3, Project Description of this Draft PEIR, is summarized below in Table 4.1-1.

Table 4.1-1, Project-Related Residential, Commercial, and ACU Development

Community	Residential	Commercial ^a	ACUs ^b	
	Dwelling Units	Square Feet	Units	Square Feet
Alondra Park/El Camino Village	3,165	32,578	2	1,700
Del Aire/Wiseburn	1,020	12,537	2	1,700
Hawthorne Island	—	—	2	1,700
La Rambla	1,716	5,768	1	850
Lennox	949	50,798	3	2,550
West Carson	3,003	676,016	1	850
Westfield/Academy Hills	—	—	1	850

Notes: ACUs = Accessory Commercial Units; No additional residential, commercial, or mixed-use development would occur within the communities of Hawthorne Island or Westfield/Academy Hills, with the exception of ACUs in residential zones.

- a. “Commercial” square footage includes additional commercial building area anticipated within proposed General Commercial (CG) with existing residential or industrial uses and Mixed Use (MU) parcels with existing residential uses.
- b. ACU development would be limited to one ACU per corner-lot parcel within residential zones as an accessory use to an existing residential building.

The Project would not result in the conversion of open space to developed use. Development permitted under proposed Project land use changes would be limited to existing developed or disturbed parcels within urban and suburban areas and would be visually compatible with existing surrounding uses in terms of height, bulk, pattern, and scale. Allowable uses would include single and multi-family residences, general commercial development, and mixed-use development (i.e., a combination of commercial and multi-family uses on the same parcel). The existing and proposed General Plan land use designations are listed in Table 3-1, Proposed General Plan Land Use Changes in Chapter 3, Project Description of this Draft PEIR.

In addition to land use changes, the Project would include corresponding zone changes to implement the applicable General Plan land use designations. For example, a parcel being redesignated to Mixed Use (MU) would also be rezoned to MXD (Mixed Use). The existing and proposed zones are listed in Table 3-2, Proposed Zone Changes, in Chapter 3 of this Draft PEIR. As discussed above in Section 4.1.1.1, Regulatory Setting, allowable uses and development standards for residential, commercial, and mixed-use zones are provided in the Zoning Code, including Chapter 22.18 (Residential Zones), Chapter 22.20, (Commercial Zones) and Section 22.26.030 (Mixed Use Development Zone). The Project also proposes a Planning Area Standards District (PASD) and Community Standards Districts (CSDs) with additional areawide and community-specific development standards, including provisions for building height, fences and walls, landscaping, and buffers/setbacks. These existing and proposed development standards would help regulate the visual quality and character of future development. For example, as illustrated on Figures 3-1b and 3-2b in Chapter 3 of this Draft PEIR, the Project would redesignate and rezone parcels in Del Aire/Wiseburn from Residential 9 (0-9 dwelling units per acre)/R-1 (Single-Family Residence) to Residential 30 (18-30 dwelling units per acre)/R-3 (Limited Density Multiple Residence). Per Zoning Code Section 22.18.040(D), the maximum building height in both the R-1 and R-3 zones is 35 feet. As such, although the Project would allow for an increase in density on these parcels, the maximum building height would remain 35 feet, which would help maintain the quality and character of existing views.

In accordance with Zoning Code Section 22.26.030(D)(3), the proposed MXD zones would allow for a maximum building height of 65 feet, which would increase the allowable building height compared to some existing residential and commercial zones (e.g., an existing maximum building height of 35 feet in R-1, R-3, C-1 [Restricted Business], and C-2 [Neighborhood Business] zones). However, the proposed CSD standards would reduce the maximum height of buildings within the MXD zone to 45 feet in Del Aire/Wiseburn and Alondra Park/El Camino Village to facilitate compatibility with

existing surrounding uses. When adjacent to residential uses in the R-1 and R-2 zones, future development in all the proposed MXD zones would also be required to reduce building height to 45 feet along common side or rear lot lines (Zoning Code Section 22.26.030[D][3]). Furthermore, as illustrated in Figures 3-2a, 3-2b, 3-2d, and 3-2e in Chapter 3 of this Draft EIR, the proposed MXD zones are located along existing commercial corridors (including Crenshaw Boulevard in Alondra Park/El Camino Village, South Inglewood Avenue in Del Aire/Wiseburn, West 6th Street in La Rambla, and Hawthorne Boulevard in Lennox) as opposed to along internal neighborhood streets, where increased building height could have a more pronounced visual impact. The graduated building heights adjacent to existing residential uses would help facilitate smooth visual transitions from residential to mixed use areas. Due to required compliance with applicable land use and zoning provisions (including proposed PASD and CSD standards) and the location of anticipated development in existing urban or suburban areas (which would be surrounded by visually compatible development), the anticipated development within proposed residential, commercial, and mixed use parcels would not substantially degrade the existing visual character or quality of public views.

As shown in Table 4.1-1, based on existing development patterns in the Project area, it is anticipated that 12 additional ACUs would be constructed, including two in Alondra Park/El Camino Village, two in Del Aire/Wiseburn, two in Hawthorne island, one in La Rambla, three in Lennox, one in West Carson, and one in Westfield/Academy Hills. Uses permitted for ACUs would include beautician and barber services, independent retail, eateries and cafés, and neighborhood serving grocery, market, and corner stores. Prohibited uses would include adult entertainment, alcohol sales, firearms manufacturing or sales, marijuana sales, tattoo parlors, and veterinary services, among others. The proposed ACU policies would restrict the location of any future ACUs to corner residential lots and would establish standards to ensure compatibility with the surrounding residential areas and preserve the existing visual character or quality of existing zones. These standards include provisions related to setbacks, orientation, floor area, height, outdoor lighting, and signage. For example, the height of any ACU would be limited to one story and the floor area would not exceed 1,000 square feet or 40% of the gross floor area of the adjacent residential building, whichever is less. No outdoor seating or other activities would be permitted. ACUs would also be limited to a maximum of one ACU per residential lot. As such, due to the unobtrusive nature of ACUs, together with restrictions related to location and the limited number of ACUs projected to be facilitated as a result of Project implementation (i.e., approximately 12 ACUs throughout the entire Project area), ACU's would not have a significant adverse effect on existing visual character or quality within the Project area.

According to the General Plan, scenic resources can include designated scenic highways and corridors, hillsides, scenic vistas, and ridgelines (County of Los Angeles 2015). As established above under Thresholds 4.1-1 and 4.1-3, there are no scenic highways or corridors, scenic vistas, or significant ridgelines in the Project area. Hillside areas, including HMAs,⁶ are present in La Rambla and Westfield/Academy Hills. HMAs, which represent the steepest natural contours of a hillside area, are particularly susceptible to adverse visual effects of development due to their natural and scenic character (County of Los Angeles 2015). However, development within HMAs is regulated under Chapter 22.104 (Hillside Management Areas) of the Zoning Code. Any Project-facilitated development located wholly or partially within an HMA would require a Conditional Use Permit (CUP) in accordance with Section 22.104.030 of the Zoning Code and would be subject to the Conditions of Approval outlined in Zoning Code Section 22.104.050. The CUP application would include required components such as existing conditions photographs and proposed development exhibits to illustrate that the proposed development would not conflict with the applicable Hillside Development Guidelines (Appendix I of Zoning Code Chapter 22.104) or required findings (Zoning Code Section 22.104.060). In order to meet the required findings, the proposed development must “preserve the physical integrity of HMAs” by (1) locating development outside of HMAs to the extent feasible, (2) locating development in the portions of the HMAs with fewer hillside constraints, and (3) using sensitive design techniques

⁶ HMAs have 25% or greater natural slopes.

tailored to the site requirements (Zoning Code Section 22.104.060A). In accordance with the Hillside Design Guidelines, proposed building design must promote more attractive views through building siting and orientation, and use of building materials that compliment natural hillside features. Therefore, with compliance with required Zoning Code provisions set forth in Chapter 22.104, ensured through the CUP process, Project facilitated development would not adversely affect the existing quality or character of public views within HMAs.

In addition to compliance with required Zoning Code provisions and proposed PASD and CSD development standards, the Project proposes goals and policies to promote appropriately scaled, context sensitive, and attractive development (e.g., Goal LU 4 and Policies LU 2.5, 3.1, 3.2, and 4.4), additional trees, green space, and buffers (e.g., Policies LU 3.3, 4.1, and 5.3) and additional lighting standards (Policy LU 3.5), which would help regulate the visual quality and character of future development in the Project area.

As discussed above, any future development or redevelopment efforts related to residential, mixed-use, and commercial uses in Project area (including ACUs) would consist entirely of infill activities located within previously disturbed and/or developed parcels. The types of facilitated development would be compatible with existing surrounding development in terms of bulk, height, pattern, and scale. Due to the Project's proposed development standards, goals, and policies, which are intended to enhance and preserve existing community character, the unobtrusive nature of any potential Project-facilitated ACUs, and required compliance with all applicable land use/zoning provisions, the Project would not substantially degrade the existing visual character or quality of public views within the Project area. As such, impacts would be less than significant, and no mitigation is required.

Applicable Zoning

Zoning is used as a tool to regulate building components, including components that affect the visual quality of development, such as building height, use types, and the "necessary, proper, and comprehensive groupings and arrangements of the various industries, businesses, and population of the unincorporated area of the County" (Zoning Code Section 22.02.020). By demonstrating consistency with applicable zoning, conflicts related to aesthetics are less likely to occur, as zoning regulations indicate the extent and type of suitable development permitted by the County "in accordance with a well-considered master plan of land use for the development of the entire County..." (Zoning Code Section 22.02.020).

The Project would rezone parcels in accordance with proposed General Plan Land Use Map changes, discussed in Section 3.3.4.3, Project Components, in Chapter 3, Project Description of the Draft PEIR. Proposed rezoning would also resolve existing zoning inconsistencies and/or bring parcels into accordance with existing General Plan land use designations. The Project would rezone parcels in all Project-area communities, including within the West Carson TOD Specific Plan area. The proposed changes to the zoning map take into consideration both on the ground and surrounding land uses and are intended to enhance compatibility of use and align with established planning objectives. For example, the Project would rezone targeted groupings of parcels to facilitate increased density and a mix of uses along commercial corridors and near transit hubs in accordance with County, regional, and statewide goals to increase housing supply and expand mobility choices. The Project would also amend applicable sections of the County Code to include ACU provisions (discussed above), create a PASD for the unincorporated communities of the South Bay Planning Area, and create CSDs for the Project-area communities of Del Aire/Wiseburn and Alondra Park/El Camino Village.

The new zoning map and development standards proposed by the Project would define specific design and building criteria applicable to the Project area, including provisions pertaining to visual quality and character, such as allowable building heights, bulk, pattern, scale, permitted building materials, and other features. Upon Project

implementation, the zones and provisions set forth by the Project would be adopted by ordinance and would serve as the primary zoning and development standards for the Project area. Outside of the proposed PASD, CSD, and ACU sections, the existing sections and provisions of the County Code would remain applicable, including Chapter 22.18 (Residential Zones), Chapter 22.20, (Commercial Zones), and Section 22.26.030 (Mixed Use Development Zone). Therefore, upon approval of the Project, the Project would be consistent with County Code standards and would not conflict with applicable zoning. As such, aesthetic impacts related to compliance with zoning would be less than significant.

Conflict Evaluation for Applicable General Plan Regulations

Pursuant to General Plan Implementation Program LU-1, Planning Areas Framework Program, the General Plan serves as the foundation for the South Bay Area Plan, which focuses on land use and other policy issues that are specific to the unincorporated communities of the South Bay Planning Area. The proposed Project would help implement the broader goals and policies of the General Plan within the Project area in a manner that is supportive of and context sensitive to each unincorporated Project-area community. Table 4.1-2, General Plan Conflict Evaluation, provides a brief evaluation of each aesthetic-related General Plan goal or policy in relation to the Project to determine if the Project has the potential to result in a conflict.

Table 4.1-2. General Plan Conflict Evaluation

Goals and Policies	Conflict Evaluation
<p>Goal LU 7 Compatible land uses that complement neighborhood character and the natural environment</p>	<p>No Conflict. (Refer to Table 4.11-1, General Plan Conflict Evaluation, within Section 4.11, Land Use and Planning, of this Draft PEIR.)</p>
<p>Policy LU 7.1 Reduce and mitigate the impacts of incompatible land uses, where feasible, using buffers and other design techniques.</p>	<p>No Conflict. Any future development accommodated by the Project would be subject to design and development standards proposed by the Project and set forth by the County Code, which include provisions related to buffers, setbacks, maximum building height, yards, open space and landscaping, building materials, maintenance and upkeep, screening (i.e., walls, enclosures, and trees), fences, form, and massing. Further, the South Bay Area Plan contains policies that would encourage context-sensitive development that is visually compatible with surrounding uses.</p> <p>Refer to areawide Policies LU 2.5, 3.1, 3.2, 3.6, 4.4 and 5.2, Alondra Park/El Camino Village Policy 1.3, Del Aire Policy 1.2 and 1.4, Hawthorne Island Goal 1, West Carson Goal 1, Goal 5, and Policy 5.2, and Wiseburn Goal 1 and Policy W 1.2.</p>
<p>Policy LU 10.3 Consider the built environment of the surrounding area and location in the design and scale of new or remodeled buildings, architectural styles, and reflect appropriate features such as massing, materials, color, detailing or ornament.</p>	<p>No Conflict. Residential, commercial, mixed-use, and ACU development facilitated as a result of South Bay Area Plan implementation would be subject to all applicable existing and proposed design/development standards related to scale, architectural styles, massing, materials, color, detailing, or ornamentation. These would include community specific, areawide, and/or Countywide provisions. Compliance with applicable code standards would be ensured through required site plan and development review pursuant to the County Code. Development/redevelopment that is in accordance with applicable zoning would not be anticipated to conflict with the surrounding built environment. Further, the South Bay Area Plan contains policies that would help encourage development that is</p>

Table 4.1-2. General Plan Conflict Evaluation

Goals and Policies	Conflict Evaluation
	<p>appropriately designed and scaled, in consideration of the surrounding built environment.</p> <p>Refer to areawide South Bay Area Plan Goals LU 4 and LU 7 and Policies LU 2.5, 3.1, 3.2, 3.6, 5.1, 5.2, and ED 4.2, Alondra Park/El Camino Village Policy 1.3, Del Aire Policy 1.2, and Wiseburn Policy 1.2.</p>
<p>Policy LU 10.5 Encourage the use of distinctive landscaping, signage and other features to define the unique character of districts, neighborhoods or communities, and engender community identity, pride and community interaction</p>	<p>No Conflict. The Project includes goals and policies intended to help promote a stronger sense of place and community. For example, Goal COSE 2 seeks to preserve the unique characteristics of each community through enhancing the availability and quality of parks. Policy M 2.2 (Pedestrian Connections) is intended to promote improved pedestrian and bicycle connections through crosswalks, widened sidewalks, pedestrian-scale street lighting, wayfinding signage, street trees and other elements. Other policies proposed by the Project include expanded use of street trees (Policies M 1.2 and PS 3.6), landscaping (Policies LU 3.3 and COSE 3.2), and the beautification of Metro stations (Policy M 1.8) and existing businesses (Policy ED 4.2). Policies Goal HP 2 and Policy HP 2.1 would encourage a sense of place in the Project area and communicate historic significance through prioritizing initiatives for signage programs and design standards.</p>
<p>Policy LU 10.8: Promote public art and cultural amenities that support community values and enhance community context</p>	<p>No Conflict. South Bay Area Plan Policy M 1.8 (Rail Station Visibility and Beautification) calls for coordination with Metro to beautify transit stations, including integration of public art and other amenities to improve aesthetics while Policy LU 3.4 (Noise Barriers) encourages incorporation of public art into the design of noise barriers. Policy LU 1.2 (Activity Centers) encourages activity centers that provide cultural amenities. Furthermore, the Project includes Policy LU 3.6 (Cultural and Architectural Elements) which encourages defining cultural, historical, and architectural elements and visual interest in new development and renovations to existing structures. Other proposed policies recognizing the importance of culture and community values include COSE 2.2 (Community Engagement). Project facilitation of ACUs acknowledges the prevalence of an existing cultural pattern and provides a regulatory framework that allows for the formalization of this type of commercial activity in residential neighborhoods. Finally, the Project proposes Implementation Program No. 5, Focused Intensive Historic Resource Surveys. This program would conduct community-wide surveys of Lennox, La Rambla, and West Carson to help identify and promote/preserve historic resources, including culturally significant amenities.</p>
<p>Policy LU 10.10 Promote architecturally distinctive buildings and focal points at prominent locations, such as major commercial intersections and near transit stations or open spaces.</p>	<p>No Conflict. Policy LU 3.1 would promote high-quality urban design and active ground floors for mixed-use developments through design standards, such as transparency and pedestrian-oriented entrance requirements. Policy ED 4.2 would support façade beautification of existing businesses while Policy LU 3.6 encourages defining architectural elements and visual interest in new development and renovations to existing structures. In addition, Policy M 1.8 calls for coordination with Metro to beautify transit stations, including integration of public art, which would create unique focal points near transit stations. Finally, the Project proposed Implementation Program No. 3, Legacy Business Retention Program. This program would develop a Legacy Business Retention Program (LBRP) for legacy businesses over 50 years old in focused growth</p>

Table 4.1-2. General Plan Conflict Evaluation

Goals and Policies	Conflict Evaluation
	<p>areas in order to prevent commercial displacement. The elements of the LBRP program may include funding for façade beautification and frontage improvements, which could help preserve or enhance architecturally distinctive buildings and focal points.</p>
<p>Policy C/NR 13.1 Protect scenic resources through land use regulations that mitigate development impacts.</p>	<p>No Conflict. The Project area is built out with existing urban and suburban development and does not include broad, scenic areas of natural open space. Although hillside areas (including HMAs) are present in La Rambla and located throughout and surrounding Westfield/Academy Hills, there are no significant ridgelines, unique rock outcroppings, waterfalls, or various other unusual or scenic landforms in the Project area. Development within HMAs is regulated under Chapter 22.104 (Hillside Management Areas) of the Zoning Code. Any Project-facilitated development located wholly or partially within a HMA would require a CUP in accordance with Section 22.104.030 of the Zoning Code and would be subject to the Conditions of Approval outlined in Zoning Code Section 22.104.050. Additionally, future development in the Project area would be required to comply with other existing land use regulations, including development and design standards set forth in the County Code related to height, form, massing, scale, setbacks, materials, and other standards. Finally, the Project proposes new land use regulations through PASD, CSD, and ACU standards, which would serve to mitigate potential development impacts.</p>
<p>Policy C/NR 13.2 Protect ridgelines from incompatible development that diminishes their scenic value.</p>	<p>No Conflict. Although there are no significant ridgelines in the Project area, all future Project development within HMAs would be required to adhere to Chapter 22.104 (Hillside Management Areas) of the Zoning Code. For example, any Project-facilitated development located wholly or partially within a HMA would require a CUP in accordance with Section 22.104.030 of the Zoning Code and would be subject to the Conditions of Approval outlined in Zoning Code Section 22.104.050. The CUP application would include required components such as existing conditions photographs and proposed development exhibits to illustrate that the proposed development would not conflict with the applicable Hillside Development Guidelines (Appendix I of Zoning Code Chapter 22.104) or required findings (Zoning Code Section 22.104.060). In order to meet the required findings, the proposed development must “preserve the physical integrity of HMAs” by (1) locating development outside of HMAs to the extent feasible, (2) locating development in the portions of the HMAs with fewer hillside constraints, and (3) using sensitive design techniques tailored to the site requirements (Zoning Code Section 22.104.060A). In accordance with the Hillside Design Guidelines, proposed building design must promote more attractive views through building siting and orientation, and use of building materials that compliment natural hillside features.</p>
<p>Policy C/NR 13.3 Reduce light trespass, light pollution and other threats to scenic resources.</p>	<p>No Conflict: The Project would not include development/redevelopment within or adjacent to sensitive open space areas. The Project area is an urbanized environment, and there are a number of existing sources of nighttime illumination, including lighting from the Metro stations and rail lines, parking lot lights, security lights, and interior and exterior lighting from residential, commercial, office, and industrial buildings. Additional nighttime light and glare sources are generated by surrounding residential and commercial land uses outside of the Project area, as well as from</p>

Table 4.1-2. General Plan Conflict Evaluation

Goals and Policies	Conflict Evaluation
	<p>vehicular traffic and streetlights along major highways and roadways. Due to the existence of light and glare from existing commercial, office, industrial, and residential uses in the Project area, the Project is not anticipated to add significant new sources of nighttime light and glare in the vicinity. Future nonresidential development in the Project area would be subject to Chapter 5 of CALGreen, including Measure 5.106.8, Light Pollution Reduction, requiring outdoor lighting systems to comply with backlight, uplight, and glare standards included in Title 24 with the intent to reduce light pollution that could be disruptive to the environment, wildlife, and humans. Finally, the Project proposes Policy LU 4.5 (Residential Lighting), which encourages the County to create additional lighting standards to ensure that on-site lighting does not impact surrounding neighboring properties.</p>
<p>Policy C/NR 13.4 Encourage developments to be designed to create a consistent visual relationship with the natural terrain and vegetation.</p>	<p>No Conflict. The Project area is entirely built out with existing urban and suburban development and does not support broad areas of natural terrain or vegetation. Some ruderal vegetation and hillside areas are present within the Project area; however, these areas are adjacent to existing urban and suburban development. The Project would promote the concentration of future growth and activity within existing urban and suburban areas with a range of mobility options and away from the more rural areas of the County that support natural terrain and vegetation. This would help preserve the existing character of these natural resources. (See also the response provided above for General Plan Policy C/NR 13.2 related to required compliance with Chapter 22.104 of the Zoning Code.)</p>
<p>Policy C/NR 13.6 Prohibit outdoor advertising and billboards along scenic routes, corridors, waterways, and other scenic areas.</p>	<p>No Conflict. As discussed above under Thresholds 4.1-1 and 4.1-3, there are no scenic routes, corridors, scenic waterways, or other scenic resources within the Project area. As such, the Project would not facilitate the development of any advertising or billboards in scenic areas.</p>
<p>Policy C/NR 13.8 Manage development in HMAs to protect their natural and scenic character and minimize risks from natural hazards, such as fire, flood, erosion, and landslides</p>	<p>No Conflict. See the response provided above for General Plan Policy C/NR 13.2 related to required compliance with Chapter 22.104 (Hillside Management Areas) of the Zoning Code.</p>
<p>Policy C/NR 13.9 Consider the following in the design of a project that is located within an HMA, to the greatest extent feasible:</p> <ul style="list-style-type: none"> ▪ Public safety and the protection of hillside resources through the application of safety and conservation design standards; 	<p>No Conflict. There are no significant ridgelines, natural waterways, or Significant Ecological Areas within the Project area. See response to Policy C/NR 13.2, above, related to required compliance with Chapter 22.104 (Hillside Management Areas) of the Zoning Code.</p>

Table 4.1-2. General Plan Conflict Evaluation

Goals and Policies	Conflict Evaluation
<ul style="list-style-type: none"> ▪ Maintenance of large contiguous open areas that limit exposure to landslide, liquefaction and fire hazards and protect natural features, such as significant ridgelines, watercourses, and SEAs [Significant Ecological Areas]. 	
<p>Policy C/NR 13.10 To identify significant ridgelines, the following criteria must be considered:</p> <ul style="list-style-type: none"> ▪ Topographic complexity; ▪ Uniqueness of character and location; ▪ Presence of cultural or historical landmarks; ▪ Visual dominance on the skyline or viewshed, such as the height and elevation of a ridgeline; and ▪ Environmental significance to natural ecosystems, parks, and trail systems 	<p>No Conflict. This analysis has considered the given criteria and has determined that the hillside areas within the Project area do not qualify as significant ridgelines. The hillside areas in Westfield/Academy Hills and La Rambla are built out with existing residential development and roadways and do not support substantial natural open space areas, parks, or trail systems. These hillside areas do not exhibit topographic complexity, uniqueness of character or location, or visual dominance of the skyline. Silhouettes of the hillside areas are dominated by existing urban development, and do not display the natural cut of ridgelines.</p>

Source: County of Los Angeles 2015

The analysis provided in Table 4.1-1 shows that in accordance with General Plan Implementation Program LU-1, the Project would not conflict with existing General Plan regulations governing scenic quality, and impacts would be less than significant.

Conflict Evaluation for Other Applicable Regulations Governing Scenic Quality

The South Bay Area Plan aims to build off the character and existing assets of each of the seven communities by identifying opportunities for equitable and sustainable investment while addressing issues and concerns voiced by community members. Implementation of the Project would establish the South Bay Area Plan as a component of the General Plan. In the same measure, implementation of the Project would establish that community plans and specific plans applicable to the Project area are components of the South Bay Area Plan. As such, existing plans such as Vision Lennox and the West Carson TOD Specific Plan would be subordinate and subject to the Project’s proposed goals, policies, and standards. In the event that a community or TOD specific plan conflicts with the South Bay Area Plan, the South Bay Area Plan would ultimately preside, pursuant to the General Plan. However, in order to avoid potential conflicts, preparation of the South Bay Area Plan included a review of all community and TOD specific plans applicable to the Project area. For example, Vision Lennox envisions Hawthorne Boulevard in Lennox as a pedestrian-friendly, attractive employment center with a mix of uses (County of Los Angeles 2010). The Project proposes to redesignate a cluster of parcels along Hawthorne Boulevard south of Lennox Boulevard to MU to help facilitate future mixed-use development, in support of strategies and action items identified in Vision Lennox. The Project also includes new MU designations within the West Carson TOD Specific Plan area to facilitate a mix of uses

near existing transit, in accordance with the goals of the West Carson TOD Specific Plan. The South Bay Area Plan would create a universal framework for guiding growth and development of the Project area through 2045, thereby reducing the potential for conflicts to arise in the future. For these reasons, the Project would not conflict with regulations governing scenic quality applicable to the Project area, and impacts would be less than significant.

Threshold 4.1-5 Would the project create a new source of substantial light, glare, or shadow which would adversely affect day or nighttime views in the area?

Less Than Significant Impact. The Project area is largely built out with existing urban and suburban land uses. As such, there are a number of existing sources of nighttime illumination typical of urban and suburban environments, including lighting from streetlights, traffic signals, Metro facilities, parking lot lights, security lights, and interior and exterior lighting from residential, commercial, office, and industrial buildings. Additional nighttime light and glare sources are generated by surrounding land uses outside of the Project area, as well as from vehicular traffic along major highways and roadways. Development facilitated by the proposed Project would alter and intensify land uses and their related lighting sources throughout the Project area by introducing new building (interior and exterior), security, sign, street, and parking lights. The Project also encourages the provision of pedestrian-scale lighting to support safe and comfortable pedestrian trips (e.g., South Bay Area Plan Policy M 1.2 [Sidewalk Amenities], M 2.2 [Pedestrian Connections], Hawthorne Island Policy 2.2 [Pedestrian-Scaled Lighting], La Rambla Policy 2.2 [Pedestrian-Scaled Lighting], West Carson Policy 3.3 [Pedestrian-Scaled Lighting] and Westfield/Academy Hills Policy 2.1 [Pedestrian-Scaled Lighting]). Additional sources of glare could be introduced in the form glass windows and certain building materials (e.g., reflective metal treatments).

The Project's proposed PASD, CSD, and ACU development standards would include measures intended to reduce potentially adverse lighting and glare impacts associated with future development and redevelopment implemented under the South Bay Area Plan. These measures include proposed Zoning Code Section 22.320.070(C)(1)(a), which states that "Lighting used on site shall not impact surrounding or neighboring properties, with the exception of sidewalks or pedestrian accessible walkways within a right of way. The type and location of site and building lighting shall preclude direct glare into adjoining property, or skyward." Regarding ACUs, which would be located within corner lots in residential zones, and pursuant to proposed Zoning Code standards, all outdoor lighting associated ACU must be full cutoff, and lighting used on site must not impact surrounding or neighboring properties. All ACU lighting must be fully shielded to confine light spread on site as much as possible. In addition, proposed South Bay Area Plan Policy LU 3.5 (Residential Lighting), encourages the provision of lighting standards that ensure that on-site lighting does not impact surrounding neighboring properties. These proposed standards and policies would help facilitate future development that would not have adverse light or glare impacts.

In addition to proposed ACU, CSD, and PASD standards related to lighting and glare, future development and redevelopment projects facilitated by the Project would be required to comply with California's Building Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24, Part 6, of the California Code of Regulations), which outlines mandatory provisions for lighting control devices and luminaires. For example, new lighting sources would be required to be installed in accordance with the provisions of Section 110.9 (Mandatory Requirements for Lighting Control Devices and Systems, Ballasts, and Luminaires); this would help facilitate new lighting sources that are not only energy efficient but are regulated based on light power and brightness, shielding, and sensor control standards. Any Project facilitated development would also be required to comply with applicable CALGreen provisions including Measure 5.106.8 (Light Pollution Reduction), which requires outdoor lighting systems to comply with backlight, uplight, and glare standards included in Title 24 with the intent to reduce light pollution that could be disruptive to the environment, wildlife, and humans. Compliance with these state provisions would be ensured through the County's development review process and building plan check process. Finally,

Pursuant to Section 21466.5 of the California Vehicle Code, no person shall place or maintain or display, upon or in view of any highway, any light of any color of such brilliance as to impair the vision of drivers upon the highway, which would help facilitate future development that incorporates outdoor lighting in a manner that is safe and appropriate, and unlikely to impact adjacent sensitive uses or drivers in the public right-of-way.

In addition to lighting and glare, development facilitated by the proposed Project would create new sources of shade and shadow throughout the Project area by introducing new buildings or increasing the density/height of buildings on existing parcels through redevelopment. However, all development facilitated by the Project would qualify as infill and would be similar and context sensitive to the existing built environment. The Project would not facilitate the development of large skyscrapers or other building types in excess of 65 feet (which is the maximum allowable building height in any proposed zone). As discussed above under Threshold 4.1-4, future development in the Project area would be subject to existing and proposed development standards, including standards related to height, landscaping, setbacks, floor area ratio, and allowable use-types. It is also important to note that due to the dense urban/suburban environment and lack of green space, many of the communities within the Project area create “heat islands” with temperatures significantly higher than neighborhoods just a few miles away.⁷ As such, the Project area is in need of more shade sources and green-space features to reduce the urban heat-island effect. South Bay Area Plan Policies COSE 4.3 (Light Pavements) and COSE 4.4 (Native Landscaping) are proposed specifically to address and mitigate heat-island effects. Policy COSE 3.2 would encourage new private development to install and maintain publicly accessible open and green space in the form of public plazas, pocket parks, active and passive recreation areas, and/or landscaping with enhanced shade features (i.e., trees, canopies, shade sails, and awnings). In addition, Policies COSE 3.2 (Publicly Accessible Open Space), COSE 3.3 (Open Space Design Guidelines), and PS 2.3 (Conversion of Underutilized Spaces) would support and encourage development of green spaces within the Project area. Once reviewed and approved, future development projects that are responsive to these goals and policies could help reduce the heat island effect and provide new shade sources.

Overall, development facilitated by the Project would introduce new sources of light, glare, and shadow. However, the Project area is already built out with urban and suburban land uses under existing conditions. New light, glare, and shadow associated with implementation of the Project would be typical of the surrounding area and what is expected within urban, suburban, and transit-oriented districts. In addition, Project policies to increase pedestrian-scaled lighting, improved new shade sources, and features to reduce the heat island effect would represent a net benefit to the community.⁸ These factors, together with adherence to the Project’s proposed PASD, CSD, and ACU standards, as well as other applicable provisions of the County Code, California Vehicle Code, and California Building Code (including CALGreen standards and California Building Energy Efficiency Standards), would reduce potentially adverse effects related to lighting, glare or shadow. Thus, impacts resulting from Project facilitated development would be less-than-significant, and no mitigation is required.

4.1.2.5 Cumulative Impact Analysis

Where a lead agency concludes that the cumulative effects of a project, taken together with the impacts of other closely related past, present, and reasonably foreseeable future projects are significant, the lead agency then must determine whether the project’s incremental contribution to such significant cumulative impact is “cumulatively

⁷ According to the U.S. Environmental Protection Agency, heat islands are “...urbanized areas that experience higher temperatures than outlying areas. Structures such as buildings, roads, and other infrastructure absorb and re-emit the sun’s heat more than natural landscapes such as forests and water bodies” (U.S. EPA 2023).

⁸ Reducing temperatures from heat islands can benefit a community by reducing overall electrical demand and energy consumption, reducing emissions of air pollutant and greenhouse gases, and reducing heat-related death and illness (U.S. EPA 2023).

considerable” (and thus significant in and of itself). The cumulative geographic study area used to assess potential cumulative aesthetic impacts includes the South Bay Planning Area, as well as portions of adjacent jurisdictions that are within the viewshed of the Project area. Aesthetic impacts are localized to the Project area and its immediate surroundings. The full list of related plans applicable to this Project’s cumulative analyses is provided in Section 2.5, Cumulative Impact Analysis, in Chapter 2, Environmental Setting of the Draft PEIR.

Threshold 4.1-1. As discussed above in Section 4.1.2.4, Impact Analysis under Threshold 4.1-1, the Project would have no impact related to a scenic vista. As such, the Project would have no potential to contribute to a cumulative impact.

Threshold 4.1-2. As discussed above in Section 4.1.2.4, Impact Analysis under Threshold 4.1-2, the Project would have no impact related to a regional riding, hiking, or multi-use trail. As such, the Project would have no potential to contribute to a cumulative impact.

Threshold 4.1-3. As discussed above in Section 4.1.2.4, Impact Analysis under Threshold 4.1-3, due to intervening distance and development, the proposed Project would not be visible from any eligible or designated state scenic highway and no impacts to scenic resources within a state scenic highway would occur. As such, the Project would have no potential to contribute to a cumulative impact.

Threshold 4.1-4. Impacts to visual character are location specific. Consequently, changes to the visual character of one area of the cumulative study area would not alter the visual character of other neighborhoods or otherwise have additive effects on the visual character of another neighborhood. As such, although development across the cumulative study area may collectively alter the visual character of a community or neighborhood, cumulative impacts to visual character would not occur. Future development facilitated by the Project is expected to consist entirely of infill activities located within previously disturbed and/or developed parcels. Proposed development standards, goals, and policies are intended to enhance and preserve the built-environment resources that contribute to existing community character, such as housing, green space, and vibrant mixed use areas. Zoning regulations under the proposed zones, together with existing or proposed development standards (e.g., proposed PASD, CSD, and ACU standards) would help facilitate appropriately scaled development that is compatible with existing uses. Furthermore, proposed South Bay Area Plan policies would encourage the provision of new green spaces, façade beautification, and conversion of underutilized parcels. For these reasons, the Project’s incremental contribution would not be cumulatively considerable.

Threshold 4.1-5. Light and glare levels vary throughout the cumulative study area but are generally consistent with typical urban and suburban environments. The incremental increase in light and glare associated with future development would not be expected to substantially alter overall light/glare conditions. In addition, impacts related to light and glare are location-specific. Consequently, incremental changes to light or glare conditions that may result from an individual development project in one area would not alter light or glare conditions in other neighborhoods. A majority of the nearby communities are generally separated by distance, topography, and/or major freeways. Consequently, although areawide development may incrementally increase lighting levels, the effects of the Project light and glare conditions on adjacent areas would be limited, due to a variety of barriers to light propagation, including buildings in the Project area. New light and glare associated with the implementation of the Project would be typical of the surrounding area and what is expected for urban/suburban communities. Furthermore, the Project’s proposed development standards (including lighting and building height standards), together with applicable provisions of the County Code, California Vehicle Code, and California Building Code, would also be applicable to future development projects in the Project area. For the reasons discussed above, the Project’s incremental effects would not be cumulatively considerable. Shade and shadow impacts are also location-specific;

therefore, although cumulative development may increase shadows in specific locations, shadows would be limited to the immediate area of each new development and development in one community or neighborhood would not add to shadow impacts in another community or neighborhood. As such, cumulative shadow impacts would not be cumulatively considerable.

4.1.2.6 Mitigation Measures

No mitigation measures are required.

4.1.2.7 Significance Conclusion

- Threshold 4.1-1:** The Project would have **no impact** related to adverse effects on a scenic vista.
- Threshold 4.1-2:** The Project would have **no impact** related to visibility from or obstruction of views from a regional riding, hiking, or multi-use trail.
- Threshold 4.1-3:** The Project would have **no impact** related to damages to scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.
- Threshold 4.1-4:** The Project would have a **less than significant impact** related to degradation of the existing visual character or quality of public views of the site and its surroundings because of height, bulk, pattern, scale, character, or other features and/or conflict with applicable zoning and other regulations governing scenic quality. Impacts would not be cumulatively considerable.
- Threshold 4.1-5:** The Project would have a **less than significant impact** related to creation of a new source of substantial shadow, light, or glare which would adversely affect day or nighttime views in the area. Impacts would not be cumulatively considerable.

4.1.3 References

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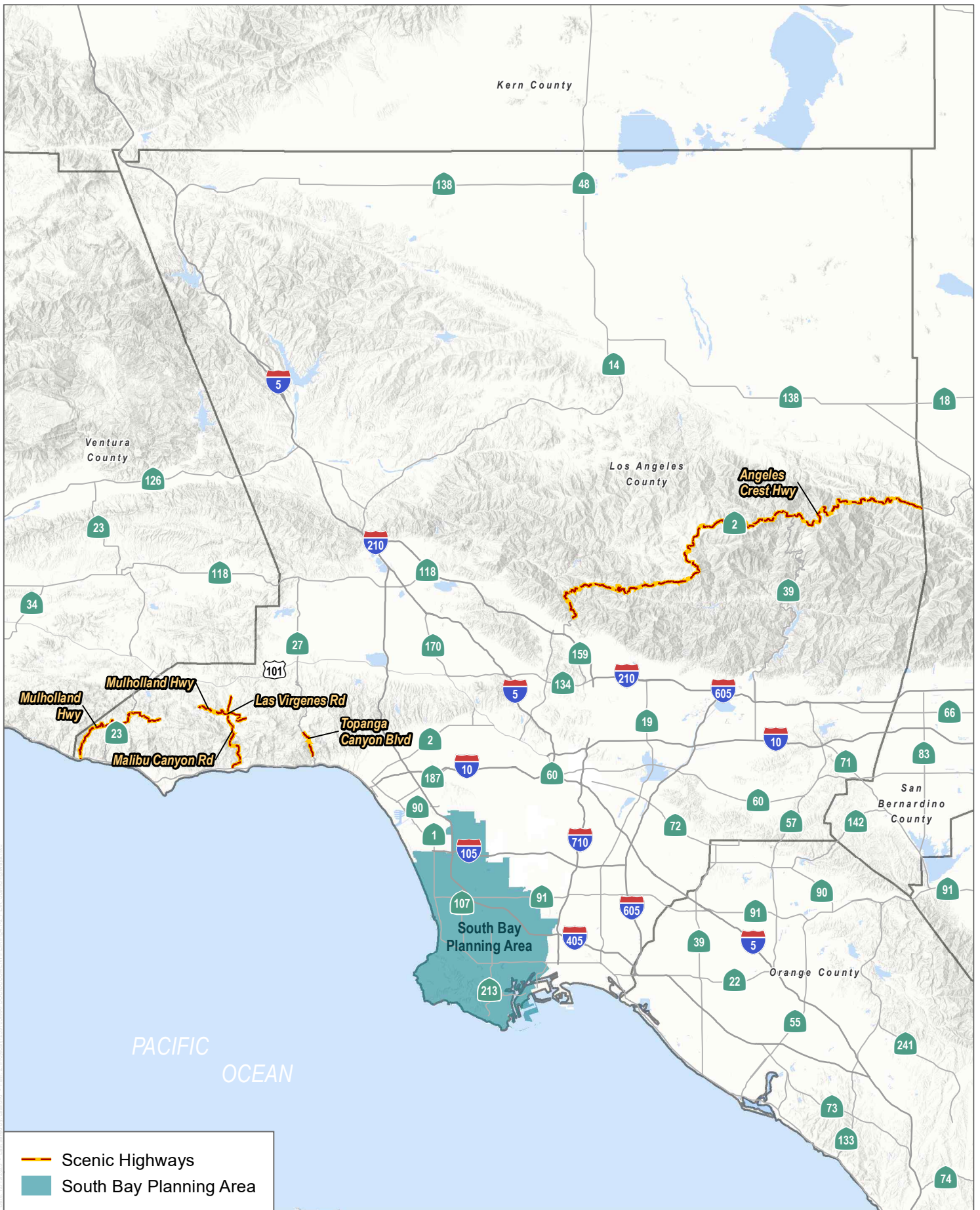
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SOURCE: County of Los Angeles

FIGURE 4.1-1
Scenic Highways
 South Bay Area Plan Draft PEIR

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4.2 Agriculture and Forestry Resources

This section of the Draft PEIR analyzes the potential impacts from the implementation of the South Bay Area Plan (Project) on agriculture and forest resources, including conversion of farmland to non-agricultural use, conflicts with zoning for agricultural use, and loss of forest land. A description of the existing agriculture and forestry resources for the Project area and surrounding areas is also provided to present the environmental baseline for the Project. The analysis is based, in part, on review of the Los Angeles County General Plan 2035 (General Plan), California Department of Conservation Farmland Mapping and Monitoring Program maps, and aerial images, as well as the following:

Appendix C Agricultural Zoning Consistency, prepared by Dudek, January 2024

Other sources consulted are listed in Section 4.2.3, References.

4.2.1 Environmental Setting

4.2.1.1 Regulatory Setting

Federal

There are no federal regulations that pertain to farmland or forestry resources and would apply to the Project.

State

Department of Conservation Farmland Mapping and Monitoring Program

The Department of Conservation's (DOC's) Farmland Mapping and Monitoring Program (FMMP) provides 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 FMMP produces Important Farmland Maps, which are a hybrid of resource quality (soils) and land use information. Agricultural land is rated according to soil quality and irrigation status; the best quality land is called Prime Farmland. The maps are updated every 2 years with the use of a computer mapping system, aerial imagery, public review, and field reconnaissance. Data are also released in statistical formats—principally the biennial California Farmland Conversion Report. For environmental review purposes under CEQA, the categories of Prime Farmland, Farmland of Statewide Importance, and Unique Farmland constitute 'agricultural land' (Public Resources Code Section 21060.1). The remaining categories are used for reporting changes in land use in the California Farmland Conversion Report (DOC 2023a).

The following describes the FMMP Important Farmland categories (DOC 2023a):

Prime Farmland. Farmland with the best combination of physical and chemical features able to sustain long term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.

Farmland of Statewide Importance. Farmland similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.

Unique Farmland. Farmland of lesser quality soils used for the production of the state's leading agricultural crops. 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 cropped at some time during the four years prior to the mapping date.

Farmland of Local Importance. Land of importance to the local agricultural economy as determined by each county's board of supervisors and a local advisory committee.

Grazing Land. Land on which the existing vegetation is suited to the grazing of livestock.

Urban and Built-Up Land. Land occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 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.

Other Land. 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, borrow pits; and water bodies smaller than forty acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land.

California Land Conservation Act (Williamson Act)

The Williamson Act provides tax incentives to retain prime agricultural land and open space in agricultural use, which subsequently slows its conversion to urban development. The Williamson Act requires a 10-year contract between the County and landowners who enter into contracts with local government for long-term use restrictions on qualifying agricultural and open space land. Due to its urbanized location, there is no agricultural land under a Williamson Act contract in the Project area (DOC 2023b)

California Public Resources Code

The California Public Resources Code (PRC) defines forest land and timberland resources, provided below. The Project area does not contain any forestry resources that meet either definition.

Public Resources Code Section 12220(g). "Forest land" is 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.

Public Resources Code Section 4526. "Timberland" 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.

California Government Code

The California Government Code includes a definition for a "timberland production zone". The Project area does not contain any timber resources that would qualify as a timberland production zone.

Local

The following local/regional regulations pertaining to farmland and forestry resources would apply to the Project.

Los Angeles County 2035 General Plan

The General Plan includes guiding principles, which inform the County’s goals, policies, and implementation actions. The following guiding principle is applicable to agricultural and forestry resources:

“Promote excellence in environmental resource management: Carefully manage the County’s natural resources, such as air, water, wildlife habitats, mineral resources, agricultural land, forests, and open space in an integrated way that is both feasible and sustainable.”

The following elements of the County’s General Plan provide goals and policies relevant to agricultural and forestry resources (County of Los Angeles 2015). The South Bay Area Plan would support and/or would not conflict with the implementation of the following goals and policies.

Conservation and Natural Resources Element

Goal C/NR 3 Permanent, sustainable preservation of genetically and physically diverse biological resources and ecological systems including: habitat linkages, forests, coastal zone, riparian habitats, streambeds, wetlands, woodlands, alpine habitat, chaparral, shrublands, and SEAs.

Policy C/NR 3.4 Conserve and sustainably manage forests and woodlands.

Policy C/NR 3.5 Ensure compatibility of development in the National Forests in conjunction with the U.S. Forest Service Land and Resource Management Plan

Goal C/NR-8 Productive farmland that is protected for local production, open space, public health, and the local economy.

Policy C/NR 8.1 Protect Agricultural Resource Areas (ARAs), and other land identified as Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance by the California Department of Conservation, from encroaching development and discourage incompatible adjacent land uses.

Policy C/NR 8.2 Discourage land uses in the ARAs, and other land identified as Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance by the California Department of Conservation, that are incompatible with agricultural activities.

Goal C/NR-9 Sustainable agricultural practices.

Policy C/NR 9.1 Support agricultural practices that minimize and reduce soil loss and prevent water runoff from affecting water quality.

Policy C/NR 9.2 Support innovative agricultural practices that conserve resources and promote sustainability, such as drip irrigation, hydroponics, and organic farming.

Policy C/NR 9.3 Support farmers’ markets throughout the county.

Policy C/NR 9.4 Support countywide community garden and urban farming programs.

Policy C/NR 9.5 Discourage the conversion of native vegetation to agricultural uses.

Economic Development Element

Policy ED 1.4 Encourage the expansion and retention of targeted industries and other growth economic sectors, such as the entertainment industry, aerospace industry, agriculture, transportation/logistics, healthcare, biomed/biotech, hospitality and tourism.

Policy ED 2.10 Support zoning incentives for the operation of farms in Agricultural Resource Areas (ARAs)

Agricultural Resource Areas

Agricultural Resource Areas (ARAs) are a type of Special Management Area identified in the General Plan. ARAs consist of farmland identified by the California Department of Conservation and farms that have received permits from the County Agricultural Commissioner/Weights and Measures. The County encourages the preservation and sustainable utilization of agricultural land, agricultural activities, and compatible uses within these areas (County of Los Angeles 2015). Due to its urbanized nature, there are no ARAs in the Project area (County of Los Angeles 2023).

Existing Community-Based or Specific Plans

The West Carson Transit Oriented District (TOD) Specific Plan and the Vision Lennox Plan are the only existing community-based or specific plans applicable to the Project area. However, there are no applicable Vision Lennox goals or policies pertaining to agricultural resources in the Project area.

West Carson Transit Oriented District Specific Plan. The West Carson TOD Specific Plan, adopted in 2018, guides transit-oriented development to create a distinct identity; improve connections and access for all users; and improve the safety, economic vitality, and overall quality of life for the West Carson community. The West Carson TOD Specific Plan is to be used in conjunction with the General Plan and County Code to provide more detailed design and development criteria for individual project proposals and public improvements. The plan defines a land use plan, development standards, infrastructure improvements, design guidelines, and implementation programs.

The West Carson TOD Specific Plan does not include any goals or policies related to agriculture or forestry resources; however, the following goals and policies support the use of farmer’s markets in urban areas (County of Los Angeles 2018).

Goal 1 Create a distinct identity in the West Carson community.

Policy 1.8 Activate school campuses through programming, such as farmer's markets, sports classes, etc.

Goal 6 Improve the quality of life for existing residents with improvements to the public realm.

Policy 6.4 Improve underutilized sites—such as parking lots and vacant property—with community gardens, farmers markets, pocket parks.

Los Angeles County Code (Title 22, Planning and Zoning)

The Los Angeles County Code consists of the regulatory, penal, and administrative ordinances for the County. Components of the County Code that are applicable to the subject of agriculture and forestry resources are identified below. Chapter 22.16 (Agricultural, Open Space, Resort and Recreation, and Watershed Zones) of Title 22 outlines the purpose, use restrictions, and general regulation of agricultural uses (County of Los Angeles 2022a).

4.2.1.2 Existing Environmental Conditions

Mapped Important Farmland

As discussed above in Section 4.2.1.1, Regulatory Setting, the FMMP produces Important Farmland Maps, which are a hybrid of resource quality (soils) and land use information. Agricultural land is rated according to soil quality and irrigation status. For environmental review purposes under CEQA, the categories of Prime Farmland, Farmland of Statewide Importance, and Unique Farmland constitute ‘agricultural land’ pursuant to Public Resources Code Section 21060.1 (also referred to as ‘Farmland’ in Appendix G of the State CEQA Guidelines). As shown in Figure 4-1, Important Farmland, most of the Project area is mapped as Urban and Built-Up Land, with a small portion along the southwest border of Westfield/Academy Hills shown as Other Land (DOC 2023c). “Urban and Built-Up Land” is defined as land occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. Common examples include residential, industrial, commercial, institutional facilities, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, and water control structures (DOC 2023a). “Other Land” is defined as land not included in any other mapping FMMP Important Farmland category. Specifically, the lands shown as Other Land in Westfield/Academy Hills consist of vacant and nonagricultural land surrounded on all sides by urban development. As such, for the purposes of CEQA, there is no agricultural land (i.e., Farmland) in the Project area.

For informational purposes, although there is no Farmland in the Project area, land within approximately 0.5-mile of the Project area is shown on maps made pursuant to the FMMP as Unique Farmland, as summarized below:

Alondra Park/El Camino Village: Unique Farmland is mapped in the City of Torrance approximately 0.52 mile south of the Project area’s boundaries. This area consists of a plant nursery surrounded by urban development.

West Carson: Unique Farmland is mapped in the City of Carson approximately 0.21-mile east of the Project area’s boundary along Harbor Freeway. This area consists of a wholesale plant nursery surrounded by urban development.

Existing Zoning for Agricultural Use

As illustrated on Figure 2-4a, Existing Zoning, Alondra Park/El Camino Village, Figure 2-4f, Existing Zoning, West Carson, and Figure 2-4g, Existing Zoning, Westfield/Academy Hills, in Chapter 2, Environmental Setting, of this Draft PEIR, under existing conditions, the Project area includes land zoned for agricultural use within the communities Alondra Park/El Camino Village, West Carson, and Westfield/Academy Hills. The communities of Lennox, Del Aire/Wiseburn, Hawthorne Island, and La Rambla do not include zoning for agricultural use. The three Project-area communities that include zoning for agricultural use are discussed in further detail below.

Alondra Park/El Camino Village

Alondra Park/El Camino Village includes A-1 (Light Agricultural) zoning in the north and south of the community. These parcels predominantly consist of park/recreation areas and school uses, including Kit Carson Elementary

School, Bodger Park, Alondra Park, Alondra Park Golf Course, and El Camino College. Portions of the Dominguez Channel north of Marine Avenue and south of Manhattan Beach Boulevard are also zoned A-1. This area of the Dominguez Channel includes a segment of the Laguna Dominguez Bike Path, a 3.2-mile off-street paved bicycle path with signage built atop the levee. See Figure 2-4a, Existing Zoning, Alondra Park/El Camino Village, for more details.

West Carson

West Carson includes A-1 zoning in several areas south of West 223rd Street, as well as along New Hampshire Avenue south of Torrance Boulevard. See Figure 2-4f, Existing Zoning, West Carson, for more details. Existing conditions for areas include residential neighborhoods interspersed with commercial and institutional uses (e.g., churches, schools). Certain residential uses are permitted under the A-1 zone with approval of a Site Plan Review (SPR). The existing General Plan land use designation for all A-1 parcels in West Carson is residential (i.e., Residential 9 [H9] or Residential 18 [H18]), meaning that the zoning for these parcels currently conflicts with the underlying General Plan land use designation.

Westfield/Academy Hills

The portion of Westfield/Academy Hills west of Palos Verde Drive is predominantly zoned R-A (Residential Agricultural). Existing conditions in this area include single-family residential neighborhoods as well as open space and school uses. See Figure 2-4g, Existing Zoning, Westfield/Academy Hills, for more details.

Forest Land

The Project area is not located within areas defined as forest land, timberland, or timberland production. According to the Los Angeles County General Plan PEIR, there are two national forests within Los Angeles County: Angeles National Forest and Los Padres National Forest (County of Los Angeles 2014). Additionally, the County contains small areas of forest outside of National Forests, including within the Santa Monica Mountains, Sierra Pelona Mountains, and areas of the San Gabriel Mountains (County of Los Angeles 2014). Neither are located within the Project area's boundaries or within the immediate vicinity of South Bay Planning Area.

4.2.2 Environmental Impacts

4.2.2.1 Methodology

As described in Chapter 3, Project Description, the South Bay Area Plan is a policy document that does not include or propose any site-specific development that could directly result in construction or operational impacts to the environment. However, implementation of the South Bay Area Plan would encourage development in a manner consistent with the South Bay Area Plan, which would facilitate additional future development. Therefore, this Draft PEIR does not assess the site-specific construction and operation details of each future development within the Project area. Rather, it assesses the impacts associated with changes to existing land uses and the associated overall effects of buildout of the South Bay Area Plan through 2045, where reasonably foreseeable physical changes to the environment could occur. Analysis at a parcel or site-specific level was not conducted because, unless otherwise noted within this assessment, the actual locations of project development (and its chronologic sequence or concurrence) that may be implemented in the future are speculative.

The County General Plan, FMMP Important Farmland Maps, and aerial images were used to evaluate known agricultural, timberland, and/or forest resources located in the Project area. The potential for the Project to impact agricultural, timber, and/or forest resources is dependent upon the locations of proposed General Plan land use and/or zoning changes where subsequent future development may occur as a result of Project implementation.

4.2.2.2 Thresholds of Significance

In accordance with the County's Environmental Checklist Form (Initial Study) and Appendix G of the State CEQA Guidelines, the applicable thresholds of significance with regard to agriculture and forest resources are listed below. A project may have a significant impact if it would:

- Threshold 4.2-1:** 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.
- Threshold 4.2-2:** Conflict with existing zoning for agricultural use, with a designated Agricultural Resource Area, or with a Williamson Act contract.
- Threshold 4.2-3:** 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)).
- Threshold 4.2-4:** Result in the loss of forest land or conversion of forest land to non-forest use.
- Threshold 4.2-5:** 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.

4.2.2.3 Land Use Changes, Goals, and Policies

As discussed in Section 3.3.3, Project-Related Growth in Chapter 3, Project Description of this Draft PEIR, implementation of the Project would encourage future development in a manner consistent with the South Bay Area Plan (County of Los Angeles 2023), which would facilitate additional residential, commercial, and mixed-use development. In addition, the Project would rezone existing A-1 parcels in Alondra Park/El Camino Village and West Carson to Open Space (O-S), Watershed (W), Institutional (IT), or residential use (i.e., R-1 [Single-Family Residence] or R-2 [Two-Family Residence]) to be consistent with the existing General Plan land use designations applicable to these parcels. Select agricultural activities and land uses (e.g., community gardens) that may occur under existing conditions would still be allowed under the proposed zoning. However, some agricultural-type land uses would be prohibited or would be subject to a Conditional Use Permit (e.g., crops, including field, tree, bush, berry, and row; and plant nurseries, propagation of nursery stock only) under the proposed zoning, as shown in Table 22.18.030-B, Principal Use Regulations for Residential Zones, Table 22.16.030-B, Principal Use Regulations for Agricultural, Open Space, Resort and Recreation, And Watershed Zones, and Table 22.26.020-B, Land Use Regulations for Zone IT, of Title 22 (Planning and Zoning) of the County Code. Existing residential uses and recreational uses under the current zoning are permitted under A-1, and, as the existing General Plan land use designations would remain the same, no density increase is proposed or would occur on these parcels as a result of Project implementation. In addition, as described above in Section 4.2.1.2, the communities of Lennox, Del Aire/Wiseburn, Hawthorne Island,

and La Rambla do not include zoning for agricultural use (e.g., A-1). The proposed action to rezone select A-1 parcels in Alondra Park/El Camino Village and West Carson would be consistent with the existing General Plan designations, bringing the parcels into conformance with their corresponding existing land uses, and allow the zoning of these parcels to be consistent with the relative uses and zoning of adjacent and/or surrounding parcels.

Areawide Goals and Policies

There are no proposed areawide goals or policies applicable to agriculture and forestry resources.

Community-Specific Goals and Policies

There are no proposed community-specific goals or policies applicable to agriculture and forestry resources.

4.2.2.4 Impact Analysis

Threshold 4.2-1 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?

No Impact. As shown in Figure 4.2-1, the Project area is predominantly mapped as Urban and Built-Up Land, with a discreet area along the southwest border of Westfield/Academy Hills mapped as Other Land (see discussion under Section 4.2.1.2, Existing Environmental Conditions for further details) (DOC 2023c). For environmental review purposes under CEQA, 'Farmland' (i.e., 'agricultural land' pursuant to Public Resources Code Section 21060.1) includes the categories of Prime Farmland, Farmland of Statewide Importance, and Unique Farmland. As such, there is no Farmland in the Project area. Therefore, the Project would not convert any Farmland to non-agricultural use and no impact would occur.

Threshold 4.2-2 Would the project conflict with existing zoning for agricultural use, with a designated Agricultural Resource Area, or with a Williamson Act contract?

Less Than Significant Impact. For the reasons discussed below, the Project would not conflict with existing zoning for agricultural use, with a designated Agricultural Resource Area, or with a Williamson Act contract, and impacts would be less than significant.

Zoning for Agricultural Use

As mentioned above in Section 4.2.1.2, portions of the Project area include zoning for agricultural use, as shown in Figures 2-4a, Existing Zoning, Alondra Park/El Camino Village, 2-4f, Existing Zoning, West Carson, and 2-4g, Existing Zoning, Westfield/Academy Hills in Chapter 2, Environmental Setting, of this Draft PEIR. The communities of Alondra Park/El Camino Village and West Carson include land that is zoned A-1, while Westfield/Academy Hills includes land that is zoned R-A. As such, the following impact analysis is limited to these three communities.

Alondra Park/El Camino Village

As shown in Figure 2-4a, Existing Zoning, Alondra Park/El Camino Village, in Chapter 2, Environmental Setting of this Draft PEIR Alondra Park/El Camino Village includes parcels that are zoned A-1. However, under existing conditions, these parcels are entirely developed with non-agricultural uses, including park/recreation areas, school uses, and portions of the Dominguez Channel (including the Laguna Dominguez Bike Path). As shown in the table included as Appendix C, Agricultural Zoning Consistency of this Draft PEIR, the Project would rezone one A-1 parcel (APN 4074-027-908) within Alondra Park/El Camino Village to O-S (Open Space), ten A-1 parcels to W (Watershed), and two A-1 parcels to IT (Institutional).

According to Section 22.16.010(B)(2) of Title 22 (Zoning Code) of the County Municipal Code, the O-S zone is established to provide for the preservation, maintenance, and enhancement of the recreational, natural, and environmental resources of the County, as defined in the General Plan. Existing uses on APN 4074-027-908 consist of Alondra Park, including the Alondra Park Golf Course and Splash Pad, which are allowable uses under the parcel's current General Plan land use designation of Parks and Recreation (OS-PR). The OS-PR land use designation allows for open space recreational uses, such as regional and local parks, trails, athletic fields, community gardens, and golf courses (County of Los Angeles 2015). Furthermore, under the proposed O-S zone, agricultural uses such as community gardens are permitted, and land uses for crops and plant nurseries are permitted with an SPR.

The purpose of the W zone is to provide for conservation of water and other natural resources within a watershed area and to protect areas subject to fire, flood, erosion, or similar hazards. The W zone also provides for limited recreational development of the land and necessary public facilities (Zoning Code Section 22.16.010[B][4]). The ten A-1 parcels proposed for rezoning to W are currently developed with portions of the Dominguez Channel (a paved drainage channel) and Laguna Dominguez Bike Path and do not support any existing agricultural uses. The existing General Plan designation of W (Water) allows for man-made infrastructure such drainage channels and trail networks along drainage channels (County of Los Angeles 2015).

The purpose of the IT zone is to is established to provide for the preservation, maintenance, and enhancement of public and quasi-public uses and resources of the County as defined in the General Plan (Zoning Code Section 22.26.020[A]). Current uses on the two parcels proposed for rezoning to IT include the El Camino Community College and adjacent portions of the Dominguez Channel and Laguna Dominguez Bike Path. The existing General Plan land use designation of Public and Semi-Public (P) allows for these current uses (County of Los Angeles 2015).

By rezoning the A-1 parcels in Alondra Park/El Camino Village to O-S, W, and IT, the Project would help implement the existing General Plan land use designation of OS-PR, W, and P. The proposed zoning actions would be consistent with the existing OS-PR, W, and P General Plan land use designations and would bring the zoning into conformance with the current uses and General Plan land use designations. Therefore, impacts would be less than significant, and no mitigation is required.

West Carson

As mentioned above in Section 4.2.1.2, West Carson includes several areas currently zoned A-1 (see Figure 2-4f, Existing Zoning, West Carson, in Chapter 2, Environmental Setting of this Draft PEIR). Existing conditions for these areas consist of residential neighborhoods interspersed with commercial and institutional uses. As mentioned previously, certain residential uses are permitted under the A-1 zone with the approval of a SPR.

As shown in Appendix C, the Project would rezone 464 parcels from A-1 to R-1 and 99 parcels from A-1 to R-2 within West Carson. According to Section 22.18.010 of the Zoning Code, residential zones are intended to preserve, protect, and enhance areas for residential land uses in a range of densities; provide for orderly, well-planned, and

balanced growth of residential neighborhoods; and ensure adequate light, air, privacy, and open space for each dwelling. The R-1 and R-2 zones also provide for the appropriate location of public and semi-public uses such as schools, parks, and religious facilities that can serve and complement residential uses.

The existing General Plan land use designation for all proposed R-1 parcels is H9, while the existing designation for all proposed R-2 parcels is H18. The proposed zoning R-1 and R-2 would be consistent with the existing General Plan land use designations of H9 and H18, which allow for residential uses ranging from 0 to 9 and 0 to 18 dwelling units per acre, respectively. Implementation of the Project would not result in changes to the parcels' General Plan land use designations of H9 and H18. As such, the proposed zone changes would not conflict with the County's General Plan. Furthermore, conversion of the existing A-1 zoned parcels to R-1 and R-2 would not prohibit future agricultural uses on site. Under the proposed R-1 and R-2 zones, agricultural uses such as community gardens are permitted, and land uses for crops and plant nurseries are permitted with an SPR under R-1 and are conditionally permitted under R-2. Therefore, with rezoning to R-1 or R-2, existing parcels zoned A-1 would continue to be consistent with the existing residential land uses and would not conflict with existing zoning for agricultural use. Thus, impacts would be less than significant, and no mitigation is required.

Westfield/Academy Hills

As mentioned above in Section 4.2.1.2, Westfield/Academy Hills includes parcels currently zoned as R-A (see Figure 2-4g, Existing Zoning, Westfield/Academy Hills in Chapter 2, Environmental Setting of this Draft PEIR). As shown in Appendix C, the Project does not propose any land use or zone changes for R-A parcels in Westfield/Academy Hills. As such, the Project would not conflict with any zoning for agricultural use in Westfield/Academy Hills and no impact would occur.

Agricultural Resource Area

The Project area does not contain land designated as an ARA (County of Los Angeles 2023). The County's ARAs are only located within the Antelope Valley and Santa Clarita Valley Planning Areas (County of Los Angeles 2014). Therefore, Project implementation would not result in a conflict with an existing ARA and no impact would occur.

Williamson Act Contract

There is no land within the Project area under a Williamson Act contract (DOC 2023b). Therefore, the Project would not conflict with an existing Williamson Act contract and no impact would occur.

Threshold 4.2-3 Would the project 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))?

No Impact. The Project area is located in a developed urban environment and does not contain areas defined or zoned for forest land or timberland production. According to the General Plan, none of the existing forest land within the County's jurisdiction overlaps with the Project area. Therefore, no conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production would occur and there would be no impact.

Threshold 4.2-4 Would the project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. As mentioned in Threshold 4.2-3, above, the Project area is located in a developed urban environment and does not contain areas defined as forest land. Therefore, the proposed Project would not result in the loss of forest land or conversion of forest land to non-forest use and no impact would occur.

Threshold 4.2-5 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 Impact. As discussed above under Thresholds 4.2-1 and 4.2-3, respectively, the Project area does not include any Farmland or forest land. Furthermore, the Project does not propose any direct development that would result in physical changes to the environment or result in the conversion of Farmland or forest land uses. Although land within approximately 0.5-mile of the Project area is shown on maps made pursuant to the FMMP as Unique Farmland (discussed above in Section 4.2.1.2), future redevelopment associated with Project implementation would not indirectly result in the conversion of Farmland to a non-agriculture use given that the existing and surrounding conditions of the Unique Farmland are urban and developed. The Unique Farmland near the project area consists of plant nurseries surrounded by urban, developed uses. Due to the intervening distance and the existing development conditions, the Project would not exacerbate the existing potential for redevelopment of Farmland near the Project area. Therefore, the Project would not result in the conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use and no impact would occur.

4.2.2.5 Cumulative Impact Analysis

Where a lead agency concludes that the cumulative effects of past, present, and reasonably foreseeable future projects are significant, the lead agency then must determine whether the proposed project has any contribution to the cumulative impact, and if so, whether the project's incremental effect is "cumulatively considerable." The cumulative geographic study area used to assess potential cumulative agriculture and forestry impacts includes the entirety of Los Angeles County. The full list of related plans applicable to the cumulative analyses in Chapter 4 is provided in Section 2.5, Cumulative Impact Analysis, in Chapter 2, Environmental Setting of the Draft PEIR.

Threshold 4.2-1. The Project would not result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance; therefore, the Project would not result in a cumulatively considerable impact.

Threshold 4.2-2. The proposed Project would rezone parcels zoned A-1 to residential, watershed, institutional, or open space use in Alondra Park/El Camino Village and West Carson. This proposed action would be consistent with the General Plan designations, as described above, and would bring parcels zoned A-1 into conformance with the current General Plan land use designations and would not result in conflicts with existing agricultural uses. The Project would not result in a conflict with existing zoning for agricultural use given the existing developed conditions. Although past, present, and reasonably foreseeable future projects (e.g., the County's other regional Area Plans) would also include changes to existing agricultural zones, these changes are necessary to address underlying conflicts between the existing uses, zoning for agricultural use, and the General Plan land use designations (similar to the proposed Project), which would not constitute a significant cumulative impact to agricultural resources. Therefore, the Project's incremental contribution to impacts related to conflicts with existing zoning for agricultural use would not be cumulatively considerable.

Threshold 4.2-3. The Project area does not contain any forest lands or timberland resources or lands zoned for these resources; therefore, the Project would not result in a cumulatively considerable impact.

Threshold 4.2-4. The Project would not result in the loss of forest land or conversion of forest land to non-forest use; therefore, the Project would not result in a cumulatively considerable impact.

Threshold 4.2-5. The Project would not 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; therefore, the Project would not result in a cumulatively considerable impact.

4.2.2.6 Mitigation Measures

No mitigation measures are required.

4.2.2.7 Significance Conclusion

Threshold 4.2-1. The Project would have **no impact** related to the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use and no cumulatively considerable impacts would occur.

Threshold 4.2-2. The Project would have a **less than significant impact** related to conflicts with existing zoning for agricultural use, with a designated Agricultural Resource Area, or with a Williamson Act contract and impacts would not be cumulatively considerable.

Threshold 4.2-3. The Project would have **no impact** related to conflicts 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)) and no cumulatively considerable impacts would occur.

Threshold 4.2-4. The Project would have **no impact** related to the loss of forest land or conversion of forest land to non-forest use and no cumulatively considerable impacts would occur.

Threshold 4.2-5. The Project would have **no impact** related to 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 and no cumulatively considerable impacts would occur.

4.2.3 References

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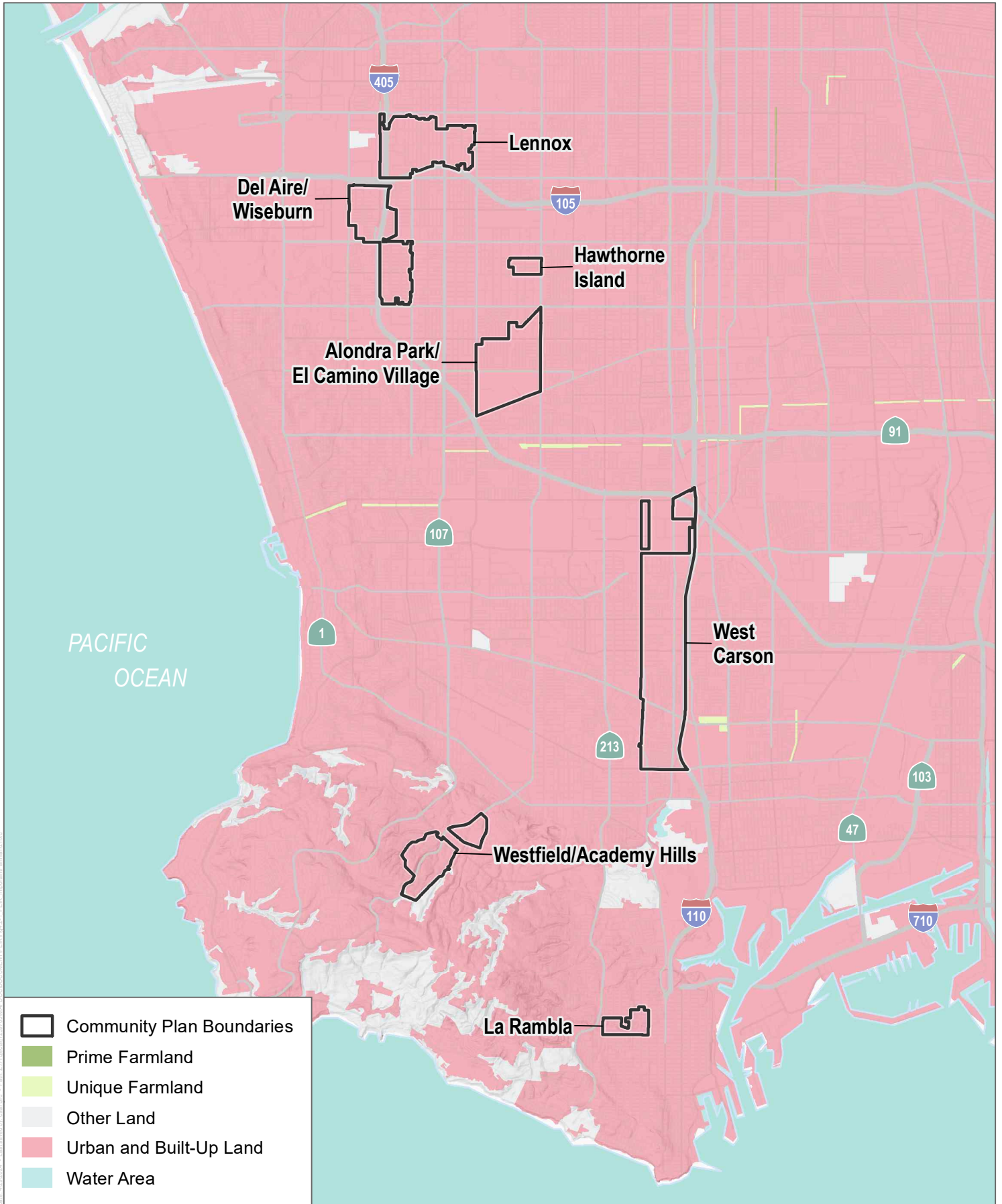
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SOURCE: Open Street Map 2019; State of California Dept. of Conservation 2018

FIGURE 4.2-1

Important Farmland

South Bay Area Plan Draft PEIR



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4.3 Air Quality

This section of the Draft PEIR analyzes the potential impacts from the implementation of the South Bay Area Plan (Project) on air quality, including potential for obstruction with the air quality management plan, increases in criteria pollutants, exposure of sensitive receptors to pollutants, and odors. A discussion of the existing air quality conditions at the Project area and the surrounding areas is also included in this section to present the environmental baseline for the Project. The analysis is based, in part, on review of information from the California Air Resources Board (CARB), Environmental Protection Agency (EPA), the South Coast Air Quality Management District (SCAQMD), the transportation impact analysis (Section 4.17, Transportation, of this Draft PEIR) and information provided in the following technical appendix:

Appendix D Air Quality and Greenhouse Gas Emissions Modeling, prepared by Dudek

Other sources consulted are listed in Section 4.3.3, References.

Comments received in response to the Notice of Preparation (NOP) are summarized in Table 1-1, Notice of Preparation and Comment Letters Summary, included in Chapter 1, Introduction, of this Draft PEIR. A copy of the NOP is included in Appendix A-1 and the comment letters received in response to the NOP are included in Appendix A-2 of this Draft PEIR.

4.3.1 Environmental Setting

4.3.1.1 Regulatory Setting

Federal

Federal Clean Air Act

The federal Clean Air Act, passed in 1970 and last amended in 1990, forms the basis for the national air pollution control effort. EPA is responsible for implementing most aspects of the Clean Air Act, including setting National Ambient Air Quality Standards (NAAQS) for major air pollutants; setting hazardous air pollutant standards; approving state attainment plans; setting motor vehicle emissions standards; issuing stationary source emissions standards and permits; and establishing acid rain control measures, stratospheric ozone (O₃) protection measures, and enforcement provisions. NAAQS are established for criteria pollutants under the Clean Air Act, which are O₃, carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), Course Particulate Matter (PM₁₀), Fine Particulate Matter (PM_{2.5}), and lead.

The NAAQS describe acceptable air quality conditions designed to protect the health and welfare of the citizens of the nation. The NAAQS (other than for O₃, NO₂, SO₂, PM₁₀, PM_{2.5}, and those based on annual averages or arithmetic mean) are not to be exceeded more than once per year. NAAQS for O₃, NO₂, SO₂, PM₁₀, and PM_{2.5} are based on statistical calculations over one to three year periods, depending on the pollutant. The Clean Air Act requires EPA to reassess the NAAQS at least every five years to determine whether adopted standards are adequate to protect public health based on current scientific evidence. States with areas that exceed the NAAQS must prepare State Implementation Plans that demonstrate how those areas will attain the NAAQS within mandated timeframes.

Hazardous Air Pollutants

The 1977 federal Clean Air Act amendments required the EPA to identify National Emission Standards for Hazardous Air Pollutants to protect public health and welfare. Hazardous air pollutants (HAPs) include certain volatile organic compounds (VOCs), pesticides, herbicides, and radionuclides that present a tangible hazard, based on scientific studies of exposure to humans and other mammals. Under the 1990 federal Clean Air Act amendments, which expanded the control program for HAPs, 189 substances and chemical families were identified as HAPs.

State

California Criteria Air Pollutants

The federal Clean Air Act delegates the regulation of air pollution control and the enforcement of the NAAQS to the states. In California, the task of air quality management and regulation has been legislatively granted to CARB, with subsidiary responsibilities assigned to air quality management districts and air pollution control districts at the regional and county levels. CARB, which became part of the California Environmental Protection Agency in 1991, is responsible for ensuring implementation of the California Clean Air Act of 1988, responding to the federal Clean Air Act, and regulating emissions from motor vehicles and consumer products.

CARB has established the California Ambient Air Quality Standards (CAAQS), which are generally more restrictive than the NAAQS. As stated previously, an ambient air quality standard defines the maximum amount of a pollutant averaged over a specified period of time that can be present in outdoor air without harm to the public's health. For each pollutant, concentrations must be below the relevant CAAQS before a geographical area can attain the corresponding CAAQS. Air quality is considered "in attainment" if pollutant levels are continuously below the CAAQS and violate the standards no more than once each year. The CAAQS for O₃, CO, SO₂ (1-hour and 24-hour), NO₂, PM₁₀, and PM_{2.5} and visibility-reducing particles are values that are not to be exceeded. All others are not to be equaled or exceeded.

California air districts have based their thresholds of significance for California Environmental Quality Act (CEQA) purposes on the levels that scientific and factual data demonstrate that the air basin can accommodate without affecting the attainment date for the NAAQS or CAAQS. Since an ambient air quality standard is based on maximum pollutant levels in outdoor air that would not harm the public's health, and air district thresholds pertain to attainment of the ambient air quality standard, this means that the thresholds established by air districts are also protective of human health. The NAAQS and CAAQS are presented in Table 4.3-1, Ambient Air Quality Standards.

Table 4.3-1. Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards ^a	National Standards ^b	
		Concentration ^c	Primary ^{c,d}	Secondary ^{c,e}
Ozone (O ₃)	1 hour	0.09 ppm (180 µg/m ³)	—	Same as Primary Standard ^f
	8 hours	0.070 ppm (137 µg/m ³)	0.070 ppm (137 µg/m ³) ^f	
Nitrogen dioxide (NO ₂) ^g	1 hour	0.18 ppm (339 µg/m ³)	0.100 ppm (188 µg/m ³)	Same as Primary Standard

Table 4.3-1. Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards ^a	National Standards ^b	
		Concentration ^c	Primary ^{c,d}	Secondary ^{c,e}
	Annual Arithmetic Mean	0.030 ppm (57 µg/m ³)	0.053 ppm (100 µg/m ³)	
Carbon monoxide (CO)	1 hour	20 ppm (23 mg/m ³)	35 ppm (40 mg/m ³)	None
	8 hours	9.0 ppm (10 mg/m ³)	9 ppm (10 mg/m ³)	
Sulfur dioxide (SO ₂) ^h	1 hour	0.25 ppm (655 µg/m ³)	0.075 ppm (196 µg/m ³)	—
	3 hours	—	—	0.5 ppm (1,300 µg/m ³)
	24 hours	0.04 ppm (105 µg/m ³)	0.14 ppm (for certain areas) ^g	—
	Annual	—	0.030 ppm (for certain areas) ^g	—
Course Particulate Matter (PM ₁₀) ⁱ	24 hours	50 µg/m ³	150 µg/m ³	Same as Primary Standard
	Annual Arithmetic Mean	20 µg/m ³	—	
Fine Particulate Matter (PM _{2.5}) ⁱ	24 hours	—	35 µg/m ³	Same as Primary Standard
	Annual Arithmetic Mean	12 µg/m ³	12.0 µg/m ³	15.0 µg/m ³
Lead ^{j,k}	30-day Average	1.5 µg/m ³	—	—
	Calendar Quarter	—	1.5 µg/m ³ (for certain areas) ^k	Same as Primary Standard
	Rolling 3-Month Average	—	0.15 µg/m ³	
Hydrogen sulfide	1 hour	0.03 ppm (42 µg/m ³)	—	—
Vinyl chloride ^l	24 hours	0.01 ppm (26 µg/m ³)	—	—
Sulfates	24 hours	25 µg/m ³	—	—
Visibility-reducing particles	8 hour (10:00 a.m. to 6:00 p.m. PST)	Insufficient amount to produce an extinction coefficient of 0.23 per kilometer due to particles when the relative humidity is less than 70%	—	—

Source: CARB 2016.

Notes: ppm = parts per million by volume; µg/m³ = micrograms per cubic meter; mg/m³ = milligrams per cubic meter; PST = Pacific Standard Time.

^a California standards for O₃, CO, SO₂ (1-hour and 24-hour), NO₂, suspended particulate matter—PM₁₀, PM_{2.5}, and visibility-reducing particles—are values that are not to be exceeded. All others are not to be equaled or exceeded. California Ambient Air Quality Standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

^b National standards (other than O₃, NO₂, SO₂, particulate matter, and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once a year. The O₃ standard is attained when the fourth highest 8-hour concentration measured

at each site in a year, averaged over 3 years, is equal to or less than the standard. For PM₁₀, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m³ is equal to or less than one. For PM_{2.5}, the 24-hour standard is attained when 98% of the daily concentrations, averaged over 3 years, are equal to or less than the standard.

- c Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25 °C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25 °C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
- d National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
- e National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
- f On October 1, 2015, the primary and secondary National Ambient Air Quality Standards for O₃ were lowered from 0.075 ppm to 0.070 ppm
- g To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 parts per billion (ppb). Note that the national 1-hour standard is in units of ppb. California standards are in units of ppm. To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
- h 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. The 1971 SO₂ national standards (24-hour and annual) remain in effect until 1 year after an area is designated for the 2010 standard, except that in areas designated nonattainment of the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.
- i On December 14, 2012, the national annual PM_{2.5} primary standard was lowered from 15 µg/m³ to 12.0 µg/m³. The existing national 24-hour PM_{2.5} standards (primary and secondary) were retained at 35 µg/m³, as was the annual secondary standard of 15 µg/m³. The existing 24-hour PM₁₀ standards (primary and secondary) of 150 µg/m³ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
- j CARB has identified lead and vinyl chloride as toxic air contaminants (TACs) with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
- k The national standard for lead was revised on October 15, 2008, to a rolling 3-month average. The 1978 lead standard (1.5 µg/m³ as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.

Toxic Air Contaminants

The State Air Toxics Program was established in 1983 under Assembly Bill (AB) 1807. The California toxic air contaminant (TAC) list identifies more than 700 pollutants, of which carcinogenic and non-carcinogenic toxicity criteria have been established for a subset of these pollutants pursuant to the California Health and Safety Code. In accordance with AB 2728, the state list includes the (federal) HAPs. In 1987, the legislature enacted the Air Toxics “Hot Spots” Information and Assessment Act of 1987 (AB 2588) to address public concern over the release of TACs into the atmosphere. AB 2588 law requires facilities emitting toxic substances to provide local air pollution control districts with information that will allow an assessment of the air toxics problem, identification of air toxics emissions sources, location of resulting hotspots, notification of the public exposed to significant risk, and development of effective strategies to reduce potential risks to the public over 5 years. TAC emissions from individual facilities are quantified and prioritized. “High-priority” facilities are required to perform a health risk assessment, and if specific thresholds are exceeded, the facility operator is required to communicate the results to the public in the form of notices and public meetings.

In 2000, CARB approved a comprehensive Diesel Risk Reduction Plan to reduce diesel emissions from both new and existing diesel-fueled vehicles and engines (CARB 2000). Additional regulations apply to new trucks and diesel fuel, including the On-Road Heavy Duty Diesel Vehicle (In-Use) Regulation, the On-Road Heavy Duty (New) Vehicle Program, the In-Use Off-Road Diesel Vehicle Regulation, and the New Off-Road Compression-Ignition (Diesel) Engines and Equipment Program. These regulations and programs have timetables by which manufacturers must comply and existing operators must upgrade their diesel-powered equipment. There are several airborne toxic

control measures that reduce diesel emissions, including In-Use Off-Road Diesel-Fueled Fleets (13 CCR 2449 et seq.) and In-Use On-Road Diesel-Fueled Vehicles (13 CCR 2025).

California Health and Safety Code Section 41700

Section 41700 of the Health and Safety Code states that a person shall not discharge from any source whatsoever quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public; or that endanger the comfort, repose, health, or safety of any of those persons or the public; or that cause, or have a natural tendency to cause, injury or damage to business or property. This section also applies to sources of objectionable odors.

Local

South Coast Air Quality Management District

The SCAQMD is the regional agency responsible for the regulation and enforcement of federal, state, and local air pollution control regulations within the South Coast Air Basin (SCAB), which includes the metropolitan area of Los Angeles County and the Project area. SCAQMD operates monitoring stations in the SCAB, develops rules and regulations for stationary sources and equipment, prepares emissions inventory and air quality management planning documents, and conducts source testing and inspections. SCAQMD's Air Quality Management Plans (AQMPs) include control measures and strategies to be implemented to attain the CAAQS and NAAQS in the SCAB. SCAQMD then implements these control measures as regulations to control or reduce criteria pollutant emissions from stationary sources or equipment.

The 2022 AQMP was adopted on December 2, 2022, and was developed to address the 2015 national ozone standard. The 2022 AQMP provides the regional path towards improving air quality and meeting federal standards for air pollutants. The 2022 AQMP builds upon measures already in place from previous AQMPs. It also includes a variety of additional strategies such as regulation, accelerated deployment of available cleaner technologies (e.g., zero 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 federal ozone standard (SCAQMD 2022a).

SCAQMD Community Emissions Reduction Plans. The SCAQMD also administers the implementation of AB 617 program within its jurisdictional boundaries. The AB 617 program includes the development of Community Emissions Reduction Plans (CERPs). The CERPs provide a blueprint for achieving air pollution emissions and exposure reductions to address the community's highest air quality priorities. These plans include goals and actions to reduce emissions and/or exposures, which were developed in partnership with community stakeholders (SCAQMD 2023a). The goals and actions identified in the CERPs are tied to specific metrics, responsible entities (e.g., SCAQMD, CARB, Community Steering Committees [CSCs]), and timelines to achieve emissions or exposure reductions from a specific source (SCAQMD 2023a).

The Project would include changes to the land use and zoning regulations within the Wilmington-Carson-West Long Beach (WCWLB) AB 617 community. The goals and/or actions set forth in the applicable CERPs to reduce emissions and/or exposures are identified below for the WCWLB AB 617 community.

Wilmington, Carson, and West Long Beach CERP. The WCWLB CERP goals and action items are structured around emission sources (i.e., refineries, ports, oil drilling and production, railyards) and sensitive communities (i.e.,

schools, childcare centers, and homes) within the WCWLB community. The following actions are grouped into categories based on these sources or communities (SCAQMD 2023a).

WCWLB Actions to Reduce Emissions from and Exposure to Refineries

- Refineries Action 1 Improve Refinery Flaring Notification
- Refineries Action 2 Improve Conduct Refinery Air Measurements to Identify and Address VOC Leaks
- Refineries Action 3 Initiate Rule Development to Amend Rule 1118 – Control of Emissions from Refinery Flares
- Refineries Action 4 Initiate Rule Development to Amend Rule 1178 – Further Reductions of VOC Emissions from Storage Tanks at Petroleum Facilities
- Refineries Action 5 Achieve Further NOx Emission Reductions from Refinery Equipment Through Adoption of Rule 1109.1 – Refinery Equipment

WCWLB Actions to Reduce Emissions from and Exposure to Ports

- Ports Action 1 Reduce Leaks from Oil Tankers
- Ports Action 2 Reduce Emissions from Ships and Harbor Craft
- Ports Action 3 Reduce Emissions from Port Equipment (Cargo Handling Equipment) and Drayage Trucks

WCWLB Actions to Reduce Emissions from and Exposure to Neighborhood Truck Traffic

- Truck Traffic Action 1 Reduce Truck Idling
- Truck Traffic Action 2 Reduce Emissions from Heavy-Duty Truck

WCWLB Actions to Reduce Emissions from and Exposure to Oil Drilling and Production

- OD&P Action 1 Reduce Air Pollution Leaks from Oil Wells and Associated Activity at these Facilities
- OD&P Action 2 Improved Public Information and Notifications on Activities at Oil Drilling and Production Sites
- OD&P Action 3 Evaluate Feasibility to Amend Rule 1148 Series and Rule 1173 to Reduce Emissions and Require Additional Reporting

WCWLB Actions to Reduce Emissions from and Exposure to Oil Drilling and Production

- Railyard Action 1 Reduce Emissions from Railyards

WCWLB Actions to Reduce Exposure for Schools, Childcare Centers and Homes

- Exposure Reduction Action 1 Reduce Exposure to Harmful Air Pollutants through Public Outreach to Schools and Childcare Centers
- Exposure Reduction Action 2 Reduce Exposure to Harmful Air Pollutants at Schools
- Exposure Reduction Action 3 Reduce Exposure to Harmful Air Pollutants in Homes
- Exposure Reduction Action 4 Increase Green Space in Areas Where People Spend Time

SCAQMD Applicable Rules and Regulations. Emissions generated by the Project within SCAQMD jurisdiction will be subject to SCAQMD rules and regulations. The SCAQMD rules that may apply to future development under the South Bay Area Plan include but may not be limited to the following:

SCAQMD Rule 401 – Visible Emissions. This rule establishes the limit for visible emissions from stationary sources for a period or periods aggregating more than three minutes in any hour. This rule prohibits visible emissions dark or darker than Ringelmann No. 1 for periods greater than three minutes in any hour or such opacity which could obscure an observer’s view to a degree equal or greater than does smoke.

SCAQMD Rule 402 – Nuisance. This rule prohibits the discharge of air pollutants from a facility that cause injury, detriment, nuisance, or annoyance to the public or damage to business or property.

SCAQMD Rule 403 – Fugitive Dust. This rule requires fugitive dust sources to implement best available control measures for all sources and prohibits all forms of visible particulate matter from crossing any property line. SCAQMD Rule 403 is intended to reduce PM₁₀ emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust.

SCAQMD Rule 445 – Wood Burning Devices. The purpose of this rule is to reduce the emission of particulate matter from woodburning devices and establish contingency measures for applicable O₃ standards for the reduction of VOCs. Per Rule 445, no person shall permanently install a wood-burning device into any new development.

SCAQMD Rule 1110.2 – Emissions from Gaseous- and Liquid-Fueled Engines. This rule applies to stationary and portable engines rated at greater than 50 horsepower. The purpose of Rule 1110.2 is to reduce NO_x, VOCs, and CO emissions from engines. Emergency engines, including those powering standby generators, are generally exempt from the emissions and monitoring requirements of this rule because they have permit conditions that limit operation to 200 hours or less per year as determined by an elapsed operating time meter.

SCAQMD Rule 1113 – Architectural Coatings. This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories.

SCAQMD Rule 1146 – Emissions of NO_x from Small Industrial, Institutional, and Commercial Boilers, Steam Generators and Process Heaters. The purpose of this rule is to reduce NO_x emissions from natural gas-fired water heaters, boilers, and process heaters. This rule applies to boilers, steam generators, and process heaters that are greater than 2 million Btu per hour rated heat input capacity used in any industrial, institutional, or commercial operation.

SCAQMD Rule 1153.1 – Emissions of Oxides of Nitrogen from Commercial Food Ovens. The purpose of this rule to reduce NO_x emissions from gaseous and liquid fuel combustion equipment. This rule applies to in-use ovens, dryers, smokers, and dry roasters with NO_x emissions from fuel combustion that require SCAQMD permits and are used to prepare food or products for human consumption.

SCAQMD Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities. This rule states that an owner or operator of any demolition or renovation activity is required to have an asbestos study performed prior to demolition and to provide notification to SCAQMD prior to commencing demolition activities.

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial counties and serves as a forum for regional issues relating to transportation, the economy, community development, and the environment. SCAG serves as the federally designated metropolitan planning organization for the Southern California region and is the largest metropolitan planning organization in the United States.

With respect to air quality planning and other regional issues, on September 3, 2020, SCAG adopted Connect SoCal, the 2020–2045 RTP/SCS, which is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. Connect SoCal charts a path toward a more mobile, sustainable, and prosperous region by making connections between transportation networks, planning strategies, and the people whose collaboration can improve the quality of life for Southern Californians. Connect SoCal embodies a collective vision for the region’s future and is developed 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. SCAG’s 2020–2045 RTP/SCS was adopted on September 3, 2020. The SCAQMD 2022 AQMP applies the updated SCAG growth forecast in the 2022 RTP/SCS.

South Coast Air Basin Attainment Designation in Los Angeles County

Table 4.3-2, South Coast Air Basin Attainment Classification, states the current attainment status of the Los Angeles County portion of the SCAB with respect to the NAAQS and CAAQS.

Table 4.3-2. South Coast Air Basin Attainment Classification

Pollutant	Designation/Classification	
	National Standards	California Standards
Ozone (O ₃), 1-hour	No national standard	Nonattainment
Ozone (O ₃), 8-hour	Extreme nonattainment	Nonattainment
Nitrogen Dioxide (NO ₂)	Attainment/Maintenance	Attainment
Carbon Monoxide (CO)	Attainment/Maintenance	Attainment
Sulfur Dioxide (SO ₂)	Unclassifiable/Attainment	Attainment
Coarse Particulate Matter (PM ₁₀)	Attainment/Maintenance	Nonattainment
Fine Particulate Matter (PM _{2.5})	Serious nonattainment	Nonattainment
Lead	Nonattainment¹	Attainment
Hydrogen Sulfide	No national standard	Unclassified
Sulfates	No national standard	Attainment
Visibility-Reducing Particles	No national standard	Unclassified
Vinyl Chloride	No national standard	No designation

Sources: EPA 2023a (national); CARB 2022 (California).

Notes: Bold text = not in attainment; attainment = meets the standards; attainment/maintenance = achieves the standards after a nonattainment designation; nonattainment = does not meet the standards; unclassified or unclassifiable = insufficient data to classify; unclassifiable/attainment = meets the standard or is expected to be meet the standard despite a lack of monitoring data.

¹ Partial Nonattainment designation – Los Angeles County portion of Basin only for near-source monitors.

In summary, the SCAB is designated as a nonattainment area for federal and state O₃ standards and federal and state PM_{2.5} standards. The SCAB is designated as a nonattainment area for state PM₁₀ standards; however, it is designated as an attainment/maintenance area for federal PM₁₀ standards. While the SCAB has been designated as nonattainment for the federal rolling 3-month average lead standard, it is designated attainment for the state lead standard. The SCAB is designated as an attainment and maintenance area for all other pollutants (EPA 2023a; CARB 2022).

Despite the current nonattainment status, air quality in the SCAB has generally improved since the inception of air pollutant monitoring in 1976. This improvement is mainly a result of lower-polluting on-road motor vehicles, more stringent regulation of industrial sources, and the implementation of emission reduction strategies by SCAQMD. This trend toward cleaner air has occurred in spite of continued population growth. PM₁₀ levels have declined almost 50% since 1990, and PM_{2.5} levels have also declined 50% since measurements began in 1999 (SCAQMD 2013). Similar improvements are observed with O₃, although the rate of O₃ decline has slowed in recent years.

Ambient Air Quality

CARB, air districts, and other agencies monitor ambient air quality at approximately 250 air quality monitoring stations across the state. The SCAQMD monitors local ambient air quality within the County. Air quality monitoring stations usually measure pollutant concentrations 10 feet above ground level; therefore, air quality is often referred to in terms of ground-level concentrations. The most recent background ambient air quality data from 2020 to 2022 are presented in Table 4.3-3, Local Ambient Air Quality Data.

The ambient data presented in Table 4.3-3 reflect the highest concentrations reported at the monitoring station located at 7201 W. Westchester Parkway, Los Angeles. Of the available monitoring stations within the SCAB, the Westchester Parkway station is the closest station to the project site and is considered representative of the air quality experienced in the Project vicinity. Ambient concentration estimates for PM_{2.5} were not available at the Westchester Parkway monitoring station, so the next nearest monitoring station, located at 5895 Long Beach Blvd., Long Beach, was used for this pollutant. The ambient concentrations and number of days exceeding the ambient air quality standards are also shown in Table 4.3-3.

Table 4.3-3. Local Ambient Air Quality Data

Averaging Time	Unit	Agency/ Method	Ambient Air Quality Standard	Measured Concentration by Year			Days of Exceedance by Year		
				2020	2021	2022	2020	2021	2022
Ozone (O₃)¹									
Maximum 1-hour concentration	ppm	California	0.12	0.117	0.059	ND	1	0	ND
Maximum 8-hour concentration	ppm	California	0.070	0.074	0.049	ND	2	0	ND
		National	0.070	0.075	0.050	ND	2	0	ND
Nitrogen Dioxide (NO₂)¹									
Maximum 1-hour concentration	ppm	California	0.18	0.059	0.062	ND	0	0	0
		National	0.100	0.060	0.063	ND	0	0	0
	ppm	California	0.030	0.009	ND	ND	—	—	—

Table 4.3-3. Local Ambient Air Quality Data

Averaging Time	Unit	Agency/ Method	Ambient Air Quality Standard	Measured Concentration by Year			Days of Exceedance by Year		
				2020	2021	2022	2020	2021	2022
Annual concentration		National	0.053	0.009	ND	ND	–	–	–
Carbon Monoxide (CO)¹									
Maximum 1-hour concentration	ppm	California	20	ND	ND	ND	ND	ND	ND
		National	35	1.6	1.7	ND	0	0	ND
Maximum 8-hour concentration	ppm	California	9	ND	ND	ND	ND	ND	ND
		National	9	1.3	1.3	ND	0	0	ND
Sulfur Dioxide (SO₂)^{1,a}									
Maximum 1-hour concentration	ppm	National	0.075	0.0049	0.0077	ND	0	0	ND
Maximum 24-hour concentration	ppm	National	0.14	0.0012	0.0015	ND	0	0	ND
Annual concentration	ppm	National	0.030	0.0002	0.0001	ND	–	–	–
Coarse Particulate Matter (PM₁₀)¹									
Maximum 24-hour concentration	µg/ m ³	California	50	55.5	33.2	ND	1	0	0
		National	150	55.6	33.3	ND	0	0	0
Annual concentration	µg/ m ³	California	20	20	20	ND	–	–	–
Fine Particulate Matter (PM_{2.5})^{2,b}									
Maximum 24-hour concentration	µg/ m ³	National	35	65.7	84.6	39.0	12	7	1
Annual concentration	µg/ m ³	California	12	13.8	13.0	12.9	–	–	–
		National	12.0	13.8	13.0	11.9	–	–	–

Sources: CARB 2023a; EPA 2023b.

Notes: ppm = parts per million by volume; – = not available; µg/m³ = micrograms per cubic meter; ND = insufficient data available to determine the value.

Data taken from CARB iADAM (<http://www.arb.ca.gov/adam>) and EPA AirData (<http://www.epa.gov/airdata/>) represent the highest concentrations experienced over a given year.

¹ Los Angeles-Westchester Parkway monitoring station data

² Long Beach-Route 710 Near Road monitoring station data

Exceedances of national and California standards are only shown for O₃ and particulate matter. Daily exceedances for particulate matter are estimated days because PM₁₀ and PM_{2.5} are not monitored daily. All other criteria pollutants did not exceed national or California standards during the years shown. There is no national standard for 1-hour O₃, annual PM₁₀, or 24-hour SO₂, nor is there a California 24-hour standard for PM_{2.5}.

^a Mean does not satisfy minimum data completeness criteria.

^b Measurements of PM₁₀ and PM_{2.5} are usually collected every 6 days and every 1 to 3 days, respectively. Number of days exceeding the standards is a mathematical estimate of the number of days concentrations would have been greater than the level of the standard had each day been monitored.

Title 31 – Green Building Standards. The Los Angeles County Green Building Standards, which implement and exceed the California Green Building Standards Code (CALGreen), are identified in the Los Angeles County Code, Title 31. Los Angeles County has adopted the Voluntary Tier 1 standards for nonresidential construction greater than or equal to 25,000 square feet (section 301.3.1, Buildings greater than or equal to 25,000 square feet) for newly constructed high-rise residential buildings and for high-rise residential buildings seven stories or greater are also required to comply with Section 301.3.

Green Zones Program

The County’s Green Zones Program seeks to implement land use tools and strategies to improve community health and quality of life for residents surrounding major sources of pollution. The main goals of the Green Zones Program include the following (County of Los Angeles 2022):

- Promote environmental justice by identifying communities where the health of residents may be disproportionately affected by surrounding land uses. As codified in Chapter 22.84, Green Zone Districts, of the Zoning Code (Title 22, Planning and Zoning), Green Zone Districts were established by the County’s Green Zones Program to promote environmental justice in communities that are disproportionately affected by toxic pollutants and contaminants generated from various land uses over time. These districts are a set of geographic zoning overlays identified based on the high number of stationary sources of pollution near “sensitive uses” (as defined in Zoning Code Chapter 22.14 [Definitions], and detailed below) (e.g. residences, schools, parks, and shelters) using the Environmental Justice Screening Method (EJSM) and other criteria.¹ Pursuant to Zoning Code Chapter 22.84, the entire community of West Carson in the Project area is a Green Zone District.
- Improve the health and quality of life for residents living near incompatible land uses by establishing more appropriate impact mitigation mechanisms. New design and development requirements have recently been added to the County’s zoning code to address land use incompatibility associated with industrial and manufacturing land uses in proximity to sensitive uses. Zoning Code Chapter 22.84 provides regulations and procedures for new and existing land uses to ensure that such land uses will be operated in consideration of the surrounding sensitive uses, minimizing potential adverse health and safety impacts, and promoting cleaner industrial uses.
- Include new regulations for recycling and solid waste facilities. As part of the Green Zone program, the County recently made updates to the Zoning Code to ensure consistency with state mandates with the intention of reducing pollution associated with waste management, and recycling, including processing of organic waste.

Title 22, Planning and Zoning

Chapter 22.14, Definitions, Sensitive Use. Pursuant to Zoning Code Chapter 22.14, a “sensitive use” is defined as a land use where individuals are most likely to reside or spend time, including dwelling units, schools and school yards - including trade schools, public and private schools, faith-based and secular schools, parks, playgrounds, daycare centers, preschools, nursing homes, hospitals, licensed care facilities, shelters, and daycares or preschools

¹ The Environmental Justice Screening Method (EJSM) uses geographic information system (GIS) mapping and displays cumulative risks of communities in Los Angeles County that are disproportionately burdened by multiple types of pollution and health risks. EJSM measures “cumulative impact” by mapping multiple data layers and approximately 40 indicators at the census tract level that include sensitive uses, socioeconomic information, and various sources of pollution to come up with a community EJSM score (County of Los Angeles 2022).

as accessory to a place of worship, that are permitted in the zones where they are located. A sensitive use shall not include a caretaker residence.

Section 22.84, Green Zone Districts. As stated above, the entire community of West Carson is a Green Zone District. Uses subject to Green Zone District development standards are provided in Zoning Code Section 22.84.030(A), and include but are not limited to industrial uses and vehicular uses located within a 500-foot radius of a lot that contains a sensitive use as defined in Zoning Code Chapter 22.14 (discussed above), and/or new development or redevelopment or a change of uses proposed on a site that is partially or entirely located within a half-mile radius of the boundaries of Superfund Sites (as identified in the Environmental Protection Agency National Priorities List). Furthermore, all uses subject to a CUP in a Green Zone District may be required to submit a noise evaluation report and control plans for odor, dust, and vibration prepared by a licensed professional at the request of Los Angeles County Department of Public Health (Public Health). Mitigation measures, if required, shall be approved by Public Health prior to the permit being finalized.

All uses identified in Zoning Code Section 22.84.030(A), including industrial and vehicle-related uses, are subject to development standards provided in Zoning Code Section 22.84.030(C), intended to reduce adverse air quality, odor, and other health risk impacts to sensitive uses and/or receptors. These standards include required landscaping buffers, building setbacks, enclosures for hazardous materials, and siting of buildings and vehicular access areas (i.e., driveways, loading docks, etc.) as far away from sensitive uses as practically feasible.

Each facility or site subject to Zoning Code Section 22.84.030, Standards and Requirements for Specific Uses, must provide a perimeter identification sign that permanently displays hours of operation, telephone number of the facility representative, and emergency contact information for reporting any problems which may occur related to the operation of the facility 24 hours a day, seven days a week. The sign must also include instructions for reporting violations to County Planning and SCAQMD, where a use is also regulated by SCAQMD.

Chapter 22.134, Sensitive Uses Adjacent to Industrial, Recycling or Solid Waste, or Vehicle-Related Uses. Per Zoning Code Section 22.134.030, Development Standards for Sensitive Uses, all sensitive uses, as defined by the County (see "Sensitive Uses" in Section 4.3.1.1, Regulatory Setting), would be required to adhere to air quality-related specifications if siting sensitive uses within 500 feet of an existing industrial uses, recycling or solid waste uses, or vehicle-related uses (except for vehicle sales and rentals). Measures include setbacks and landscaping, and air filtration systems in residential units, as recommended by Public Works, Building and Safety Division, and CARB.

Section 22.158., Conditional Use Permits. For all uses subject to a CUP, the County may impose conditions to ensure that the approval will be in accordance with the findings required by the CUP application. Such conditions may involve any pertinent factors that could affect the establishment, operation, and maintenance of the requested use or development, including, but not limited to regulation of nuisance factors such as noise, vibrations, smoke, dust, dirt, odors, gases, noxious matter, heat, glare, electromagnetic disturbances, and radiation.

Los Angeles County 2035 General Plan

The Air Quality Element (Chapter 8) of the Los Angeles County 2035 General Plan (General Plan) guides the goals and policies that would improve air quality and reduce greenhouse gas emissions in the County (County of Los Angeles 2015). The following provides a summary of the most applicable goals and policies that pertain to the Project and air quality from the General Plan and is not a comprehensive list. The South Bay Area Plan would support and/or would not conflict with the implementation of the following goals and policies:

Goal AQ 1: Protection from exposure to harmful air pollutants.

Policy AQ 1.1: Minimize health risks to people from industrial toxic or hazardous air pollutant emissions, with an emphasis on local hot spots, such as existing point sources affecting immediate sensitive receptors.

Policy AQ 1.2: Encourage the use of low or no volatile organic compound (VOC) emitting materials.

Policy AQ 1.3: Reduce particulate inorganic and biological emissions from construction, grading, excavation, and demolition to the maximum extent feasible.

Policy AQ 1.4: Work with local air quality management districts to publicize air quality warnings, and to track potential sources of airborne toxics from identified mobile and stationary sources.

Goal AQ 2: The reduction of air pollution and mobile source emissions through coordinated land use, transportation and air quality planning.

Policy AQ 2.1: Encourage the application of design and other appropriate measures when siting sensitive uses, such as residences, schools, senior centers, daycare centers, medical facilities, or parks with active recreational facilities within proximity to major sources of air pollution, such as freeways.

Policy AQ 2.2: Participate in, and effectively coordinate the development and implementation of community and regional air quality programs.

Goal AQ 3: Implementation of plans and programs to address the impacts of climate change.

Policy AQ 3.1: Facilitate the implementation and maintenance of the Community Climate Action Plan to ensure that the County reaches its climate change and greenhouse gas emission reduction goals.

Policy AQ 3.5: Encourage maximum amounts of energy conservation in new development and municipal operations.

Goal LU 7: Compatible land uses that complement neighborhood character and the natural environment.

Policy LU 7.1: Reduce and mitigate the impacts of incompatible land uses, where feasible, using buffers, appropriate technology, building enclosure*, and other design techniques. (*newly added)

Policy LU 7.8: Promote environmental justice in the areas bearing disproportionate impacts from stationary pollution sources.

Goal LU 9: Land use patterns and community infrastructure that promote health and wellness.

Policy LU 9.4: Encourage patterns of development that protect the health of sensitive receptors.

Goal ED 2: Land use practices and regulations that foster economic development and growth.

Policy ED 2.8: Incentivize as much as feasible, environmentally sustainable practices and high standards of development in the communities that bear disproportionate pollution and health impacts.

Existing Community-Based and Specific Plans

The West Carson Transit Oriented District (TOD) Specific Plan and the Vision Lennox Plan are the only existing community-based or specific plans applicable to the Project area. However, there are no applicable Vision Lennox goals or policies pertaining to air quality in the Project area.

West Carson TOD Specific Plan. The West Carson TOD Specific Plan does not have specific air-quality-related goals or policies relevant to the Project; however, its support and facilitation of transit-oriented growth and development in the West Carson community could indirectly result in improved air quality conditions through a reduced dependency on the use of private passenger vehicles, which are a major source of pollution (County of Los Angeles 2019; UCS 2014).

4.3.1.2 Existing Environmental Conditions

This section discusses the existing environmental setting relative to air quality. As described in Chapter 3, Project Description, the Project is evaluated at a programmatic level and the analysis is based on information available to the County where reasonably foreseeable, direct, and indirect physical changes in the environment could be considered. As a result, this section generally describes the Project area and, where applicable, the general areas where land use changes are proposed, as those are the areas that could accommodate unplanned growth in the form of new or more dense development and resulting population and/or employment.

Overall, Los Angeles's climate is characterized by relatively low rainfall, with warm summers and mild winters. Average temperatures range from a high of 83.2°F in September to a low of 48.8°F in February (WRCC 2022).² Annual precipitation averages about 11.72 inches, falling mostly from October through April (WRCC 2022).

South Coast Air Basin

The metropolitan portions of the County are within the SCAB. Projects located within the SCAB are subject to the rules and regulations imposed by the SCAQMD, as well as the CAAQS adopted by CARB and NAAQS adopted by the EPA, as detailed above in Section 4.3.1.1, Regulatory Setting. The SCAB is a 6,745-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.

Climate and Topography

The SCAB's air pollution problems are a consequence of the combination of emissions from the nation's second-largest urban area, meteorological conditions that hinder dispersion of those emissions, and mountainous terrain surrounding the SCAB that traps pollutants as they are pushed inland with the sea breeze (SCAQMD 2017). Meteorological and topographical factors that affect air quality in the SCAB are described below.³

Climate

The SCAB is characterized as having a Mediterranean climate (typified as semiarid with mild winters, warm summers, and moderate rainfall). The general region lies in the semi-permanent high-pressure zone of the eastern

² Local climate data for the County is based on the most-representative station measured by the Western Regional Climate Center, which is the Los Angeles International Airport climatological station.

³ The discussion of meteorological and topographical conditions of the SCAB is based on information provided in the Final 2016 Air Quality Management Plan (SCAQMD 2017).

Pacific; as a result, the climate is mild and tempered by cool sea breezes. The usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds.

Moderate temperatures, comfortable humidity, and limited precipitation characterize the climate in the SCAB. The average annual temperature varies little throughout the SCAB, averaging 75°F. However, with a less-pronounced oceanic influence, the eastern inland portions of the SCAB show greater variability in annual minimum and maximum temperatures. All portions of the SCAB have recorded temperatures over 100°F in recent years. Although the SCAB has a semiarid climate, the air near the surface is moist because of the presence of a shallow marine layer. Except for infrequent periods when dry air is brought into the SCAB by offshore winds, the ocean effect is dominant. Periods with heavy fog are frequent, and low stratus clouds, occasionally referred to as “high fog,” are a characteristic climate feature. Annual average relative humidity is 70% at the coast and 57% in the eastern part of the SCAB. Precipitation in the SCAB is typically 9 to 14 inches annually and is rarely in the form of snow or hail because of typically warm weather. Most of the rainfall in Southern California occurs between late fall and early spring, with most rain typically occurring in the months of January and February.

Sunlight

The presence and intensity of sunlight are necessary prerequisites for the formation of photochemical smog. Under the influence of the ultraviolet radiation of sunlight, certain primary pollutants (mainly reactive hydrocarbons and oxides of nitrogen [NO_x]⁴) react to form secondary pollutants (primarily oxidants). Since this process is time dependent, secondary pollutants can be formed many miles downwind of the emission sources. Southern California also has abundant sunshine, which drives the photochemical reactions that form pollutants such as O₃ and a substantial portion of fine particulate matter (PM_{2.5}; particulate matter 2.5 microns or less in diameter). In the SCAB, high concentrations of O₃ are normally recorded during the late spring, summer, and early autumn months, when more intense sunlight drives enhanced photochemical reactions. Because of the prevailing daytime winds and time-delayed nature of photochemical smog, oxidant concentrations are highest in the inland areas of Southern California.

Temperature Inversions

Under ideal meteorological conditions and irrespective of topography, pollutants emitted into the air mix and disperse into the upper atmosphere. However, the Southern California region frequently experiences temperature inversions in which pollutants are trapped and accumulate close to the ground. The inversion, a layer of warm, dry air overlaying cool, moist marine air, is a normal condition in coastal Southern California. The cool, damp, and hazy sea air capped by coastal clouds is heavier than the warm, clear air, which acts as a lid through which the cooler marine layer cannot rise. The height of the inversion is important in determining pollutant concentration. When the inversion is approximately 2,500 feet above mean sea level, the sea breezes carry the pollutants inland to escape over the mountain slopes or through the passes. At a height of 1,200 feet above mean sea level, the terrain prevents the pollutants from entering the upper atmosphere, resulting in the pollutants settling in the foothill communities. Below 1,200 feet above mean sea level, the inversion puts a tight lid on pollutants, concentrating them in a shallow layer over the entire coastal basin. Usually, inversions are lower before sunrise than during the daylight hours.

Mixing heights for inversions are lower in the summer and inversions are more persistent, being partly responsible for the high levels of O₃ observed during summer months in the SCAB. Smog in Southern California is generally the result of these temperature inversions combining with coastal day winds and local mountains to contain the

⁴ NO_x is a general term pertaining to compounds of nitric oxide, nitrogen dioxide, and other oxides of nitrogen.

pollutants for long periods, allowing them to form secondary pollutants by reacting in the presence of sunlight. The SCAB has a limited ability to disperse these pollutants due to typically low wind speeds and the surrounding mountain ranges.

As with other regions within the SCAB, the County is susceptible to air inversions, which trap a layer of stagnant air near the ground where pollutants are further concentrated. These inversions produce haziness, which is caused by moisture, suspended dust, and a variety of chemical aerosols emitted by trucks, automobiles, furnaces, and other sources. Elevated concentrations of coarse particulate matter (PM₁₀; particulate matter 10 microns or less in diameter) and PM_{2.5} can occur in the SCAB throughout the year, but they occur most frequently in fall and winter. Although there are some changes in emissions by day of the week and by season, the observed variations in pollutant concentrations are primarily the result of seasonal differences in weather conditions.

Pollutants and Effects

Criteria Air Pollutants

Criteria air pollutants are defined as pollutants for which the federal and state governments have established ambient air quality standards, or criteria, for outdoor concentrations to protect public health. The national and California standards have been set, with an adequate margin of safety, at levels above which concentrations could be harmful to human health and welfare. These standards are designed to protect the most sensitive persons from illness or discomfort. Pollutants of concern include O₃, NO₂, CO, SO₂, PM₁₀, PM_{2.5}, and lead. In California, sulfates, vinyl chloride, hydrogen sulfide, and visibility-reducing particles are also regulated as criteria air pollutants. These pollutants, as well as TACs, are discussed in the following paragraphs.⁵

Ozone. O₃ is a strong-smelling, pale blue, reactive, toxic chemical gas consisting of three oxygen atoms. It is a secondary pollutant formed in the atmosphere by a photochemical process involving the sun's energy and O₃ precursors. These precursors are mainly NO_x and volatile organic compounds (VOCs). The maximum effects of precursor emissions on O₃ concentrations usually occur several hours after they are emitted and many miles from the source. Meteorology and terrain play major roles in O₃ formation, and ideal conditions occur during summer and early autumn on days with low wind speeds or stagnant air, warm temperatures, and cloudless skies. O₃ exists in the upper atmosphere O₃ layer (stratospheric O₃) and at the Earth's surface in the troposphere (ground-level O₃).⁶ The O₃ that EPA and CARB regulate as a criteria air pollutant is produced close to the ground level, where people live, exercise, and breathe. Ground-level O₃ is a harmful air pollutant that causes numerous adverse health effects and is thus considered "bad" O₃. Stratospheric, or "good," O₃ occurs naturally in the upper atmosphere, where it reduces the amount of ultraviolet light (i.e., solar radiation) entering the Earth's atmosphere. Without the protection of the beneficial stratospheric O₃ layer, plant and animal life would be seriously harmed.

O₃ in the troposphere causes numerous adverse health effects; short-term exposures (lasting for a few hours) to O₃ at levels typically observed in Southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes (EPA 2013).

⁵ The descriptions of the criteria air pollutants and associated health effects are based on EPA's "Criteria Air Pollutants" (EPA 2023c), as well as CARB's "Glossary" (CARB 2023b).

⁶ The troposphere is the layer of the Earth's atmosphere nearest to the surface of the Earth. The troposphere extends outward about 5 miles at the poles and about 10 miles at the equator.

Inhalation of O₃ causes inflammation and irritation of the tissues lining human airways, causing and worsening a variety of symptoms. Exposure to O₃ can reduce the volume of air that the lungs breathe in, thereby causing shortness of breath. O₃ in sufficient doses increases the permeability of lung cells, rendering them more susceptible to toxins and microorganisms. The occurrence and severity of health effects from O₃ exposure vary widely among individuals, even when the dose and the duration of exposure are the same. Research shows adults and children who spend more time outdoors participating in vigorous physical activities are at greater risk from the harmful health effects of O₃ exposure. While there are relatively few studies on the effects of O₃ on children, the available studies show that children are no more or less likely to suffer harmful effects than adults. However, there are a number of reasons why children may be more susceptible to O₃ and other pollutants. Children and teens spend nearly twice as much time outdoors and engaged in vigorous activities as adults. Children breathe more rapidly than adults and inhale more pollution per pound of their body weight than adults. Also, children are less likely than adults to notice their own symptoms and avoid harmful exposures. Further research may be able to better distinguish between health effects in children and adults. Children, adolescents, and adults who exercise or work outdoors, where O₃ concentrations are the highest, are at the greatest risk of harm from this pollutant (CARB 2023c).

Nitrogen Dioxide. NO₂ is a brownish, highly reactive gas that is present in all urban atmospheres. The major mechanism for the formation of NO₂ in the atmosphere is the oxidation of the primary air pollutant nitric oxide, which is a colorless, odorless gas. NO_x plays a major role, together with VOCs, in the atmospheric reactions that produce O₃. NO_x is formed from fuel combustion under high temperature or pressure. In addition, NO_x is an important precursor to acid rain and may affect both terrestrial and aquatic ecosystems. The two major emissions sources are transportation and stationary fuel combustion sources such as electric utility and industrial boilers.

A large body of health science literature indicates that exposure to NO₂ can induce adverse health effects. The strongest health evidence, and the health basis for the ambient air quality standards for NO₂, results from controlled human exposure studies that show that NO₂ exposure can intensify responses to allergens in allergic asthmatics. In addition, a number of epidemiological studies have demonstrated associations between NO₂ exposure and premature death, cardiopulmonary effects, decreased lung function growth in children, respiratory symptoms, emergency room visits for asthma, and intensified allergic responses. Infants and children are particularly at risk because they have disproportionately higher exposure to NO₂ than adults due to their greater breathing rate for their body weight and their typically greater outdoor exposure duration. Several studies have shown that long-term NO₂ exposure during childhood, the period of rapid lung growth, can lead to smaller lungs at maturity in children with higher levels of exposure compared to children with lower exposure levels. In addition, children with asthma have a greater degree of airway responsiveness compared with adult asthmatics. In adults, the greatest risk is to people who have chronic respiratory diseases, such as asthma and chronic obstructive pulmonary disease (CARB 2023d).

Carbon Monoxide. CO is a colorless, odorless gas formed by the incomplete combustion of hydrocarbon, or fossil fuels. CO is emitted almost exclusively from motor vehicles, power plants, refineries, industrial boilers, ships, aircraft, and trains. In urban areas, such as the Project location, automobile exhaust accounts for the majority of CO emissions. CO is a nonreactive air pollutant that dissipates relatively quickly; therefore, ambient CO concentrations generally follow the spatial and temporal distributions of vehicular traffic. CO concentrations are influenced by local meteorological conditions—primarily wind speed, topography, and atmospheric stability. CO from motor vehicle exhaust can become locally concentrated when surface-based temperature inversions are combined with calm atmospheric conditions, which is a typical situation at dusk in urban areas from November to February. The highest levels of CO typically occur during the colder months of the year, when inversion conditions are more frequent.

CO is harmful because it binds to hemoglobin in the blood, reducing the ability of blood to carry oxygen. This interferes with oxygen delivery to the body's organs. The most common effects of CO exposure are fatigue, headaches, confusion and reduced mental alertness, light-headedness, and dizziness due to inadequate oxygen delivery to the brain. For people with cardiovascular disease, short-term CO exposure can further reduce their body's already compromised ability to respond to the increased oxygen demands of exercise, exertion, or stress. Inadequate oxygen delivery to the heart muscle leads to chest pain and decreased exercise tolerance. Unborn babies whose mothers experience high levels of CO exposure during pregnancy are at risk of adverse developmental effects. Unborn babies, infants, elderly people, and people with anemia or with a history of heart or respiratory disease are most likely to experience health effects with exposure to elevated levels of CO (CARB 2023e).

Sulfur Dioxide. SO₂ is a colorless, pungent gas formed primarily from incomplete combustion of sulfur-containing fossil fuels. The main sources of SO₂ are coal and oil used in power plants and industries; as such, the highest levels of SO₂ are generally found near large industrial complexes. In recent years, SO₂ concentrations have been reduced by the increasingly stringent controls placed on stationary source emissions of SO₂ and limits on the sulfur content of fuels.

Controlled human exposure and epidemiological studies show that children and adults with asthma are more likely to experience adverse responses with SO₂ exposure, compared with the non-asthmatic population. Effects at levels near the 1-hour standard are those of asthma exacerbation, including bronchoconstriction accompanied by symptoms of respiratory irritation such as wheezing, shortness of breath, and chest tightness, especially during exercise or physical activity. Also, exposure at elevated levels of SO₂ (above 1 part per million [ppm]) results in increased incidence of pulmonary symptoms and disease, decreased pulmonary function, and increased risk of mortality. Older people and people with cardiovascular disease or chronic lung disease (such as bronchitis or emphysema) are most likely to experience these adverse effects (CARB 2023f).

SO₂ is of concern both because it is a direct respiratory irritant and because it contributes to the formation of sulfate and sulfuric acid in particulate matter (NRC 2005). People with asthma are of particular concern, both because they have increased baseline airflow resistance and because their SO₂-induced increase in airflow resistance is greater than in healthy people, and it increases with the severity of their asthma (NRC 2005). SO₂ is thought to induce airway constriction via neural reflexes involving irritant receptors in the airways (NRC 2005).

Particulate Matter. Particulate matter pollution consists of very small liquid and solid particles floating in the air, which can include smoke, soot, dust, salts, acids, and metals. Particulate matter can form when gases emitted from industries and motor vehicles undergo chemical reactions in the atmosphere. PM_{2.5} and PM₁₀ represent fractions of particulate matter. Coarse particulate matter (PM₁₀) consists of particulate matter that is 10 microns or less in diameter, which is about 1/7 the thickness of a human hair. Major sources of PM₁₀ include crushing or grinding operations; dust stirred up by vehicles traveling on roads; wood-burning stoves and fireplaces; dust from construction, landfills, and agriculture; wildfires and brush/waste burning; industrial sources; windblown dust from open lands; and atmospheric chemical and photochemical reactions. Fine particulate matter (PM_{2.5}) consists of particulate matter that is 2.5 microns or less in diameter, which is roughly 1/28 the diameter of a human hair. PM_{2.5} results from fuel combustion (e.g., from motor vehicles and power generation and industrial facilities), residential fireplaces, and woodstoves. In addition, PM_{2.5} can be formed in the atmosphere from gases such as sulfur oxides (SO_x), NO_x, and VOCs.

PM_{2.5} and PM₁₀ pose a greater health risk than larger-size particles. When inhaled, these tiny particles can penetrate the human respiratory system's natural defenses and damage the respiratory tract. PM_{2.5} and PM₁₀ can increase the number and severity of asthma attacks, cause or aggravate bronchitis and other lung diseases,

and reduce the body's ability to fight infections. Very small particles of substances such as lead, sulfates, and nitrates can cause lung damage directly or be absorbed into the bloodstream, causing damage elsewhere in the body. Additionally, these substances can transport adsorbed gases such as chlorides or ammonium into the lungs, also causing injury. Whereas PM₁₀ tends to collect in the upper portion of the respiratory system, PM_{2.5} is so tiny that it can penetrate deeper into the lungs and damage lung tissue. Suspended particulates also damage and discolor surfaces on which they settle and produce haze and reduce regional visibility.

A number of adverse health effects have been associated with exposure to both PM_{2.5} and PM₁₀. For PM_{2.5}, short-term exposures (up to 24-hour duration) have been associated with premature mortality, increased hospital admissions for heart or lung causes, acute and chronic bronchitis, asthma attacks, emergency room visits, respiratory symptoms, and restricted activity days. These adverse health effects have been reported primarily in infants, children, and older adults with preexisting heart or lung diseases. In addition, of all of the common air pollutants, PM_{2.5} is associated with the greatest proportion of adverse health effects related to air pollution, both in the United States and worldwide based on the World Health Organization's Global Burden of Disease Project. Short-term exposures to PM₁₀ have been associated primarily with worsening of respiratory diseases, including asthma and chronic obstructive pulmonary disease, leading to hospitalization and emergency department visits (CARB 2017).

Long-term exposure (months to years) to PM_{2.5} has been linked to premature death, particularly in people who have chronic heart or lung diseases, and reduced lung function growth in children. The effects of long-term exposure to PM₁₀ are less clear, although several studies suggest a link between long-term PM₁₀ exposure and respiratory mortality. The International Agency for Research on Cancer published a review in 2015 that concluded that particulate matter in outdoor air pollution causes lung cancer (CARB 2017).

Lead. Lead in the atmosphere occurs as particulate matter. Sources of lead include leaded gasoline; the manufacturing of batteries, paints, ink, ceramics, and ammunition; and secondary lead smelters. Prior to 1978, mobile emissions were the primary source of atmospheric lead. Between 1978 and 1987, the phaseout of leaded gasoline reduced the overall inventory of airborne lead by nearly 95%. With the phaseout of leaded gasoline, secondary lead smelters, battery recycling, and manufacturing facilities are becoming lead-emissions sources of greater concern.

Prolonged exposure to atmospheric lead poses a serious threat to human health. Health effects associated with exposure to lead include gastrointestinal disturbances, anemia, kidney disease, and in severe cases, neuromuscular and neurological dysfunction. Of particular concern are low-level lead exposures during infancy and childhood. Such exposures are associated with decrements in neurobehavioral performance, including intelligence quotient (IQ) performance, psychomotor performance, reaction time, and growth. Children are highly susceptible to the effects of lead.

Sulfates. Sulfates are the fully oxidized form of sulfur, which typically occur in combination with metals or hydrogen ions. Sulfates are produced from reactions of SO₂ in the atmosphere and can result in respiratory impairment, as well as reduced visibility.

Vinyl Chloride. Vinyl chloride is a colorless gas with a mild, sweet odor, which has been detected near landfills, sewage plants, and hazardous waste sites, due to the microbial breakdown of chlorinated solvents. Short-term exposure to high levels of vinyl chloride in air can cause nervous system effects, such as dizziness, drowsiness, and headaches. Long-term exposure through inhalation can cause liver damage, including liver cancer (CARB 2023h).

Hydrogen Sulfide. Hydrogen sulfide is a colorless and flammable gas that has a characteristic odor of rotten eggs. Sources of hydrogen sulfide include geothermal power plants, petroleum refineries, sewers, sewage treatment plants, and stagnant runoff from clogged water basins. Exposure to hydrogen sulfide can result in nuisance odors, as well as headaches and breathing difficulties at higher concentrations.

Visibility-Reducing Particles. Visibility-reducing particles are any particles in the air that obstruct the range of visibility. Effects of reduced visibility can include obscuring the viewshed of natural scenery, reducing airport safety, and discouraging tourism. Sources of visibility-reducing particles are the same as for PM_{2.5}.

Volatile Organic Compounds. Hydrocarbons are organic gases that are formed from hydrogen and carbon and sometimes other elements. Hydrocarbons that contribute to formation of O₃ are referred to and regulated as VOCs (also referred to as reactive organic gases). Combustion engine exhaust, oil refineries, and fossil-fueled power plants are the sources of hydrocarbons. Other sources of anthropogenic and bio-pedogenic hydrocarbons include evaporation from petroleum fuels, solvents, dry cleaning solutions, and paint.

The primary health effects of VOCs result from the formation of O₃ and its related health effects. High levels of VOCs in the atmosphere can interfere with oxygen intake by reducing the amount of available oxygen through displacement. Carcinogenic forms of hydrocarbons, such as benzene, are considered TACs. There are no separate ambient air quality standards for VOCs as a group.

Non-Criteria Air Pollutants

Toxic Air Contaminants. A substance is considered toxic if it has the potential to cause adverse health effects in humans, including increasing the risk of cancer upon exposure, or acute and/or chronic non-cancer health effects. A toxic substance released into the air is considered a TAC. TACs are identified by federal and state agencies based on a review of available scientific evidence. In the state of California, TACs are identified through a two-step process that was established in 1983 under the Toxic Air Contaminant Identification and Control Act. This two-step process of risk identification and risk management and reduction was designed to protect residents from the health effects of toxic substances in the air. In addition, the California Air Toxics “Hot Spots” Information and Assessment Act, AB 2588, was enacted by the legislature in 1987 to address public concern over the release of TACs into the atmosphere. The law requires facilities emitting toxic substances to provide local air pollution control districts with information that will allow an assessment of the air toxics problem, identification of air toxics emissions sources, location of resulting hotspots, notification of the public exposed to significant risk, and development of effective strategies to reduce potential risks to the public over 5 years.

Examples include certain aromatic and chlorinated hydrocarbons, certain metals, and asbestos. TACs are generated by a number of sources, including stationary sources, such as dry cleaners, gas stations, combustion sources, and laboratories; mobile sources, such as automobiles; and area sources, such as landfills and oil and gas facilities. Adverse health effects associated with exposure to TACs may include carcinogenic (i.e., cancer-causing) and non-carcinogenic effects. Non-carcinogenic effects typically affect one or more target organ systems and may be experienced on either short-term (acute) or long-term (chronic) exposure to a given TAC.

Diesel Particulate Matter. Diesel particulate matter (DPM) is part of a complex mixture that makes up diesel exhaust. Diesel exhaust is composed of two phases, gas and particle, both of which contribute to health risks. More than 90% of DPM is less than 1 micrometer in diameter (about 1/70 the diameter of a human hair), and thus is a subset of PM_{2.5} (CARB 2023g). DPM is typically composed of carbon particles (“soot,” also called black carbon) and numerous organic compounds, including over 40 known cancer-causing organic substances. Examples of these

chemicals include polycyclic aromatic hydrocarbons, benzene, formaldehyde, acetaldehyde, acrolein, and 1,3-butadiene (CARB 2023g). The CARB classified “particulate emissions from diesel-fueled engines” (i.e., DPM) (17 CCR 93000) as a TAC in August 1998. DPM is emitted from a broad range of diesel engines: on-road diesel engines, including trucks, buses, and cars, and off-road diesel engines, including locomotives, marine vessels, and heavy-duty construction equipment, among others. Approximately 70% of all airborne cancer risk in California is associated with DPM (CARB 2000). To reduce the cancer risk associated with DPM, CARB adopted a diesel risk reduction plan in 2000 (CARB 2000). Because it is part of PM_{2.5}, DPM also contributes to the same non-cancer health effects as PM_{2.5} exposure. These effects include premature death; hospitalizations and emergency department visits for exacerbated chronic heart and lung disease, including asthma; increased respiratory symptoms; and decreased lung function in children. Several studies suggest that exposure to DPM may also facilitate development of new allergies (CARB 2023g). Those most vulnerable to non-cancer health effects are children, whose lungs are still developing, and older people, who often have chronic health problems.

Odorous Compounds. Odors are generally regarded as an annoyance or a quality of life impact, rather than a health hazard. Manifestations of a person’s reaction to odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache). The ability to detect odors varies considerably among the population and overall is quite subjective. People may have different reactions to the same odor. An odor that is offensive to one person may be perfectly acceptable to another (e.g., coffee roaster). An unfamiliar odor is more easily detected and is more likely to cause complaints than a familiar one. In a phenomenon known as odor fatigue, a person can become desensitized to almost any odor, and recognition may only occur with an alteration in the intensity. The occurrence and severity of odor impacts depend on the nature, frequency, and intensity of the source; wind speed and direction; microclimate; relative humidity; temperature; topography; and the sensitivity of receptors.

Sensitive Receptors

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. People most likely to be affected by air pollution include children, the elderly, athletes, and people with cardiovascular and chronic respiratory diseases. Facilities and structures where these air-pollution-sensitive people live or spend considerable amounts of time are known as sensitive receptors. Land uses where air-pollution-sensitive individuals are most likely to spend time include schools and schoolyards, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential communities (sensitive sites or sensitive land uses) (CARB 2005).

The SCAQMD identifies sensitive receptors as residences, schools, playgrounds, childcare centers, long-term healthcare facilities, rehabilitation centers, convalescent centers, and retirement homes (SCAQMD 1993). Of note, the proposed residential land uses are considered sensitive receptors to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present.

In addition to SCAQMD and CARB, the County has a definition for “sensitive uses” which adds shelters to the list of sensitive land uses (see “Sensitive Uses” in Section 4.3.1.1, Regulatory Setting, above, for the full definition). For the purposes of this Draft PEIR, in addition to the sensitive use types and receptors previously identified by SCAQMD and CARB, shelters are also being considered sensitive uses and/or receptors.

Background Health Risk

The SCAQMD conducted its first Multiple Air Toxics Exposure Study (MATES) in 1986 and 1987. The SCAQMD provided updates and expanded information in the MATES program as follows: MATES II (2000), MATES III (2008), MATES IV (2015), and MATES V (2021). MATES V includes a monitoring program, an updated emissions inventory of TACs, and a modeling effort to characterize risk across the SCAB. MATES V focuses on the carcinogenic risk from exposure to air toxics and includes an exploratory evaluation of chronic non-cancer health impacts, but it does not estimate mortality or other health effects from criteria air pollutant exposures. The key findings of MATES V are as follows (SCAQMD 2021):

- During the study period, the average SCAB cancer risk from air toxics based on the annual average levels calculated from the 10 monitoring sites data ranged from 585 to 842 per million. The carcinogenic risk from air toxics in the Basin is about 40% lower than the monitored average in MATES IV and 84% lower than the average in MATES II.
- Diesel exhaust was the key driver for air toxics risk, accounting for nearly 50% of the total air toxics risk estimated from monitoring. However, the average levels of diesel PM in MATES V are 53% lower at the 10 monitoring sites compared to MATES IV and 86% lower since MATES II based on monitored data. These reductions reflect recent and continued efforts by the District, CARB and US EPA, that reduce diesel PM emissions, especially from mobile sources.
- Model estimated air toxics risk showed an overall SCAB-wide reduction. The SCAB-wide estimated population-weighted risk was 54% lower in MATES V compared to MATES IV. Furthermore, the population-weighted cancer risk decreased by 57% in communities experiencing environmental injustices (EJ communities) overall compared to a 53% reduction in non-EJ communities.
- The chronic non-cancer health impacts monitoring data indicate that chronic non-cancer health impacts have decreased significantly since MATES III, however, the chronic hazard indices have remained similar at the fixed monitoring locations since MATES IV.

4.3.2 Environmental Impacts

4.3.2.1 Methodology

As described in Chapter 3, Project Description, the South Bay Area Plan is a policy document that does not include or propose any site-specific development that could directly result in construction or operational impacts to the environment (County of Los Angeles 2024). However, implementation of the South Bay Area Plan would encourage development in a manner consistent with the South Bay Area Plan, which would facilitate additional future development. Therefore, this Draft PEIR does not assess the site-specific construction and operation details of each future development within the Project area. Rather, it assesses the impacts associated with changes to existing land uses and the associated overall effects of buildout of the South Bay Area Plan through 2045, where reasonably foreseeable physical changes to the environment could occur. Analysis at a parcel or site-specific level was not conducted because, unless otherwise noted within this assessment, the actual locations of project development (and its chronologic sequence or concurrence) that may be implemented in the future are speculative.

Therefore, since specifics for construction and operation of future development under the proposed Project are not known, the California Emissions Estimator Model (CalEEMod) default values were assumed based on development land use type and size.

Construction Emissions

To determine if the Project, particularly the land-use changes that would provide for approximately 9,951 additional dwelling units, 12 additional accessory commercial units (ACUs) (net increase of 10,200 square feet of ACUs) and 775,519 square feet of commercial building square footage, would exceed the SCAQMD mass daily thresholds, a development scenario was modeled using CalEEMod Version 2022.1.⁷ For purposes of estimating Project emissions, construction is assumed to start in 2025 and have a duration of 20 years, reaching completion in December 2044. While construction specifics for buildout of the Project are not known, the analysis contained herein is based on the first full year of construction (2025), which is the estimated worst-case construction year because equipment and vehicle emission factors for later years would be slightly less due to more stringent standards for off-road equipment and heavy-duty trucks, as well as fleet turnover replacing older equipment and vehicles in later years. To estimate a single year of construction, the entire Project buildout land use quantities was scaled by 20-years of construction (i.e., five percent of total buildout) and then compressed to a one year period. CalEEMod default values for buildout of five percent of the Project was estimated to take approximately 1.5 years; therefore, corresponding construction equipment were multiplied by a factor of 1.5 to account for the compressed one year period (i.e., reducing schedule to one fifth and increasing intensity by multiplying the equipment by five). Worker and vendor trips were similarly multiplied by 1.5. CalEEMod default trip length values were used for the distances for all construction-related trips. The resulting one year construction assumptions are provided for each year of construction (duration of phases is approximate):

- Demolition: 12 days
- Site Preparation: 7 days
- Grading: 19 days
- Building Construction: 193 days
- Paving: 14 days
- Application of Architectural Coatings: 14 days

While only one phase of each type of construction activity is included in the model run, it is anticipated that this model scenario would include construction activity at more than one site within the Project area. Not all future development would require all the construction phases assumed above; however, the following six default CalEEMod construction phases were included to present the potential range of emissions and capture a potential maximum daily and annual scenario: demolition, site preparation, grading, building construction, paving, and architectural coating. For example, due to the developed nature of most parcels in the Project area, many future projects may only require a demolition phase (of existing buildings and asphalt pavement) and minor site preparation phase prior to building construction, while some future projects may require renovation, which would be less intensive (and therefore, less polluting) than a full reconstruction of a development site. In addition, some future projects may not require any demolition, but would require site preparation and/or grading to prepare the

⁷ For the purpose of criteria air pollutant modeling, the anticipated buildout of the Project was assumed to be approximately 9,951 additional dwelling units, 12 additional accessory commercial units (ACUs) (net increase of 10,200 square feet of ACUs) and 775,519 square feet of commercial building square footage. Since completion of the criteria air pollutant modeling, the anticipated buildout of the Project has been revised to approximately 9,853 additional dwelling units (representing a reduction of approximately 98 dwelling units), 10,200 additional square feet of ACUs (no change), and 777,697 additional square feet of commercial use (representing an increase of approximately 2,178 square feet). A dwelling unit is assumed to be approximately 1,000 square feet, on average. Therefore, since completion of the criteria air pollutant modeling, the net total buildout for the Project has been reduced by approximately 95,822 square feet. Operational criteria air pollutant emissions from the Project have a linear correlation with the total buildout of the Project. Thus, because the total anticipated building square footage of the Project has decreased, criteria air pollutants would also decrease compared to what is shown in this analysis. Therefore, this analysis provides a conservative estimate of potential criteria air pollutants emissions as a result of the Project.

site for development. To conservatively estimate emissions from demolition, it was assumed that 100% of the potential residential and commercial space would require demolition of existing structures. Due to the speculative nature of the amount of asphalt paving associated with potential future development, VOC off-gassing from asphalt pavement application is not included in the emissions estimates; however, paving phase emissions associated with paving equipment and vehicle trips are captured. Grading quantities are currently not identified; grading is anticipated to be minimal within the Project area because the Project area is generally built out, and therefore, it is likely that the majority of grading for the Project area took place during initial building development. Additionally, the majority of sites proposed to be redesignated to accommodate additional housing would have realistic dwelling unit capacities of less than 10 additional units⁸ and would therefore not be likely to require the construction of any subterranean parking facilities or other built-environment features requiring substantial grading activities. However, to capture potential haul truck trips during the grading phase, it was assumed that 10,000 cubic yards would be exported during the site preparation and grading phases for the one year construction scenario.

The construction equipment mix and vehicle trips used for estimating the Project-generated construction emissions are shown in Table 4.3-4, Construction Scenario Assumptions. For the analysis, it was assumed that heavy construction equipment would be operating at the site 5 days per week (22 days per month) during proposed Project construction.⁹

Table 4.3-4. Construction Scenario Assumptions

Construction Phase	One-Way Vehicle Trips			Equipment		
	Average Daily Worker Trips	Average Daily Vendor Truck Trips	Total Haul Truck Trips	Equipment Type	Quantity	Usage Hours
Demolition	24	0	9,207	Concrete/industrial saws	2	8
				Excavators	5	8
				Rubber-tired dozers	3	8
Site Preparation	27	0	337	Rubber-tired dozers	5	8
				Tractors/loaders/backhoes	6	8
Grading	30	0	914	Excavators	3	8
				Graders	2	8
				Rubber-tired dozers	2	8
				Scrapers	3	8
				Tractors/loaders/backhoes	3	8
Building construction	558	90	0	Cranes	2	7
				Forklifts	5	8
				Generator sets	2	8
				Tractors/loaders/backhoes	5	7
				Welders	2	8
Paving	24	0	0	Pavers	3	8
				Paving equipment	3	8

⁸ The average size of parcels subject to proposed land use changes is 0.2-acre with an average realistic (i.e., 80%) buildout capacity of 5 additional dwelling units per parcel.

⁹ As shown in Table 4.3-4, most equipment was assumed to operate for up to 8 hours per day. In reality, it is anticipated that equipment would be used for less than 8 hours a day when considering mandated worker breaks and that equipment would only be operated when needed; in addition, it is anticipated that the construction areas are within infill areas, and that not every piece of equipment could be in operation at the same time. Therefore, the equipment usage hours are anticipated to be conservative.

Table 4.3-4. Construction Scenario Assumptions

Construction Phase	One-Way Vehicle Trips			Equipment		
	Average Daily Worker Trips	Average Daily Vendor Truck Trips	Total Haul Truck Trips	Equipment Type	Quantity	Usage Hours
				Rollers	3	8
Architectural coating	111	0	0	Air compressors	2	8

Notes: See Appendix D, Air Quality and Greenhouse Gas Emissions Modeling, for details.

Any future construction resulting from implementation of the Project would be required to comply with SCAQMD Rule 403 to control dust emissions during any dust-generating activities. SCAQMD Rule 403 requires implementation of various best available fugitive dust control measures for all construction activity sources within its jurisdictional boundaries. Dust control measures include, but are not limited to, maintaining stability of soil through pre-watering of site prior to clearing, grubbing, cut and fill, and earth-moving activities; stabilizing soil during and immediately after clearing, grubbing, cut and fill, and other earth-moving activities; stabilizing backfill during handling and at completion of activity; and pre-watering material prior to truck loading and ensuring that freeboard exceeds 6 inches. While SCAQMD Rule 403 requires fugitive dust control beyond watering control measures, compliance with Rule 403 is represented in CalEEMod by assuming twice daily watering of active sites (55% reduction in PM₁₀ and PM_{2.5} [CAPCOA 2021]).

Operational Emissions

To determine if the Project would exceed the SCAQMD mass daily emission thresholds, the full future potential buildout of the Project, including a net increase of 9,951 dwelling units, 12 ACUs (10,200 square feet), and 775,519 square feet of commercial building square footage was modeled using CalEEMod Version 2022.1¹⁰. An operational year of 2045 was assumed to provide an estimate of emissions of the anticipated buildout of development.

Area Sources

CalEEMod was used to estimate operational emissions from area sources, including emissions from hearths, consumer product use, architectural coatings, and landscape maintenance equipment. Emissions associated with natural gas usage in space heating, water heating, and stoves are calculated in the building energy use module of CalEEMod, as described in the following text.

It is assumed that any future residential development resulting from implementation of the proposed Project would not include woodstoves or wood-burning fireplaces, per SCAQMD Rule 445. SCAQMD Rule 445, Wood Burning

¹⁰ As previously discussed, for the purpose of criteria air pollutant modeling, the anticipated buildout of the Project was assumed to be approximately 9,951 additional dwelling units, 12 additional ACUs (net increase of 10,200 square feet of ACUs) and 775,519 square feet of commercial building square footage. Since completion of the criteria air pollutant modeling, the anticipated buildout of the Project has been revised to approximately 9,853 additional dwelling units (representing a reduction of approximately 98 dwelling units), 10,200 additional square feet of ACUs (no change), and 777,697 additional square feet of commercial use (representing an increase of approximately 2,178 square feet). A dwelling unit is assumed to be approximately 1,000 square feet, on average. Therefore, since completion of the criteria air pollutant modeling, the net total building square footage for the Project has been reduced by approximately 95,822 square feet. Operational criteria air pollutant emissions from the Project have a linear correlation with the total buildout of the Project. Thus, because the total anticipated building square footage of the Project has decreased, criteria air pollutants would also decrease compared to what is shown in this analysis. Therefore, this analysis provides a conservative estimate of potential criteria air pollutants emissions as a result of the Project.

Devices, states that “no person shall permanently install a wood-burning device into any new development” (SCAQMD 2020). Exemptions to SCAQMD Rule 445 include where there is no existing infrastructure for natural gas service within 150 feet of the property line or those 3,000 or more feet above mean sea level; however, given the developed nature of the Project area and the availability of existing natural gas utility infrastructure, these exemptions are not anticipated to be common for the parcels subject to propose land use changes.

Consumer products are chemically formulated products used by household and institutional consumers, including detergents; cleaning compounds; polishes; floor finishes; cosmetics; personal care products; home, lawn, and garden products; disinfectants; sanitizers; aerosol paints; and automotive specialty products. Other paint products, furniture coatings, or architectural coatings are not considered consumer products (CAPCOA 2021). Consumer product VOC emissions are estimated in CalEEMod based on the floor area of residential buildings and on the default factor of pounds of VOC per building square foot per day.

VOC off-gassing emissions result from evaporation of solvents contained in surface coatings such as in paints and primers used during building maintenance. CalEEMod calculates the VOC evaporative emissions from application of residential surface coatings based on the VOC emission factor, the building square footage, the assumed fraction of surface area, and the reapplication rate. The VOC emission factor is based on the VOC content of the surface coatings and CalEEMod default values, which include 50 grams per liter VOC for residential interior and exterior surfaces. SCAQMD’s Rule 1113 (Architectural Coatings) would govern the VOC content for interior and exterior coatings.¹¹ The CalEEMod default reapplication rate of 10% of area per year is assumed.

Landscape maintenance includes fuel combustion emissions from equipment such as lawn mowers, rototillers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers. The emissions associated from landscape equipment use are estimated based on CalEEMod default values for emission factors (grams per residential dwelling unit per day) and number of summer days (when landscape maintenance would generally be performed) and winter days.

Energy Sources

As represented in CalEEMod, energy sources include emissions associated with building electricity and natural gas usage. Electricity use would contribute indirectly to criteria air pollutant emissions; however, the emissions from electricity use are only quantified for greenhouse gas emissions in CalEEMod, since criteria pollutant emissions would occur at the site of power plants. However, natural gas combustion would occur within the Project area itself, in association with equipment that uses natural gas. As such, its use within the Project area is estimated and modeled in CalEEMod. The natural gas use from residential land uses is calculated in CalEEMod based on the Residential Appliance Saturation Study. For nonresidential buildings, CalEEMod energy intensity values (natural gas usage per square foot per year) assumptions were based on the California Commercial End-Use Survey database. CalEEMod default values for energy consumption assume compliance with the 2019 Title 24 Building Energy Efficiency Standards.

Mobile Sources

Mobile sources for the development scenario would primarily be motor vehicles (automobiles and light-duty trucks) traveling to and from the parcels developed. Motor vehicles may be fueled with gasoline, diesel, or alternative fuels.

¹¹ SCAQMD Rule 1113 includes a 50 grams per liter VOC content limit for both flat and non-flat coatings, which are the most common coatings for interior and exterior paint applications. Accordingly, the CalEEMod default values applied are generally consistent with the air district architectural coating rules.

The default vehicle mix provided in CalEEMod 2022.1, which is based on CARB’s Mobile Source Emissions Inventory model (EMFAC) version 2021, was applied for all land use types. Emission factors representing year 2045 were used to estimate emissions associated with the final buildout year associated with implementation of the Project.

Applied trip generation rates for the buildout development scenario are based on the traffic data provided in Section 4.17, Transportation, of this Draft PEIR and Institute of Transportation Engineers (ITE) 11th edition trip rates for the proposed land uses. Mid-rise apartments were assumed for all residential land uses. Multifamily units proposed in both general urban/sub-urban and dense multi-use urban areas were used since some of the sites would be developed with a higher density with higher accessibility to transit and/or proximity to employment centers.

4.3.2.2 Thresholds of Significance

In accordance with the County’s Environmental Checklist Form (Initial Study) and Appendix G of the State CEQA Guidelines, the applicable thresholds of significance with regard to air quality are listed below. A project may have a significant impact if it would:

- Threshold 4.3-1:** Conflict with or obstruct implementation of the applicable air quality plan.
- Threshold 4.3-2:** Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).
- Threshold 4.3-3:** Expose sensitive receptors to substantial pollutant concentrations.
- Threshold 4.3-4:** Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

Appendix G of the CEQA Guidelines (14 CCR 15000 et seq.) indicates that, where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to determine whether the Project would have a significant impact on air quality. The County uses the SCAQMD thresholds, in accordance with SCAQMD CEQA Air Quality Handbook, Air Quality Analysis Guidance Handbook, and their guidance, to evaluate the potential air quality impacts associated with Project implementation.

SCAQMD has established Air Quality Significance Thresholds, as revised in March 2023, that set forth quantitative emission significance thresholds below which a project would not have a significant impact on ambient air quality, as shown in Table 4.3-5 (SCAQMD 2023b).

Table 4.3-5. SCAQMD Air Quality Significance Thresholds

Criteria Pollutants Mass Daily Thresholds		
Pollutant	Construction (pounds per day)	Operation (pounds per day)
VOCs	75	55
NO _x	100	55
CO	550	550
SO _x	150	150
PM ₁₀	150	150

Table 4.3-5. SCAQMD Air Quality Significance Thresholds

Criteria Pollutants Mass Daily Thresholds		
PM _{2.5}	55	55
Lead ^a	3	3
TACs and Odor Thresholds		
TACs ^b	Maximum incremental cancer risk ≥ 10 in 1 million Cancer Burden > 0.5 excess cancer cases (in areas ≥ 1 in 1 million) Chronic and acute hazard index ≥ 1.0 (project increment)	
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402	
Ambient Air Quality Standards for Criteria Pollutants ^c		
NO ₂ 1-hour average NO ₂ annual arithmetic mean	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 0.18 ppm (state) 0.030 ppm (state) and 0.0534 ppm (federal)	
CO 1-hour average CO 8-hour average	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 20 ppm (state) and 35 ppm (federal) 9.0 ppm (state/federal)	
PM ₁₀ 24-hour average PM ₁₀ annual average	10.4 $\mu\text{g}/\text{m}^3$ (construction) ^d 2.5 $\mu\text{g}/\text{m}^3$ (operation) 1.0 $\mu\text{g}/\text{m}^3$	
PM _{2.5} 24-hour average	10.4 $\mu\text{g}/\text{m}^3$ (construction) ^d 2.5 $\mu\text{g}/\text{m}^3$ (operation)	

Source: SCAQMD 2023b.

Notes: SCAQMD = South Coast Air Quality Management District; VOC = volatile organic compounds; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM₁₀ = coarse particulate matter; PM_{2.5} = fine particulate matter; TAC = toxic air contaminant; NO₂ = nitrogen dioxide; ppm = parts per million by volume; $\mu\text{g}/\text{m}^3$ = micrograms per cubic meter.

^a The phaseout of leaded gasoline started in 1976. Since gasoline no longer contains lead, the Project is not anticipated to result in impacts related to lead; therefore, it is not discussed in this analysis.

^b TACs include carcinogens and noncarcinogens.

^c Ambient air quality standards for criteria pollutants are based on SCAQMD Rule 1303, Table A-2, unless otherwise stated.

^d Ambient air quality threshold are based on SCAQMD Rule 403.

The phasing out of leaded gasoline started in 1976. As gasoline no longer contains lead, the development of the Project is not anticipated to result in impacts related to lead; therefore, it is not discussed in this analysis.

Threshold 4.3-1

The evaluation of whether the Project would conflict with or obstruct implementation of the applicable SCAQMD AQMP is based on the SCAQMD CEQA Air Quality Handbook (SCAQMD 1993), Chapter 12, Sections 12.2 and 12.3. The first criterion assesses whether the potential future development of the additional 9,951 dwelling units, 12 ACUs (10,200 building square feet), and 775,519 square feet of commercial building square footage would result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, which

is addressed in detail under Threshold 4.3-2.¹² The second criterion is whether implementation of the Project would exceed the assumptions in the SCAQMD AQMP or increments based on the year of buildout.

Threshold 4.3-2

By its nature, air pollution is largely a cumulative impact. However, project-level thresholds of significance for criteria pollutants are used in the determination of whether a project's individual emissions would have a cumulatively considerable contribution on air quality. If the Project's emissions would exceed the applied significance thresholds, it would have a cumulatively considerable contribution. Conversely, if the emissions from Project implementation do not exceed the project-specific thresholds, it is generally not considered to result in a cumulatively significant impact (SCAQMD 2003a). Accordingly, to evaluate the potential for the Project to result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state AAQS, this analysis applies SCAQMD's criteria pollutants thresholds, as shown in Table 4.3-5, above.

Threshold 4.3-3

For project-level projects, the SCAQMD recommends a localized significance threshold (LST) analysis to evaluate the potential of localized air quality impacts to sensitive receptors in the immediate vicinity of a proposed project from construction and operation; however, an operational LST analysis is only applicable to land uses with on-site emission sources and is generally not applicable to residential land uses as they do not include substantial on-site sources of localized emissions. The LST methodology was developed to be used as a tool to assist lead agencies to analyze localized impacts associated with project-level impacts. However, the LSTs are applicable to projects at the project-specific level and are not applicable to regional projects, such as General Plans or the proposed Project, as specific discretionary projects have not been detailed at this time for the proposed Project. Accordingly, the application of the LSTs, which is voluntary, is not provided herein due to the applicability of LSTs on a site-by-site basis.

Traffic-congested roadways and intersections have the potential to generate localized high levels of CO. Localized areas where ambient concentrations exceed federal and/or state standards for CO are termed "CO hotspots." The transport of CO is extremely limited, as it disperses rapidly with distance from the source. However, under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthy levels, affecting sensitive receptors. The assessment of the potential for the proposed Project to result in a CO hotspot is based on comparison to the SCAQMD 2003 AQMP CO hotspot analysis.

The assessment of the Project's potential to expose sensitive receptors to substantial pollutant concentrations also includes a qualitative evaluation regarding exposure to TACs from construction and operation (and associated health risk) of future development accommodated as a result of the Projects proposed land use changes.

¹² As previously discussed, for the purpose of criteria air pollutant modeling, the anticipated buildout of the Project was assumed to be approximately 9,951 additional dwelling units, 12 additional ACUs (net increase of 10,200 square feet of ACUs) and 775,519 square feet of commercial building square footage. Since completion of the criteria air pollutant modeling, the anticipated buildout of the Project has been revised to approximately 9,853 additional dwelling units (representing a reduction of approximately 98 dwelling units), 10,200 additional square feet of ACUs (no change), and 777,697 additional square feet of commercial use (representing an increase of approximately 2,178 square feet). A dwelling unit is assumed to be approximately 1,000 square feet, on average. Therefore, since completion of the criteria air pollutant modeling, the net total building square footage for the Project has been reduced by approximately 95,822 square feet. Operational criteria air pollutant emissions from the Project have a linear correlation with the total buildout of the Project. Thus, because the total anticipated building square footage of the Project has decreased, criteria air pollutants would also decrease compared to what is shown in this analysis. Therefore, this analysis provides a conservative estimate of potential criteria air pollutants emissions as a result of the Project.

Threshold 4.3-4

The potential for the Project to result in other emissions, specifically an odor impact (CEQA Guidelines, Appendix G, Threshold 4), is based on the Project's land-use types and anticipated construction activity, and the potential for the Project to create an odor nuisance pursuant to SCAQMD Rule 402.

4.3.2.3 Land Use Changes, Goals, and Policies

As discussed in Section 3.3.3, Project-Related Growth, in Chapter 3, Project Description of this Draft PEIR, implementation of the Project would encourage future development in a manner consistent with the South Bay Area Plan (County of Los Angeles 2023), which would facilitate additional residential, commercial, and mixed-use development based on the following:

1. The Project would redesignate parcels within the Project-area communities of Alondra Park/El Camino Village, Del Aire/Wiseburn, Lennox, La Rambla, and West Carson to allow for 9,853 additional dwelling units, which would result in approximately 30,745 additional Project-area residents. Under existing conditions, the sites affected are primarily designated as residential or commercial, and nearly all are occupied by existing development. The proposed General Plan land use redesignations are illustrated in the following figures in Chapter 3, Project Description, of this Draft PEIR: Figure 3-1a, Proposed General Plan Land Use, Alondra Park/El Camino Village; Figure 3-1b, Proposed General Plan Land Use, Del Aire/Wiseburn; Figure 3-1d, Proposed General Plan Land Use, La Rambla; Figure 3-1e, Proposed General Plan Land Use, Lennox; and Figure 3-1f, Proposed General Plan Land Use, West Carson.
2. The Project would allow for the development of ACUs on corner lots in residentially zoned areas as an accessory use to a primary residence within the Project area. It is projected that approximately 12 residentially-zoned corner lots in the Project area may develop ACUs, which would generate approximately 23 new jobs. For a distribution of the residential zones within the Project area where ACUs would be permitted on corner lots, please refer to the following figures in Chapter 2, Environmental Setting of this Draft PEIR: Figure 2-4a, Existing Zoning, Alondra Park/El Camino Village; Figure 2-4b, Existing Zoning, Del Aire/Wiseburn; Figure 2-4c, Existing Zoning, Hawthorne Island; Figure 2-4d, Existing Zoning, La Rambla; Figure 2-4e, Existing Zoning, Lennox; Figure 2-4f, Existing Zoning, West Carson; and Figure 2-4g, Existing Zoning, Westfield/Academy Hills.
3. The Project would redesignate parcels in the communities of Alondra Park/El Camino Village, Del Aire/Wiseburn, Lennox, La Rambla, and West Carson to facilitate new commercial development. In total, these proposed land use changes would facilitate approximately 777,697 square feet of additional commercial use and 1,417 new employees.

The South Bay Area Plan's areawide and community-specific goals and policies presented below are tailored towards the unique geographic, demographic, and social diversity in the unincorporated communities of the South Bay Planning Area and are consistent with the Los Angeles County General Plan goals and policies applicable to the topic of air quality listed in Section 4.3.1.1 above.

Areawide Goals and Policies

Policy LU 3.3

Residential Trees. Encourage drought-tolerant landscaping and trees within residential uses' front yards to enhance greening and encourage low-impact development.

Policy LU 4.1	Community-Serving Uses. Incentivize new development that promote community-serving uses and amenities, such as publicly accessible open spaces and amenities, and trees.
Goal LU 5	Industrial and commercial uses are good neighbors and minimize negative impacts on the environment and proximate uses.
Policy LU 5.1	Mitigating Commercial and Industrial Impacts. Ensure that design treatments, such as noise buffers, screening, building orientation, and parking/loading locations, are incorporated into commercial and industrial development to minimize negative impacts on sensitive uses and surrounding neighborhoods.
Policy LU 5.3	Landscape Buffers. Require landscape buffers and screening for industrial uses abutting residential uses, including buffered landscape strips, trees, and/or walls.
Goal LU 6	Ensure the responsible development and maintenance of industrial areas so they are clean, safe, and aesthetically pleasing.
Policy LU 6.1	Jurisdictional Collaboration. Partner with neighboring jurisdictions to mitigate the negative impacts associated with industrial uses in areas adjacent to the unincorporated communities and develop solutions for future smart industrial growth.
Policy M 1.2	Sidewalk Amenities. Encourage consistent placement of street trees, pedestrian-scaled lighting, and wayfinding signage along key corridors to enhance the pedestrian experience and support the creation of complete corridors.
Goal COSE 1	Compact development patterns that reduce urban sprawl and incorporates urban greening.
Policy COSE 1.1	Sustainable Land Use and Transportation. Continue to support integrated land use and transportation planning practices that facilitate higher density and mixed-use environments with active transportation and transit infrastructure to reduce automobile dependence.
Goal COSE 4	A resilient Planning Area that integrates sustainable methods and techniques throughout open spaces, streetscapes, and other elements of the built environment.
Goal COSE 4.2	Climate-Resilience. Foster the design of climate-resilient streetscapes and outdoor public facilities that provide active and passive programmable environments for residents in the SBAP communities.
Policy COSE 4.5	Trees and Shade. Provide shade within parks and open spaces through covered outdoor structures, when possible, and additional tree plantings.

Goal M 3	A mobility system that is supported by sustainable planning practices and Infrastructure investments that promote health and climate resilience, as well as innovative mobility options.
Policy M 3.3	Zero-Emission Transportation Modes. Support shifts to lower- or zero-emission travel modes for local trips within the Planning Area to reduce GHGs and promote resiliency.
Policy M 3.4	Expanded Access to Micro-transit. Support expanded access to alternative transit modes, including micro-transit and other flexible, on-demand alternative transit options, to supplement existing transit needs and improve access to community destinations, residential areas, and mobility hubs, particularly for aging populations, areas not well-served by fixed transit routes, and disproportionately affected communities.
Policy M 3.5	Truck Traffic Impacts. Support programs that mitigate health and environmental quality impacts of industrial uses and the goods movement industry, including trucking, and logistics/warehousing uses in unincorporated communities and adjacent jurisdictions. Mitigate negative impacts such as increased congestion, conflicts and collisions between different travel modes, active transportation barriers, air quality, and other impacts on disproportionately affected communities.
Goal M 4	Complete and safe transportation networks and corridors that support walking, biking, and non-motorized trips to access housing, destinations, and amenities.
Policy M 4.2	Accessible Destinations. Prioritize mobility improvements that link housing, transit, schools, parks, and other key public facilities, amenities, and destinations within the Planning Area communities.
Policy M 4.3	Close Network Gaps. Support mobility system enhancements that close identified transit and active transportation gaps, creating a cohesive and continuous network for bikers, rollers, pedestrians, and equestrians. Prioritize locations with higher concentrations of collisions as identified by the County’s Vision Zero Action Plan.
Policy PS 3.5	Public-Private Partnerships. Promote the development of new green infrastructure projects through public-private partnerships, ensuring they align with sustainable practices and meet the evolving needs of the community.

Community-Specific Goals and Policies

Alondra Park/El Camino Village

Policy 1.1	Mixed Use Development. Support new mixed-use development along Crenshaw Boulevard to enable additional housing opportunities with commercial uses and amenities to serve residents.
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Policy 1.2 Incremental Infill. Explore incremental infill development approaches along Crenshaw Boulevard north of Marine Avenue where parcel sizes are larger and more conducive for redevelopment to preserve existing businesses or facilitate the integration of legacy businesses in new developments.

Del Aire

Goal 1 New residential and mixed-use opportunities that are in proximity to high-frequency transit with supportive services and amenities.

Policy 1.1 Missing Middle Housing. Facilitate “Missing Middle” housing in the form of triplexes, quadplexes, and garden-style development in proximity to the Metro C Line Aviation/LAX Station to increase transit-accessible housing options.

Policy 1.2 Appropriate Scale. Establish height maximums for new mixed-use developments along Inglewood Avenue that are appropriate based on existing building height and neighboring low-scale residences.

Policy 1.5 Mixed-Use Development. Encourage mixed-use development along Aviation Blvd. with ground floor locally serving retail, restaurants, grocery, businesses, and community-serving uses. Goal 2 Improved access and connectivity within Del Aire, including to/from the LAX/Aviation station.

Hawthorne Island

Goal 1 Well-designed, mixed-use Crenshaw Boulevard that balances preserving the existing commercial character while promoting “gentle density.”

Policy 1.1 Mixed Use Development. Encourage mixed-use development along Crenshaw Boulevard that prioritize housing through incentives, such as increased height maximums.

La Rambla

Goal 1 A vibrant community that creates opportunities for a mix of uses that benefit the community and create defined places.

Policy 1.1 Mixed Use Development. Encourage mixed-use development at the intersection of 1st Street and Bandini Avenue with ground floor locally serving retail, businesses, community-serving uses and amenities in walkable proximity to existing residential.

Policy 1.2 Mixed-Use Medical Hub. Support a mix of uses that complement the existing cluster of medical-oriented uses along 6th Street.

Lennox

Goal 1	Enhanced Hawthorne and Lennox Boulevards that balance preserving commercial character and promoting “gentle density” to create well-designed, mixed-use places.
Policy 1.1	Mixed-Use Development. Encourage mixed-use developments along Hawthorne and Lennox Boulevards.
Goal 3	Lennox has multi-modal, mixed-use, and complete corridors.
Goal 5	A healthy community with a resilient workforce, where community histories are acknowledged and addressed.
Policy 5.1	Environmental Justice. Continue to explore ways to address existing environmental justice issues due to the proximity of LAX and other large-scale transportation infrastructure, such as noise pollution, poor air quality, and traffic congestion which impact community health and well-being.

West Carson

Policy 1.1	Mixed-Use Development. Encourage mixed-use developments along Hawthorne and Lennox Boulevards.
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Wiseburn

Policy 1.1	Mixed Use Development. Support new mixed-use development along Inglewood Avenue to enable additional housing opportunities with commercial uses and amenities to serve residents.
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4.3.2.4 Impact Analysis

Threshold 4.3-1 Would the project conflict with or obstruct implementation of the applicable air quality plan?

Significant and Unavoidable Impact. For the reasons discussed below, even with implementation of MM-4.3-1 and MM-4.3-2, the Project could conflict with or obstruct implementation of the applicable air quality plan, and impacts would be significant and unavoidable.

The Project area is within the jurisdiction of the SCAQMD, as detailed above. The applicable air quality plan for the Project area is the SCAQMD’s 2022 AQMP. The regional emissions inventory for the SCAB is compiled by the SCAQMD and SCAG. The SCAQMD has established criteria for determining consistency with the AQMP in Chapter 12, Sections 12.2 and 12.3 of the SCAQMD’s CEQA Air Quality Handbook (SCAQMD 1993). The criteria are as follows:

- **Consistency Criterion No. 1:** The Project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay the timely attainment of air quality standards of the interim emissions reductions specified in the AQMP.
- **Consistency Criterion No. 2:** The Project will not exceed the assumptions in the AQMP or increments based on the year of Project buildout and phase.

Regarding Consistency Criterion No.1, the response to Threshold 4.3-2, below, evaluates the potential for the Project to violate any air quality standard or contribute substantially to an existing or projected air quality violation, which applies the SCAQMD mass daily construction and operational thresholds.

As discussed below, based on the 5 percent construction scenario discussed in Section 4.3.2.1, it was determined that construction of future development projects from implementation of the Project could potentially exceed the SCAQMD mass daily construction thresholds for VOC and NO_x, as shown in Table 4.3-6, below. In addition, the operation of any future development projects, as allowed by the Project, could exceed the SCAQMD mass daily operational thresholds for VOC, NO_x, CO, PM₁₀, and PM_{2.5}, for full operational buildout of the Project and for a combined construction and operational scenario, as detailed in Table 4.3-7, below.

All future projects would be required to adhere to all existing regulations to protect air quality which include, but are not limited to:

- The California Airborne Toxics Control Measure (Title 13, Section 2485 of the California Code of Regulations [CCR]), which requires that construction contractors shall minimize equipment idling times either by shutting equipment off when not in use or reducing the maximum idling time to five minutes;
- The County's Grading Permit Procedures, which requires that all grading meeting specified criteria; and
- The most recent California Green Building and Standards Code (CALGreen).

Nonetheless, because the total anticipated development associated with implementation of the South Bay Area Plan could potentially exceed the SCAQMD mass daily regional thresholds, even with implementation of mitigation measures MM-4.3-1 and MM-4.3-2 and compliance with existing regulations, the Project could potentially result in an increase in the frequency or severity of existing air quality violations. As such, the Project would conflict with Consistency Criterion No. 1 of the SCAQMD CEQA Air Quality Handbook.

Regarding Consistency Criterion No. 2, while striving to achieve the NAAQS for O₃ and PM_{2.5} and the CAAQS for O₃, PM₁₀, and PM_{2.5} through a variety of air quality control measures, the 2022 AQMP also accommodates planned growth in the SCAB. Projects are considered consistent with and would not conflict with or obstruct implementation of the 2022 AQMP, if the growth in socioeconomic factors (e.g., population, employment) is consistent with the underlying regional plans used to develop the AQMP (per Consistency Criterion No. 2 of the SCAQMD CEQA Air Quality Handbook).

The SCAQMD primarily uses demographic growth forecasts for various socioeconomic categories (e.g., population, housing, employment by industry) developed by the SCAG for its RTP/SCS (SCAG 2020), which is based on general plans for cities and counties in the SCAB, for the development of the AQMP emissions inventory (SCAQMD 2022a). The SCAG 2022 RTP/SCS, and associated Regional Growth Forecast, are generally consistent with the local plans; therefore, the 2022 AQMP is generally consistent with local government plans. While no specific development projects are proposed at this time, implementation of the Project would facilitate additional population growth, additional housing units, and an increase in density of commercial space within the Project area. Changes in the population, housing, or employment growth projections associated with the Project have the potential to affect SCAG's demographic projections, and therefore, the assumptions of the SCAQMD's AQMP. However, development that occurs from implementation of the Project would be consistent with SCAG's regional goals of providing infill housing, improving the jobs-to-housing balance, and integrating land uses near major transportation corridors. More specifically, the South Bay Area Plan includes areawide and community-specific goals and policies to support these regional goals, and in turn, improve air quality, including Goal COSE 1, Policy COSE 1.1, Goal M 3, and Goal M 4. These goals and policies are related to planning for transit-oriented districts, reducing urban sprawl, and

sustainable land use and transportation planning. Refer to Section 4.3.2.3, Land Use Changes, Goals, and Policies, of this Draft PEIR for a more detailed list. Implementation of these goals and policies would help reduce vehicle miles traveled (VMT).

However, even with the South Bay Area Plan goals and policies that are consistent with and support the SCAG's RTP/SCS goals and policies, it is anticipated that Project implementation could potentially exceed the growth forecasts and change the underlying land use assumptions utilized in the 2022 AQMP. As such the Project would conflict with Consistency Criterion No.2 of the SCAQMD CEQA Air Quality Handbook.

As previously described above in Section 4.3.2.3, Land Use Changes, Goals, and Policies, while the Project consists of a policy document that does not propose any direct development, the Project's proposed land use changes would allow for greater densities than are currently allowed within the Project area. Additionally, approval of the Project would not provide any goals, policies, or programs that would significantly conflict with or obstruct implementation of the applicable air quality plan. However, future development resulting from implementation of the Project has the potential to exceed the SCAQMD's criteria pollutant mass daily thresholds for construction and operations. Therefore, the Project would conflict with Consistency Criterion No. 1. Additionally, the Project would conflict with Consistency Criterion No. 2, as implementation of the Project could exceed the demographic growth forecasts in the SCAG 2020 RTP/SCS. Therefore, Mitigation Measure (MM)-4.3-1 and MM-4.3-2 are included to reduce air quality impacts for short-term construction and operational emissions. However, these measures do not ensure that all impacts from future development projects would be mitigated to a level of less than significant. Future non-discretionary projects that would be implemented under the South Bay Area Plan would be subject to the federal, state and local regulations mentioned above; however, these non-discretionary projects would not necessarily be subject to CEQA review, additional environmental assessments, or mitigation measures. As such, even with implementation of existing regulations, applicable South Bay Area Plan goals and policies, and MM-4.3-1 and MM-4.3-2, potential impacts related to the Project's potential to conflict with or obstruct implementation of the applicable air quality plan would be significant and unavoidable.

Threshold 4.3-2 Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Significant and Unavoidable Impact. For the reasons discussed below, even with the implementation of MM-4.3-1 and MM-4.3-2, the Project could 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, and impacts would be significant and unavoidable.

Construction Emissions

Construction activities resulting from potential future projects developed under Project implementation would result in the temporary addition of pollutants to the local airshed caused by on-site sources (i.e., off-road construction equipment, soil disturbance, and VOC off-gassing from architectural coatings and asphalt pavement application) and off-site sources (i.e., on-road haul trucks, delivery trucks, and worker vehicle trips). Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation, and, for dust, the prevailing weather conditions. Therefore, such emissions levels can only be estimated, with a corresponding uncertainty in precise ambient air quality impacts.

While the exact number and timing of individual development projects and infrastructure improvements that could occur as a result of implementation of the Project are unknown at this time, construction activities associated with future development facilitated by the Project would generate criteria air pollutant emissions from the on- and off-site sources described above. Entrained dust results from the exposure of earth surfaces to wind from the direct disturbance and movement of soil, resulting in PM₁₀ and PM_{2.5} emissions. Construction of future development would be required to comply with SCAQMD Rule 403 to control dust emissions generated during the grading activities, which was assumed in the quantification of Project emissions, detailed below. Internal combustion engines used by construction equipment, haul trucks, vendor trucks (i.e., delivery trucks), and worker vehicles would result in emissions of VOCs, NO_x, CO, PM₁₀, and PM_{2.5}. The application of architectural coatings, such as exterior application/interior paint and other finishes, and application of asphalt pavement would also produce VOC emissions; however, the contractor is required to procure architectural coatings from a supplier in compliance with the requirements of SCAQMD Rule 1113. Due to the speculative nature of the amount of asphalt paving associated with any future development resulting from the Project, VOC off-gassing from asphalt pavement application is not included in the emissions estimates.

As discussed in the Construction Emissions subsection in Section 4.3.2.1, Methodology, to provide a conservative scenario of potential construction activity as a result of the Project, this analysis assumes that 5 percent of the Project would be developed within one year (i.e., 1 year of 20 years, which is the estimated buildout of the Project, is 5 percent). Construction emissions were calculated for the estimated worst-case day over the construction period associated with each phase and reported as the maximum daily emissions estimated during construction of the eight percent development scenario. Due to the speculative nature of construction, CalEEMod default values were relied upon for the assumed land use type and size, with minor exceptions, as detailed in Section 4.3.2.1.

Table 4.3-6, Estimated Maximum Daily Construction Criteria Air Pollutant Emissions, presents the estimated maximum daily construction emissions generated during construction of the eight percent construction scenario, for the first year of construction. Details of the emission calculations are provided in Appendix D.

Table 4.3-6. Estimated Maximum Daily Construction Criteria Air Pollutant Emissions

Year	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
	Pounds per day					
1 Year of Construction (5 percent of total construction)	224.37	51.13	50.64	0.10	15.38	8.72
<i>SCAQMD Threshold</i>	75	100	550	150	150	55
Threshold Exceeded?	Yes	No	No	No	No	No

Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM₁₀ = particulate matter with an aerodynamic diameter equal to or less than 10 microns; PM_{2.5} = particulate matter with an aerodynamic diameter equal to or less than 2.5 microns; SCAQMD = South Coast Air Quality Management District
See Appendix D for complete results.

The values shown are the maximum summer or winter daily emissions results from CalEEMod and provided in Appendix D. The estimates reflect control of fugitive dust (watering two times daily) required by SCAQMD Rule 403.

As shown in Table 4.3-6, although construction-related CO, SO_x, NO_x, PM₁₀ and PM_{2.5} emissions would not exceed the SCAQMD thresholds during the construction of the 5 percent construction scenario, the Project would exceed the SCAQMD mass daily threshold for VOCs, during construction. Therefore, impacts related to exceedance of SCAQMD mass daily regional thresholds during construction of the Project would be potentially significant. All

projects would be required to adhere to all existing regulations during construction to protect air quality which include, but are not limited to:

- The California Airborne Toxics Control Measure (Title 13, Section 2485 of the California Code of Regulations [CCR]), which requires that construction contractors minimize equipment idling times either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes;
- The County's Grading Permit Procedures, which requires that grading meeting specified criteria; and
- The most recent California Green Building and Standards Code (CALGreen).

These regulations would reduce potentially significant impacts. However, mitigation is required to address potentially significant impacts. Implementation of MM-4.3-1, Construction Emissions, would reduce NO_x and PM emissions from equipment exhaust and PM emissions associated with fugitive dust. MM-4.3-1 includes measures such as requiring off-road equipment with engines rated at 50 horsepower or greater would meet EPA Tier 4 Final standards, and specific watering requirements at construction sites. However, due to the programmatic nature of the Project, the accuracy of the reductions that would be realized from MM-4.3-1 is not able to be accurately quantifiable. Further, MM-4.3-1 does not ensure that all impacts from future development projects would be mitigated to a level of less than significant. Future non-discretionary projects that would be implemented under the South Bay Area Plan would be subject to the federal, state and local regulations mentioned above; however, these non-discretionary projects would not necessarily be subject to CEQA review, additional environmental assessments, or mitigation measures. As such, even with implementation of existing regulations, applicable South Bay Area Plan goals and policies, and MM-4.3-1, potential impacts related to short-term construction emissions would be significant and unavoidable.

Operational Emissions

As described in response to Threshold 4.3-1, while the Project consists of a policy document and does not propose any direct development, the Project's proposed land-use changes would allow for new or more dense development than is currently allowed within the Project area. Operation of the Project, due to future development within the Project area, could potentially generate VOC, NO_x, CO, SO_x, PM₁₀, and PM_{2.5} emissions from mobile sources, including vehicular traffic; energy sources from natural gas usage; area sources, including the use of landscaping equipment and consumer products; and from architectural coatings. As discussed in the Operational Emissions subsection of Section 4.3.2.1, pollutant emissions associated with long-term operations were quantified using CalEEMod using a combination of Project-specific information (i.e., land use inputs and trip rates) and CalEEMod default values for the buildout of the Project.

The SCAQMD does not provide emission-based thresholds or provide guidance on how to evaluate large area projects and programmatic development such as the Project. To provide a conservative analysis of indirect emissions associated with buildout of the South Bay Area Plan, emissions from full buildout of the Project are compared to the SCAQMD's project-level emission-based daily thresholds. Furthermore, because of the potential for Project construction to overlap with operation of portions of the Project, construction emissions from Table 4.3-6 are added to operational emissions in Table 4.3-7, below.

Table 4.3-7, Estimated Combined Construction and Operational Criteria Air Pollutant Emissions, presents the maximum daily area, energy, mobile, off-road equipment, and stationary source emissions associated with total operational buildout of the Project as compared to the SCAQMD's thresholds. The SCAQMD operational thresholds are expressed as mass daily thresholds in pounds per day. Details of the emission calculations are provided in Appendix D.

Table 4.3-7. Estimated Combined Construction and Operational Criteria Air Pollutant Emissions

Estimated Maximum Daily Operational Emissions for Project Implementation						
Emission Source	VOC	NO_x	CO	SO_x	PM₁₀	PM_{2.5}
	Pounds per day					
Area	302.51	146.28	661.49	0.93	11.70	11.62
Energy	1.74	29.77	13.44	0.19	2.40	2.40
Mobile	194.46	127.55	1,629.84	4.56	510.40	130.86
Total	498.71	303.60	2,304.78	5.67	524.50	144.88
SCAQMD Operational Threshold (Table 4.3-5)	55	55	550	150	150	55
Threshold Exceeded?	Yes	Yes	Yes	No	Yes	Yes
Combined Construction and Operational Emissions (Worst-Case)						
Construction Emissions (Table 4.3-6)	224.37	51.13	50.64	0.10	15.38	8.72
Operational Emissions (above)	498.71	303.60	2,304.78	5.67	524.50	144.88
Combined Construction and Operation Emissions	723.08	344.07	2,355.42	5.77	539.88	153.60
SCAQMD Operational Threshold (Table 4.3-5)	55	55	550	150	150	55
Threshold Exceeded?	Yes	Yes	Yes	No	Yes	Yes

Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM₁₀ = particulate matter with an aerodynamic diameter equal to or less than 10 microns; PM_{2.5} = particulate matter with an aerodynamic diameter equal to or less than 2.5 microns; SCAQMD = South Coast Air Quality Management. See Appendix D for complete results.

As shown in Table 4.3-7, maximum daily operational emissions from full buildout of the Project would exceed the SCAQMD daily significance thresholds for VOC, NO_x, CO, PM₁₀, and PM_{2.5}. In addition, the combined construction and operational emissions would exceed the SCAQMD's operational emissions threshold for all criteria pollutants except for SO_x. Therefore, impacts regarding cumulatively considerable net increases of any criteria pollutant for which the Project region is non-attainment would be potentially significant.

By its nature, air pollution is largely a cumulative impact. The nonattainment status of regional pollutants is a result of past and present development (such as the cumulative emissions from various sources of air pollutants and their precursors within the SCAB, including motor vehicles, off-road equipment, and commercial and industrial facilities), and the SCAQMD develop and implement plans for future attainment of ambient air quality standards. Based on these considerations, project-level thresholds of significance for criteria pollutants are used in the determination of whether a project's individual emissions would have a cumulative contribution on air quality. If a project's emissions would exceed the applied significance thresholds, it would have a cumulative contribution. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant (SCAQMD 2003a).

As described in Threshold 4.3-1, the Project consists of a policy document and does not propose any direct development. However, implementation of the Project's proposed land-use changes would allow for more dense development in the Project area than is currently allowed under existing conditions. In considering cumulative impacts from the development allowed for by the Project, the analysis must specifically evaluate a project's

contribution to the cumulative increase in pollutants for which the SCAB is designated as nonattainment for the CAAQS and NAAQS. As discussed in Section 4.3.1.2, the SCAB has been designated as a national nonattainment area for O₃ and PM_{2.5}, and a California nonattainment area for O₃, PM₁₀, and PM_{2.5}. Due to the speculative nature of construction and since the size of development of each individual project is unknown, development of the Project may result in a cumulatively considerable increase in emissions of criteria air pollutants for which the SCAB is designated as nonattainment under the NAAQS or CAAQS.

Cumulative localized impacts would potentially occur if construction associated with the future development facilitated by the Project were to occur concurrently with another construction project or with another off-site, unrelated project. In addition to the speculative nature of the Project implementation, construction schedules for potential future projects unrelated to the Project are currently unknown; therefore, potential construction impacts associated with two or more simultaneous projects would be considered speculative. Criteria air pollutant emissions associated with construction activity of future projects would be reduced through implementation of control measures required by the SCAQMD, as applicable. For example, cumulative PM₁₀ and PM_{2.5} emissions would be reduced because all future projects would be subject to SCAQMD Rule 403, which sets forth general and specific requirements to control fugitive dust at all construction sites in the SCAB. In addition, cumulative VOC emissions would be subject to SCAQMD Rule 1113, which regulates VOC limits in architectural coatings. Additional SCAQMD rules that future cumulative projects would be required to comply with are discussed in Section 4.3.1.1, Local.

The South Bay Area Plan includes areawide and community-specific goals and policies to support improved air quality in operational conditions, such as Policy M 3.5, Truck Traffic Impacts, which supports programs that mitigate health and environmental quality impacts of industrial uses and the goods movement industry, including trucking, and logistics/warehousing uses. However, even with the support of South Bay Area Plan policies, it is anticipated that Project implementation would exceed the SCAQMD's emission-based daily thresholds. MM-4.3-2, Operational Emissions, includes requirements for new projects to reduce pollutant emissions during long-term operations, including compliance with SCAQMD rules as well as adherence to engine emission standards, electrical infrastructure and panels for trucks, and avoidance of queuing and traffic near sensitive receptors.

However, due to the programmatic nature of the Project, the accuracy of the reductions that would be realized from MM-4.3-2 is not able to be accurately quantifiable. Further, MM-4.3-2 does not ensure that all impacts from future development projects would be mitigated to a level of less than significant. Future non-discretionary projects that would be implemented under the South Bay Area Plan would be subject to the federal, state and local regulations mentioned above; however, these non-discretionary projects would not necessarily be subject to CEQA review, additional environmental assessments, or mitigation measures. As such, even with implementation of existing regulations, applicable South Bay Area Plan goals and policies, and MM-4.3-2, potential impacts related to operational emissions would be significant and unavoidable.

Health Effects

Currently, the SCAQMD, CARB, and EPA have not approved a quantitative method to reliably, meaningfully, and consistently translate the mass emission estimates for the criteria air pollutants resulting from the development of the Project to specific health effects. In addition, there are numerous scientific and technological complexities associated with correlating criteria air pollutant emissions from an individual project to specific health effects or potential additional nonattainment days.

In connection with the judicial proceedings culminating in issuance of the Friant Ranch decision, the SCAQMD and the San Joaquin Valley Air Pollution Control District (SJVAPCD) filed amicus briefs attesting to the extreme difficulty

of correlating an individual project's criteria air pollutant emissions to specific health impacts. Both SJVAPCD and SCAQMD have among the most sophisticated air quality modeling and health impact evaluation capabilities of the air districts in California. The key, relevant points from the SCAQMD and SJVAPCD briefs are summarized herein for informational purposes.

In requiring a health impact type of analysis for criteria air pollutants, it is important to understand how O₃ and PM are formed, dispersed, and regulated. The formation of O₃ and PM in the atmosphere, as secondary pollutants,¹³ involves complex chemical and physical interactions of multiple pollutants from natural and anthropogenic sources. The O₃ reaction is self-perpetuating (or catalytic) in the presence of sunlight because NO₂ is photochemically reformed from nitric oxide. In this way, O₃ is controlled by both NO_x and VOC emissions (NRC 2005). The complexity of these interacting cycles of pollutants means that incremental decreases in one emission may not result in proportional decreases in O₃ (NRC 2005). Although these reactions and interactions are well understood, variability in emission source operations and meteorology creates uncertainty in the modeled O₃ concentrations to which downwind populations may be exposed (NRC 2005). Once formed, O₃ can be transported long distances by wind, and due to atmospheric transport, contributions of precursors from the surrounding region can also be important (EPA 2008). Because of the complexity of O₃ formation, a specific tonnage amount of VOCs or NO_x emitted in a particular area does not equate to a particular concentration of O₃ in that area (SJVAPCD 2015). PM can be divided into two categories: directly emitted PM and secondary PM. Secondary PM, like O₃, is formed via complex chemical reactions in the atmosphere between precursor chemicals such as SO_x and NO_x (SJVAPCD 2015). Because of the complexity of secondary PM formation, including the potential to be transported long distances by wind, the tonnage of PM-forming precursor emissions in an area does not necessarily result in an equivalent concentration of secondary PM in that area (SJVAPCD 2015). This is especially true for individual projects, where project-generated criteria air pollutant emissions are not derived from a single "point source," but from construction equipment and mobile sources (passenger cars and trucks) driving to, from, and around the project site.

Another important technical nuance is that health effects from air pollutants are related to the concentration of the air pollutant that an individual is exposed to, not necessarily the individual mass quantity of emissions associated with an individual project. For example, health effects from O₃ are correlated with increases in the ambient level of O₃ in the air a person breathes (SCAQMD 2015). However, it takes a large amount of additional precursor emissions to cause a modeled increase in ambient O₃ levels over an entire region (SCAQMD 2015). The lack of link between the tonnage of precursor pollutants and the concentration of O₃ and PM_{2.5} formed is important because it is not necessarily the tonnage of precursor pollutants that causes human health effects; rather, it is the concentration of resulting O₃ that causes these effects (SJVAPCD 2015). Indeed, the ambient air quality standards, which are statutorily required to be set by EPA at levels that are requisite to protect the public health, are established as concentrations of O₃ and PM_{2.5} based on duration of exposure and not as tonnages of their precursor pollutants (EPA 2023c). Because the ambient air quality standards are focused on achieving a particular concentration region-wide, the tools and plans for attaining the ambient air quality standards are regional in nature. For CEQA analyses, project-generated emissions are typically estimated in pounds per day or tons per year and compared to mass daily or annual emission thresholds. While CEQA thresholds are established at levels that the air basin can accommodate without affecting the attainment date for the ambient air quality standards, even if a project exceeds established CEQA significance thresholds, this does not mean that one can easily determine the concentration of O₃ or PM that will be created at or near the project site on a particular day or month of the year, or what specific health impacts will occur (SJVAPCD 2015).

¹³ Air pollutants formed through chemical reactions in the atmosphere are referred to as secondary pollutants.

In regard to regional concentrations and air basin attainment, the SJVAPCD emphasized that attempting to identify a change in background pollutant concentrations that can be attributed to a single project, even one as large as the entire Friant Ranch Specific Plan, is a theoretical exercise. The SJVAPCD brief noted that it “would be extremely difficult to model the impact on NAAQS attainment that the emissions from the Friant Ranch project may have” (SJVAPCD 2015). The situation is further complicated by the fact that background concentrations of regional pollutants are not uniform either temporally or geographically throughout an air basin, but are constantly fluctuating based upon meteorology and other environmental factors. SJVAPCD noted that the currently available modeling tools are equipped to model the impact of all emission sources in the San Joaquin Valley Air Basin on attainment (SJVAPCD 2015). The SJVAPCD brief then indicated that, “Running the photochemical grid model used for predicting O₃ attainment with the emissions solely from the Friant Ranch project (which equate to less than one-tenth of one percent of the total NO_x and VOC in the Valley) is not likely to yield valid information given the relative scale involved” (SJVAPCD 2015).

SCAQMD and SJVAPCD have indicated that it is not feasible to quantify project-level health impacts based on existing modeling (SCAQMD 2015; SJVAPCD 2015). Even if a metric could be calculated, it would not be reliable because the models are equipped to model the impact of all emission sources in an air basin on attainment and would likely not yield valid information or a measurable increase in O₃ concentrations sufficient to accurately quantify O₃-related health impacts for an individual project.

Nonetheless, following the Supreme Court’s Friant Ranch decision, some EIRs estimated criteria air pollutant emissions that exceeded applicable air district thresholds and have included a quantitative analysis of potential project-generated health effects using a combination of a regional photochemical grid model¹⁴ and the EPA Benefits Mapping and Analysis Program (BenMAP or BenMAP–Community Edition).¹⁵ The publicly available health impact assessments (HIAs) typically present results in terms of an increase in health incidences and/or the increase in background health incidence for various health outcomes resulting from the project’s estimated increase in concentrations of O₃ and PM_{2.5}.¹⁶ The five publicly available HIAs reviewed herein have concluded that the evaluated project’s health effects associated with the estimated project-generated increase in concentrations of O₃ and PM_{2.5} represent a small increase in incidences and a very small percentage of the number of background incidences, indicating that these health impacts are negligible and potentially within the models’ margin of error. It is also important to note that while the results of the five available HIAs conclude that the project emissions do not result in a substantial increase in health incidences, the estimated emissions and assumed toxicity are also conservatively inputted into the HIA and thus, overestimate health incidences, particularly for PM_{2.5}.

¹⁴ The first step in the publicly available HIAs includes running a regional photochemical grid model, such as the Community Multiscale Air Quality model or the Comprehensive Air Quality Model with extensions to estimate the increase in concentrations of O₃ and PM_{2.5} as a result of project-generated emissions of criteria and precursor pollutants. Air districts, such as the SCAQMD, use photochemical air quality models for regional air quality planning. These photochemical models are large-scale air quality models that simulate the changes of pollutant concentrations in the atmosphere using a set of mathematical equations characterizing the chemical and physical processes in the atmosphere (EPA 2017).

¹⁵ After estimating the increase in concentrations of O₃ and PM_{2.5}, the second step in the five examples includes use of BenMAP or BenMAP-Community Edition to estimate the resulting associated health effects. BenMAP estimates the number of health incidences resulting from changes in air pollution concentrations (EPA 2023d). The health impact function in BenMAP-Community Edition incorporates four key sources of data: (i) modeled or monitored air quality changes, (ii) population, (iii) baseline incidence rates, and (iv) an effect estimate. All of the five example HIAs focused on O₃ and PM_{2.5}.

¹⁶ The following CEQA documents included a quantitative HIA to address Friant Ranch: (1) California State University Dominguez Hills 2018 Campus Master Plan EIR (CSU Dominguez Hills 2019), (2) March Joint Powers Association K4 Warehouse and Cactus Channel Improvements EIR (March JPA 2019), (3) Mineta San Jose Airport Amendment to the Airport Master Plan EIR (City of San Jose 2019), (4) City of Inglewood Basketball and Entertainment Center Project EIR (City of Inglewood 2019), and (5) San Diego State University Mission Valley Campus Master Plan EIR (SDSU 2019).

As explained in the SJVAPCD brief and noted previously, running the photochemical grid model used for predicting O₃ attainment with the emissions solely from an individual project like the Friant Ranch project or the Project is not likely to yield valid information given the relative scale involved. The five examples reviewed support the SJVAPCD's brief contention that consistent, reliable, and meaningful results may not be provided by methods applied at this time. Accordingly, additional work in the industry and, more importantly, air district participation, is needed to develop a more meaningful analysis to correlate project-level mass criteria air pollutant emissions and health effects for decision makers and the public. Furthermore, at the time of writing, no HIA has concluded that health effects estimated using the photochemical grid model and BenMAP approach are substantial, provided that the estimated project-generated incidences represent a very small percentage of the number of background incidences, potentially within the models' margin of error.

As described in response to Threshold 4.3-1, the Project consists of a policy document, which does not propose any direct development or any goals, policies, or development standards that would violate any air quality standard or contribute substantially to an existing or projected air quality violation. However, the Project's proposed land-use changes would allow for greater densities than are currently allowed within the Project area, and future development projects accommodated as a result of Project implementation would result in physical impacts to the environment. Thus, construction criteria air pollutant emissions from potential development projects allowed for by the Project could potentially exceed the SCAQMD mass daily thresholds for VOC and NO_x.

VOCs and NO_x are precursors to O₃, for which the Project area within the SCAB are designated as nonattainment with respect to the NAAQS and CAAQS. The health effects associated with O₃ are generally associated with reduced lung function. The contribution of reactive organic gases and NO_x to regional ambient O₃ concentrations is the result of complex photochemistry. The increases in O₃ concentrations in the SCAB due to O₃ precursor emissions tend to be found downwind from the source location to allow time for the photochemical reactions to occur. However, the potential for exacerbating excessive O₃ concentrations would also depend on the time of year that the VOC emissions would occur because exceedances of the O₃ CAAQS/NAAQS tend to occur between April and October when solar radiation is highest. The holistic effect of a single project's emissions of O₃ precursors is speculative due to the lack of quantitative methods to assess this impact. Nonetheless, because VOC and NO_x emissions associated with Project construction and/or operation would exceed the SCAQMD thresholds, it could contribute to regional O₃ concentrations and the associated health effects.

Health effects that result from NO₂ and NO_x include respiratory irritation. Although construction of future development allowed for under the Project may generate NO_x emissions that could exceed the SCAQMD mass daily thresholds, it is not anticipated to contribute to exceedances of the NAAQS and CAAQS for NO₂ because the SCAB are designated as in attainment of the NAAQS and CAAQS for NO₂ and the existing NO₂ concentrations in the area are well below the NAAQS and CAAQS standards. As noted above, the Project, would exceed the applicable SCAQMD NO_x thresholds during construction and operation of the Project. In addition, because there is the potential for nearby receptors to be affected by off-road construction equipment, the construction activity on individual parcels could result in potential health effects associated with NO₂ and NO_x during construction.

CO tends to be a localized impact associated with congested intersections. The associated potential for CO hotspots is discussed in response to Threshold 4.3-3, below, and is determined to be a less-than-significant impact. Furthermore, the existing CO concentrations in the area are well below the NAAQS and CAAQS standards. However, operation of the developments allowed for by the Project would generate CO emissions that would exceed the SCAQMD CO thresholds during operation. Therefore, CO emissions from implementation of the Project could potentially contribute to significant health effects associated with this pollutant.

Operation of total future buildout under the Project would exceed the SCAQMD threshold for PM₁₀ or PM_{2.5}. While construction is temporary, on the whole of the action, construction of the development allowed for by the Project would exceed the SCAQMD thresholds for PM₁₀ or PM_{2.5} and could contribute to exceedances of the NAAQS and CAAQS for particulate matter or could obstruct the SCAB from coming into attainment for these pollutants. Nonetheless, SCAQMD Rule 403, Fugitive Dust, would limit the amount of fugitive dust generated during development allowed for by the Project, and implementation of MM-4.3-1 would provide further fugitive dust control measures for applicable projects implemented within the Project area. Nevertheless, the Project has the potential to contribute a substantial amount of particulate matter during future construction of development projects, which could result in health effects associated with PM₁₀ or PM_{2.5}.

In summary, because future projects would potentially exceed the SCAQMD thresholds for VOC, NO_x, CO, PM₁₀, and PM_{2.5}, the potential health effects associated with criteria air pollutants are considered potentially significant. However, there are numerous scientific and technological complexities associated with correlating criteria air pollutant emissions from an individual project to specific health effects or potential additional nonattainment days, and there are currently no modeling tools that could provide reliable and meaningful additional information regarding health effects from criteria air pollutants generated by individual projects within the SCAQMD jurisdiction. Furthermore, for purposes of this conservative CEQA analysis, it is assumed that the additional development would be developed by 2045, within a 20-year period; however, full buildout may not occur within this time period and the intensity and spatial development within this period is unknown. For these reasons, conducting a HIA may not yield accurate results and would likely overestimate health effects associated with the Project. In summary, even with implementation of existing regulations, applicable South Bay Area Plan goals and policies, and MM-4.3-1, the Project has the potential to violate air quality standard or contribute substantially to an existing or projected air quality violation and the health effects associated with criteria air pollutants, and impacts would be significant and unavoidable.

Threshold 4.3-3 Would the project expose sensitive receptors to substantial pollutant concentrations?

Significant and Unavoidable Impact. For the reasons discussed below, the Project could expose sensitive receptors to substantial pollutant concentrations, and impacts would be significant and unavoidable.

Localized/Ambient Air Quality

As described in response to Threshold 4.3-1, the Project consists of a policy document and does not propose any direct development. However, the Project's proposed land-use changes would allow for greater densities than are currently allowed within the Project area. Construction activities associated with future development allowed by the Project would result in temporary sources of construction equipment emissions and on-site fugitive dust. As explained in Section 4.3.3, for project-specific development, the SCAQMD recommends an LST analysis to evaluate the potential of localized air quality impacts to sensitive receptors in the immediate vicinity of construction; however, the LSTs are applicable to projects at the project-specific level and are not applicable to regional projects such as the Project, because specific projects are speculative at this time. Specifically, SCAQMD guidance for LST application recommends application of the methodology for project sites that are 5 acres or smaller (SCAQMD 2008). Accordingly, construction LST guidance is not recommended or provided herein.

Health Effects of Carbon Monoxide

As described in Threshold 4.3-1, while the Project consists of a policy document that is not anticipated to produce environmental impacts, the Project's proposed land-use changes would allow for greater densities than are currently allowed within the Project area. Mobile source impacts occur on two scales. Regionally, Project-related travel would add to regional trip generation and increase the VMT within the local airshed and the SCAB. Locally, traffic generated by the future residential development, ACUs, and potential commercial space facilitated by the Project would be added to the local roadway system near those areas. If such traffic occurs during periods of poor atmospheric ventilation, is composed of a large number of vehicles cold-started and operating at pollution-inefficient speeds, and is operating on roadways already crowded with non-Project traffic, there is a potential for the formation of microscale CO hotspots in the area immediately around points of congested traffic. However, because of continued improvement in vehicular emissions at a rate faster than the rate of vehicle growth and/or congestion, the potential for CO hotspots in the SCAB is steadily decreasing.

At the time that the SCAQMD Handbook (1993) was published, the SCAB was designated nonattainment under the CAAQS and NAAQS for CO. In 2007, the SCAQMD was designated in attainment for CO under both the CAAQS and NAAQS as a result of the steady decline in CO concentrations in the SCAB due to turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities. The SCAQMD conducted CO modeling for the 2003 AQMP¹⁷ (SCAQMD 2003b) for the four worst-case intersections in the SCAB: (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. At the time the 2003 AQMP was prepared, the intersection of Wilshire Boulevard and Veteran Avenue was the most congested intersection in the County, with an average daily traffic volume of about 100,000 vehicles per day. Using CO emission factors for 2002, the peak modeled CO 1-hour concentration was estimated to be 4.6 ppm at the intersection of Wilshire Boulevard and Veteran Avenue. When added to the maximum 1-hour CO concentration from 2020 through 2022 within the County (see Table 4.3-3), which was 1.7 ppm in 2018, the 1-hour CO would be 6.3 ppm, while the CAAQS is 20 ppm.

The 2003 AQMP also projected 8-hour CO concentrations at these four intersections for 1997 and from 2002 through 2005. From years 2002 through 2005, the maximum 8-hour CO concentration was 3.8 ppm at the Sunset Boulevard and Highland Avenue intersection in 2002; the maximum 8-hour CO concentration was 3.4 ppm at the Wilshire Boulevard and Veteran Avenue in 2002. Adding the 3.8 ppm to the maximum 8-hour CO concentration from 2020 through 2022 within the County (see Table 4.3-3), which was 1.3 ppm in 2020, the 8-hour CO would be 5.1 ppm, while the CAAQS is 9.0 ppm.

Accordingly, CO concentrations at congested intersections would not exceed the 1-hour or 8-hour CO CAAQS unless projected daily traffic would be at least over 100,000 vehicles per day. While intersection volumes are not available for every intersection within the unincorporated County area, as discussed in Section 4.17, Transportation, of this Draft PEIR, implementation the Project would result in a regional decrease in vehicle trips and VMT. Accordingly, it is not anticipated that the Project would result in a new congested intersection or substantially exacerbate conditions at congested intersections, nor it is anticipated that the Project would increase volume at any given intersection to more than 100,000 vehicles per day. Therefore, a CO hotspot is not anticipated to occur based on potential future residential development facilitated by the Project. Impacts associated with CO hotspots would be less than significant.

¹⁷ SCAQMD's CO hotspot modeling guidance has not changed since 2003.

Toxic Air Contaminants - Construction

The Project could result in TAC exposure to existing or future sensitive land uses during construction. Diesel equipment would be subject to the CARB airborne toxic control measures for in-use off-road diesel fleets, which would minimize DPM emissions, including an airborne toxic control measure to limit idling of diesel-fueled commercial vehicles, which requires diesel-fueled vehicles with gross vehicle weights greater than 10,000 pounds to idle no more than 5 minutes at any location (13 CCR 2485). However, the level of potential emissions in relation to the location of sensitive receptors cannot be estimated with a level of accuracy. As such, the potential health risk of exposing sensitive receptors to construction-generated TAC emissions, primarily DPM, would be potentially significant. Even with implementation of MM-4.3-1, Construction Emissions, existing regulations and proposed goals and policies to reduce impacts (see Section 4.3.2.3, Land Use Changes, Programs and Policies), the Project impacts at the program level would remain significant and unavoidable because at this level of review, the exact location, orientation, number and timing of individual development projects and/or infrastructure improvements that could occur as a result of implementation of the South Bay Area Plan are unknown. Further, MM-4.3-1 does not ensure that all impacts from future development projects would be mitigated to a level of less than significant. Future non-discretionary projects that would be implemented under the South Bay Area Plan would be subject to the federal, state and local regulations mentioned above; however, these non-discretionary projects would not necessarily be subject to CEQA review, additional environmental assessments, or mitigation measures. As such, even with implementation of existing regulations, applicable South Bay Area Plan goals and policies, and MM-4.3-1, potential impacts related to exposure to substantial pollutant concentrations during construction activities associated with future development projects would be significant and unavoidable.

Toxic Air Contaminants - Operation

The Project would facilitate additional housing, neighborhood-commercial uses, and other potential commercial land uses which could include various sources of TACs. As discussed in Section 4.3.2.1, Methodology, potential sources of TAC emissions from the Project include, but are not limited to: emergency generators, boilers, broilers (meat cooking), ovens, cogeneration facilities, and chillers.).

Consistent with the goals of CARB's handbook, the Project includes area-wide and community-specific goals and policies that would benefit the local and regional air quality, such as Goal LU 5, which is designed to minimize negative impacts on the environment and proximate uses between industrial and commercial uses; refer to Section 4.3.2.3, Land Use Changes Programs and Policies of this EIR for a more detailed list.

Compliance with applicable Green Zone District standards (Zoning Code Chapter 22.84), would also minimize TAC exposure to sensitive receptors in West Carson. Additionally, per Zoning Code Section 22.134.030, Development Standards for Sensitive Uses, all sensitive uses, as defined by the County (see "Sensitive Uses" in Section 4.3.1.1, Regulatory Setting), would be required to adhere to air quality-related specifications if siting sensitive uses within 500 feet of existing industrial uses, recycling or solid waste uses, or vehicle-related uses (except for vehicle sales and rentals). Measures include setbacks and landscaping, and air filtration systems in residential units, as recommended by Public Works, Building and Safety Division, and CARB. New uses in West Carson identified in Zoning Code Section 22.84.030(A) would be required to comply with additional findings (see Section 4.2.1.1, Regulatory Setting, Title 22, Planning and Zoning, "Section 22.84.202(B), Additional Findings" above) and development standards (Zoning Code Section 22.84.030[B]), including required landscaping buffers, building setbacks, enclosures for hazardous materials, and siting of buildings and vehicular access areas (i.e., driveways, loading docks, etc.) as far away from sensitive uses as practically feasible.

MM-4.3-2, Operational Emissions, includes requirements for new projects to reduce pollutant emissions during long-term operations, including compliance with SCAQMD rules as well as adherence to engine emission standards, electrical infrastructure and panels for trucks, and avoidance of queuing and traffic near sensitive receptors. However, MM-4.3-2 does not ensure that all impacts from future development projects would be mitigated to a level of less than significant. Future non-discretionary projects that would be implemented under the South Bay Area Plan would be subject to the federal, state and local regulations mentioned above; however, these non-discretionary projects would not necessarily be subject to CEQA review, additional environmental assessments, or mitigation measures. As such, even with implementation of existing regulations, applicable South Bay Area Plan goals and policies, and MM-4.3-2, potential impacts related to exposure to substantial pollutant concentrations during long-term operations associated with future development projects would be significant and unavoidable.

Threshold 4.3-4 Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact. The occurrence and severity of potential odor impacts depends on numerous factors. The nature, frequency, and intensity of the source; the wind speeds and direction; and the sensitivity of receiving location each contribute to the intensity of the impact. Although offensive odors seldom cause physical harm, they can be annoying and cause distress among the public and generate citizen complaints.

As described in Threshold 4.3-1, while the Project consists of a policy document that does not propose any direct development, the land use changes proposed as part of the Project would allow for greater densities than are currently allowed within the Project area, and the Project would result in indirect impacts. Development allowed for by the Project would generate odors from vehicles and/or equipment exhaust emissions. Odors produced would be attributable to concentrations of unburned hydrocarbons from tailpipes of construction equipment, architectural coatings, and asphalt pavement application. As these odors would be short-term (e.g., only emitted during a future development project's demolition/construction phase), intermittent, limited to on-site or site-adjacent areas, and typically emitted in an outdoor setting subject to wind and other dissipating elements, such odors would disperse rapidly and would generally occur at magnitudes that would not affect substantial numbers of people. Therefore, impacts associated with odors during construction of the Project would be less than significant.

Operational uses for ACUs could include beautician and barber services, independent retail, medical offices, eateries and cafes, print shops, and neighborhood service grocery, market, and/or corner stores (excluding alcohol sales). ACUs and mixed-use/commercial buildings which could potentially result in odors are generally limited to food-service activities. For new ACUs and/or mixed-use buildings that may result in food-service activities in or adjacent to residential areas, the potential for odors are anticipated to be negligible and consistent with commonplace odors in urban areas (e.g., odors from cooking/cooked food). Additionally, all food-service facilities in the Project area are required to meet applicable health and safety code requirements and building code standards, including standards related to odor emissions. For these reasons, impacts related to odors emanating from ACUs and mixed-use/commercial buildings (e.g., food-service facilities) accommodated because of the Project's proposed land use changes would be less than significant.

While the Project identifies the general locations (e.g., parcels) where future development is likely to occur and can make certain assumptions based on the permitted use types, the precise nature (e.g., the particular tenant[s]) and site-specific location(s) of future development projects implemented under the South Bay Area Plan have not yet been identified. Therefore, odor sources associated with Project buildout and their potential to cause a specific impact to nearby sensitive receptors also cannot be completely identified. However, any development within the Project area would be required to comply with SCAQMD Rule 402, Nuisance, which prohibits the discharge of air

pollutants from a facility that cause injury, detriment, nuisance, or annoyance to the public or damage to business or property. Further, new development and/or redevelopment projects in the Project Area requiring a CUP—including new commercial and vehicle-related uses within 500 feet of a sensitive use in a designated Green Zone—would be required to comply with applicable Zoning Code measures related to odor abatement. Therefore, the Project would not result in new or more substantial odor emissions that could adversely affect a substantial number of people, and impacts would be less than significant.

4.3.2.5 Cumulative Impact Analysis

Where a lead agency concludes that the cumulative effects of a project, taken together with the impacts of other closely related past, present, and reasonably foreseeable future projects are significant, the lead agency then must determine whether the project's incremental contribution to such significant cumulative impact is "cumulatively considerable" (and thus significant in and of itself). The cumulative study area used to assess potential cumulative air quality impacts includes the South Coast Air Basin and considers the future buildout of applicable local and regional plans. The full list of related plans applicable to the Project's cumulative analyses is provided in Section 2.5, Cumulative Impact Analysis, in Chapter 2, Environmental Setting of this Draft PEIR.

Threshold 4.3-1: The cumulative impact of the population increases in South Coast Air Basin would further obstruct implementation of the AQMP, as implementation of the Project would further exceed the demographic growth forecasts in the Project area. Although implementation of MM-4.3-1 and MM-4.3-2 would reduce emissions of future projects under the South Bay Area Plan, these mitigation measures would not reduce impacts to less than significant. As discussed in response to Threshold 4.3-1, implementation of the South Bay Area Plan would result in a significant and unavoidable impact related to the conflict with the applicable AQMP. The impact of the Project, in addition to the additional regional growth, would constitute a significant cumulative impact related to AQMP implementation. Therefore, the South Bay Area Plan's incremental contribution to impacts related to conflict with the SCAQMD's AQMP would be cumulatively considerable.

Threshold 4.3-2: As discussed previously, air pollution by nature is largely a cumulative impact. The nonattainment status of regional pollutants is a result of past and present development, and the SCAQMD develops and implements plans for future attainment of ambient air quality standards. The potential for the Project to result in a cumulatively considerable impact, specifically, a cumulatively considerable new increase of any criteria pollutant for which the project region is nonattainment under an applicable NAAQS and/or CAAQS, is addressed in response to Threshold 4.3-2. Therefore, the South Bay Area Plan's incremental contribution to impact related to increases of any criteria pollutant for which the project region is in nonattainment would be cumulatively considerable.

Threshold 4.3-3: As discussed in response to Threshold 4.3-3 regarding sensitive receptors, projects under the South Bay Area Plan would be required to evaluate existing TAC exposure and incorporate available reduction measures, if necessary. However, due to the uncertainty of future sensitive receptor locations and the effectiveness of MM-4.3-1 and 4.3-2, even with implementation of mitigation, existing regulations, and Project goals and policies, impacts would be significant and unavoidable. The impact of the Project in addition to growth associated with regional plans could further increase the exposure of air quality pollutants to sensitive receptors. Therefore, the South Bay Area Plan's incremental contribution to impacts related to exposure of sensitive receptors to substantial pollutant concentrations from TACs would be cumulatively considerable.

Threshold 4.3-4: As discussed in response to Threshold 4.3-4 regarding odors or other emissions, projects under the South Bay Area Plan would be subject to SCAQMD Rule 402, South Bay Area Plan Goal LU 5 and LU 6 as well as Policies M 3.3 and M 3.5, which would reduce odor impacts from operation of the Project. Odor impacts are

generally limited to the immediate area surrounding the source and the Project would result in less than significant impacts related to odors. Therefore, the Project's incremental contribution to odors would not be cumulatively considerable.

4.3.2.6 Mitigation Measures

MM-4.3-1 **Construction Emissions.** If during subsequent project-level environmental review, construction-related criteria air pollutants are determined to have the potential to exceed SCAQMD's construction mass daily thresholds, the County shall require applicants for new projects that exceed those thresholds to incorporate appropriate measures to reduce or minimize air pollutant emissions during construction activities. New projects are required to comply with all applicable SCAQMD rules and regulations, including but not limited to Rule 403 (Fugitive Dust), Rule 1113 (Architectural Coatings), and Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities). Additional measures for projects that exceed SCAQMD's construction mass daily thresholds may include, but are not limited to, the following:

- Off-Road construction equipment with engines that are 50 horsepower or greater shall be rated by the USEPA as having Tier 4 emission limits or better (whichever is the cleanest technology available at time of project development). If it can be demonstrated to County Planning that such equipment is not commercially available or feasible, alternate emissions control devices and/or techniques used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 4 diesel emissions control strategy for a similarly sized engine, as defined by the California Air Resources Board's regulations.
- Use electric or alternative-fueled (i.e., non-diesel) construction equipment, if available and feasible, including but not limited to, concrete/industrial saws, pumps, aerial lifts, material hoist, air compressors, forklifts, excavator, wheel loader, and soil compactors.
- Maintain records of all trucks associated with project construction activities to document that each truck used meets the required emission standards. The Applicant shall provide records for inspection within five business days of request by CARB, SCAQMD or County Planning.
- Provide electric vehicle (EV) charging stations or appropriately sized electrical infrastructure and electrical panels. Electrical hookups should be provided for trucks to plug in any onboard auxiliary equipment.
- Provide temporary traffic controls such as a flag person, during all phases of significant construction activity to maintain smooth traffic flow, where necessary.
- Provide dedicated turn lanes for the movement of construction trucks and equipment on- and off-site, where applicable.
- Ensure vehicle traffic inside the project site is as far away as feasible from sensitive receptors.
- Reduce traffic speeds on all unpaved roads to 15 miles per hour (mph) or less.

- Suspend all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 mph.
- Suspend use of all construction activities that generate air pollutant emissions during first stage smog alerts.
- Configure construction parking to minimize traffic interference.
- Cover all trucks hauling dirt, sand, soil, or other loose materials.
- Install wheel washers where vehicles enter and exit the construction site onto paved roads or wash off trucks and any equipment leaving the site for each trip.
- Apply non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for ten days or more).
- Replace ground cover in disturbed areas as quickly as possible to minimize dust.
- Pave roads and road shoulders, where applicable.
- Sweep streets at the end of the day with SCAQMD Rule 1186 and 1186.1 compliant sweepers if visible soil is carried onto adjacent public paved roads (recommend water sweepers that utilize reclaimed water).
- Utilize only super-compliant volatile organic compound (VOC) paints for architectural coatings (0 grams per liter to less than 10 grams per liter VOC) during construction activities. If paints and coatings with VOC content of 0 grams/liter to less than 10 grams/liter cannot be utilized, the application of architectural coatings shall be prohibited during the peak smog season: July, August, and September

Prior to the issuance of a grading permit, the applicant shall provide the County with the construction contractor's inclusion of all required measures on applicable construction plans, including grading and/or building plans.

MM-4.3-2

Operational Emissions. If, during subsequent project-level environmental review, operation-related criteria air pollutants are determined to have the potential to exceed SCAQMD's operation mass daily thresholds, the County shall require applicants for new projects that exceed those thresholds to incorporate appropriate measures to reduce or minimize air pollutant emissions during operational activities. New projects facilitated by the South Bay Area Plan are required to comply with all applicable SCAQMD rules and regulations, including but not limited to Rule 445 (Wood Burning Devices), Rule 1401 (New Source of Toxic Air Contaminants), Rule 1110.2 (Emissions from Gaseous- and Liquid-Fueled Engines), Rule 1153.1 (Emissions of Oxides of Nitrogen from Commercial Food Ovens), Rule 2305 (Warehouse Indirect Source Rule), and Rule 1146 (Emissions of NO_x from Small Industrial, Institutional, and Commercial Boilers, Steam Generators, and Process Heaters). Additional measures for projects that exceed SCAQMD's operation mass daily thresholds may include, but are not limited to, the following:

- Heavy-duty trucks shall, at minimum, have 2010 model year engines that meet CARB's 2010 engine emissions standards or newer model trucks with better emissions standards (whichever is the cleanest technology available at the time of project development).
- Maintain records of all trucks associated with project operation to document that each truck used meets the required emission standards. The Applicant shall provide records for inspection within five business days of request by CARB, SCAQMD or County Planning.
- The daily number of truck trips allowed during project operation shall be limited to the levels analyzed in the subsequent, project-level environmental analysis for the project.
- Provide electrical infrastructure and electrical panels in conformance with Tier 2 CalGreen code, which should be appropriately sized. Electrical hookups shall be provided for truckers to plug in any onboard auxiliary equipment.
- Truck check-in points shall be located inside the project site to help avoid trucks queuing outside the site.
- Ensure truck traffic inside the project site is as far away as feasible from sensitive receptors.
- Overnight truck parking shall be located as far away as feasible from the sensitive land uses.

Prior to the issuance of a Certificate of Occupancy, the applicant shall provide the County with appropriate documentation including but not limited to a Truck Routing and Traffic Plan, and Site Plan with relevant notations verifying compliance with the required measures.

4.3.2.7 Significance Conclusion

Threshold 4.3-1: Even with implementation of MM-4.3-1 and MM-4.3-2, the Project could conflict with or obstruct implementation of the applicable air quality plan, and impacts would be **significant and unavoidable** and cumulatively considerable.

Threshold 4.3-2: Even with implementation of MM-4.3-1 and MM-4.3-2, the Project could result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors), and impacts would be **significant and unavoidable** and cumulatively considerable.

Threshold 4.3-3: Even with implementation of MM-4.3-1 and MM-4.3-2, the Project could expose sensitive receptors to substantial pollutant concentrations, and impacts would be **significant and unavoidable** and cumulatively considerable.

Threshold 4.3-4: The Project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people and impacts would be **less than significant** and would not be cumulatively considerable.

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4.4 Biological Resources

This section of the Draft PEIR analyzes the potential impacts from the implementation of the Los Angeles County South Bay Area Plan (South Bay Area Plan or Project) on biological resources, including impacts to special status plant and wildlife species, sensitive natural communities, wetlands, migratory corridors, oak woodlands, and any policies, ordinances, or plans to protect biological resources. A discussion of the existing biological resources in the unincorporated communities of the South Bay Planning Area (Project area) and the surrounding areas is included in this section to present the environmental baseline conditions. The analysis is based, in part, on review of the County General Plan, the CalFlora Database, California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDDB), California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants, and U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) data, as included in Appendix E of this Draft PEIR. Please refer to the following appendix:

Appendix E CNDDDB, CNPS Inventory, and IPaC Records, prepared by Dudek

Other sources consulted are listed in Section 4.4.3, References.

4.4.1 Environmental Setting

This section has been written with the understanding that Indigenous Peoples are the original stewards of the natural landscape within and surrounding the Project site. Indigenous knowledge and practices were developed over millennia to provide and support essential elements of Indigenous life and culture and are still practiced today. This traditional ecological knowledge and stewardship methods include sustainable hunting and gathering as well as the use of fire to revitalize the natural environment. The traditional relationship between Indigenous Peoples and natural resources demonstrates an extraordinary understanding of the reciprocal connection and role of humans to ensure our natural resources exist for future generations.

4.4.1.1 Regulatory Setting

Federal

Federal Endangered Species Act

The federal Endangered Species Act (FESA) of 1973 (16 USC 1531 et seq.), as amended, is administered by the U.S. Fish and Wildlife Service (USFWS) for most plant and animal species, and by the National Oceanic and Atmospheric Administration National Marine Fisheries Service for certain marine species. FESA is intended to provide a means to conserve the ecosystems upon which endangered and threatened species depend, and to provide programs for the conservation of those species, thus preventing extinction of plants and wildlife. FESA defines an endangered species as “any species that is in danger of extinction throughout all or a significant portion of its range.” A threatened species is defined as “any species that is likely to become an endangered species within the foreseeable future throughout all or a significant portion of its range.” Under FESA, it is unlawful to take any listed species; “take” is defined as “harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct.”

FESA allows for the issuance of incidental take permits for listed species under Section 7, which is generally available for projects that also require other federal agency permits or other approvals, and under Section 10, which provides

for the approval of habitat conservation plans on private property without any other federal agency involvement. Upon development of a habitat conservation plan, USFWS can issue incidental take permits for listed species.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) was originally passed in 1918 as four bilateral treaties, or conventions, for the protection of a shared migratory bird resource. The primary motivation for the international negotiations was to stop the “indiscriminate slaughter” of migratory birds by market hunters and others (16 USC 703–712). Each of the treaties protects selected species of birds and provides for closed and open seasons for hunting game birds. The MBTA protects more than 800 species. Two species of eagles that are native to the United States—bald eagle (*Haliaeetus leucocephalus*) and golden eagle (*Aquila chrysaetos*)—were granted additional protection within the United States under the Bald and Golden Eagle Protection Act (16 USC 668–668d) to prevent these species from becoming extinct.

Clean Water Act

The Clean Water Act (CWA) is the major federal legislation governing water quality, providing guidance for the restoration and maintenance of the chemical, physical, and biological integrity of the nation’s waters. Section 401 of the CWA requires an applicant for a federal license or permit that may result in a discharge of pollutants into waters of the United States to obtain state certification, thereby ensuring that the discharge will comply with provisions of the CWA. The State Water Resources Control Board and Regional Water Quality Control Boards (RWQCBs) administer the 401 certification program in California. Section 402 of the CWA establishes a permitting system for the discharge of any pollutant (except dredged or fill material) into waters of the United States. Section 404 establishes a permit program administered by the U.S. Army Corps of Engineers (USACE) that regulates the discharge of dredged or fill material into waters of the United States, including wetlands. USACE implementing regulations are found in 33 Code of Federal Regulations (CFR) Parts 320 to 332. Guidelines for implementation are referred to as the Section 404(b)(1) Guidelines, which were developed by the U.S. Environmental Protection Agency in conjunction with USACE (40 CFR 230). The guidelines allow the discharge of dredged or fill material into the aquatic ecosystem only if there is no practicable alternative that would have less adverse impacts.

State

California Endangered Species Act

CDFW administers the California Endangered Species Act (CESA), which prohibits the take of plant and animal species designated by the Fish and Game Commission as endangered or threatened in California. Under CESA Section 86, “take” is defined as “hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill.” CESA Section 2053 stipulates that state agencies may not approve projects that will “jeopardize the continued existence of any endangered species or threatened species, or result in the destruction or adverse modification of habitat essential to the continued existence of those species, if there are reasonable and prudent alternatives available consistent with conserving the species or its habitat which would prevent jeopardy.”

CESA defines an endangered species as “a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant which is in serious danger of becoming extinct throughout all, or a significant portion, of its range due to one or more causes, including loss of habitat, change in habitat, overexploitation, predation, competition, or disease.” CESA defines a threatened species as “a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant that, although not presently threatened with extinction, is likely to become an endangered species in the foreseeable future in the absence of the special protection and management efforts required by this chapter.

Any animal determined by the Commission as rare on or before February 1, 1985, is a threatened species.” A candidate species is defined as “a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant that the Commission has formally noticed as being under review by the department for addition to either the list of endangered species or the list of threatened species, or a species for which the Commission has published a notice of proposed regulation to add the species to either list.” CESA does not list invertebrate species.

California Fish and Game Code Sections 3503, 3511, 3513, 3801, 4700, 5050, and 5515

Section 2081(b) and (c) of the California Fish and Game Code authorizes take of endangered, threatened, or candidate species if take is incidental to otherwise lawful activity and if specific criteria are met. These provisions also require CDFW to coordinate consultations with USFWS for actions involving federally listed species that are also state-listed species. In certain circumstances, Section 2080.1 of CESA allows CDFW to adopt a federal incidental take statement or a 10(a) permit as its own, based on its findings that the federal permit adequately protects the species and is consistent with state law. A Section 2081(b) permit may not authorize the take of “fully protected” species or “specified birds” (California Fish and Game Code Sections 3505, 3511, 4700, 5050, 5515, and 5517). If a project is planned in an area where a fully protected species or a specified bird occurs, an applicant must design the project to avoid take.

California Fish and Game Code, Sections 1600–1616

California Fish and Game Code, Sections 1600–1616, mandates that “it is unlawful for any person to substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake designated by the department, or use any material from the streambeds, without first notifying the department of such activity.” Under California Fish and Game Code, Sections 1600–1616, the CDFW has the authority to regulate work that will substantially divert or obstruct the natural flow of, or substantially change or use any material from, the bed, channel, or bank of any river, stream, or lake. The CDFW also has the authority to regulate work that will 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. This regulation takes the form of a requirement for a Lake or Streambed Alteration (LSA) Agreement and is applicable to all projects. Applications to the CDFW must include a complete certified document pursuant to the California Environmental Quality Act (CEQA).

California Environmental Quality Act

CEQA requires identification of a project’s potentially significant impacts on biological resources and ways that such impacts can be avoided, minimized, or mitigated. CEQA also provides guidelines and thresholds for use by lead agencies for evaluating the significance of proposed impacts.

The CEQA Guidelines define endangered animals or plants as species or subspecies whose “survival and reproduction in the wild are in immediate jeopardy from one or more causes, including loss of habitat, change in habitat, overexploitation, predation, competition, disease, or other factors” (14 CCR 15380[b][1]). A rare animal or plant is defined in CEQA Guidelines Section 15380(b)(2) as a species that, although not currently threatened with extinction, exists “in such small numbers throughout all or a significant portion of its range that it may become endangered if its environment worsens; or ... [t]he species is likely to become endangered within the foreseeable future throughout all or a significant portion of its range and may be considered ‘threatened’ as that term is used in the federal Endangered Species Act.” Additionally, an animal or plant may be presumed to be endangered, rare, or threatened if it meets the criteria for listing as defined further in CEQA Guidelines Section 15380(c).

Section IV, Appendix G (Environmental Checklist Form) of the CEQA Guidelines (14 CCR 15000 et seq.) requires an evaluation of impacts to “any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or the USFWS.”

Local

Los Angeles County Code

The Los Angeles County Code consists of the regulatory, penal, and administrative ordinances for the County. Components of the County Code that are applicable to the subject of biological resources are identified below.

Title 22- Planning and Zoning

Chapter 22.104- Hillside Management Areas, was established to ensure that development preserves and enhances the physical integrity, biological resources, and scenic value of Hillside Management Areas (HMAs), to provide open space, and to be compatible with and enhance community character. These goals are to be accomplished by: (1) locating development outside of HMAs to the extent feasible; (2) locating development in the portions of HMAs with the fewest hillside constraints; and (3) using sensitive hillside design techniques tailored to the unique site characteristics. In locating building pads, public safety, and biological resource protection shall have priority over scenic resource preservation. The HMA Ordinance and Hillside Design Guidelines (Title 22- Appendix I, Hillside Design Guidelines) implement the policies of the General Plan by ensuring that hillside development projects use sensitive and creative engineering, architectural, and landscaping site design techniques. HMAs are defined as areas with 25 percent or greater natural slopes. The Hillside Design Guidelines are required for development in HMAs, unless exempted under the provisions of the ordinance. A Sensitive Hillside Design Measures Checklist is used by applicants to determine whether the Hillside Design Guidelines would be applicable. Appendix I, Hillside Design Guidelines, of the HMA Ordinance and Hillside Design Guidelines, encourages retention and incorporation of 50 percent or more of existing onsite trees and woodlands (particularly native and drought-tolerant species, and oak woodlands) into a Project’s landscaping plan.

Chapter 22.126- Tree Planting Requirements, establishes a project's tree planting requirements to provide environmental benefits. Trees planted pursuant to this Chapter will reduce greenhouse gases by absorbing carbon dioxide, reduce water pollution by retaining storm water onsite, and reduce the urban heat island effect by shading impervious surfaces. This Chapter applies to any project that includes a “new principal use building”, additions to buildings where at least 50% of the new floor area is added, and new surface parking lots. The Chapter sets forth minimum tree planting requirements for number of trees, species, size, and location.

Chapter 22.174- Oak Tree Permits, was established: (a) to recognize oak trees as significant historical, aesthetic, and ecological resources, and as one of the most picturesque trees in Los Angeles County, lending beauty and charm to the natural and manmade landscape, enhancing the value of property, and the character of the communities in which they exist; and (b) to create favorable conditions for the preservation and propagation of this unique, threatened plant heritage, particularly those trees which may be classified as heritage oak trees, for the benefit of current and future residents of the County. It is the intent of the Oak Tree Permit to maintain and enhance the general health, safety and welfare by assisting in counteracting air pollution and in minimizing soil erosion and other related environmental damage. The County requires permits prior to removing or damaging oaks unless subject to exemptions (e.g., emergency,

utility maintenance, tree maintenance, and for trees planted in road rights-of-way to maintain line-of-site or to relocate trees causing damage to roadway improvements). Otherwise, in unincorporated areas, oak trees that are at least eight inches in diameter (or, for trees with multiple trunks with a combined diameter measuring at least 12 inches) at 4.5 feet above grade, shall not be cut, destroyed, removed, relocated, or damaged, unless an oak tree permit is first obtained as provided in the ordinance. The ordinance also extends to include encroachment with the protected zone of such trees. The “protected zone,” is that area within the dripline of an oak tree and extending therefrom to a point at least 5 feet outside the dripline, or 15 feet from the trunks of a tree, whichever distance is greater.

Chapter 22.102- Significant Ecological Areas (SEAs) are officially designated areas within Los Angeles County with irreplaceable biological resources. The SEA Program objective is to conserve genetic and physical diversity within Los Angeles County by designating biological resource areas that are capable of sustaining themselves into the future. The SEA also protects native trees and provides a list of the protected species and the size of the diameter of the trunk that triggers protection. The SEA Ordinance establishes the permitting, design standards, and review process for development within SEAs, balancing preservation of the County’s natural biodiversity with private property rights. A discretionary SEA Conditional Use Permit application is required for development that cannot demonstrate compliance with Section 22.102.070 (Protected Tree Permit), or Sections 22.102.090 (SEA Development Standards) and 22.102.100 (Natural Open Space Preservation).

Appendix J- Grading, sets forth requirements for measures that must be implemented during grading activities when a project is subject to a grading permit. If a project would conduct grading on or before October 1, the applicant must prepare an Erosion and Sediment Control Plan (ESCP), which must include specific best management practices to minimize the transport of sediment and protect public and private property from the effects of erosion, flooding, or the deposition of mud, debris, or construction-related pollutants.

Los Angeles County 2035 General Plan

The General Plan includes guiding principles, which inform the County’s goals, policies, and implementation actions. The following goals and policies are relevant to the proposed Project and applicable to biological resources. The South Bay Area Plan would support and/or would not conflict with the implementation of the following goals and policies (County of Los Angeles 2015):

Goal C/NR 1: Open space areas that meet the diverse needs of Los Angeles County.

Policy C/NR 1.3: Support the acquisition of new available open space areas. Augment this strategy by leveraging County resources in concert with the compatible open space stewardship actions of other agencies, as feasible and appropriate.

Policy C/NR 1.5: Provide and improve access to dedicated open space and natural areas for all users that considers sensitive biological resources.

Goal C/NR 2: Effective collaboration in open space resource preservation.

Policy C/NR 2.2: Encourage the development of multi-benefit dedicated open spaces.

Policy C/NR 2.4: Collaborate with public, non-profit, and private organizations to acquire and preserve available land for open space.

Goal C/NR 3: Permanent, sustainable preservation of genetically and physically diverse biological resources and ecological systems including: habitat linkages, forests, coastal zone, riparian habitats, streambeds, wetlands, woodlands, alpine habitat, chaparral, shrublands, and SEAs.

Policy C/NR 3.1: Conserve and enhance the ecological function of diverse natural habitats and biological resources.

Policy C/NR 3.6: Participate in inter-jurisdictional collaborative strategies that protect biological resources.

Policy C/NR 3.8: Discourage development in areas with identified significant biological resources, such as SEAs.

Existing Community-Based and Specific Plans

The West Carson Transit Oriented District Specific Plan and the Vision Lennox Plan are the only existing community-based or specific plans applicable to the Project area. However, there are no applicable West Carson Transit Oriented District Specific Plan or Vision Lennox goals or policies pertaining to biological resources in the Project area.

Los Angeles County Oak Woodlands

In response to regulations enacted by the State of California (California Public Resources Code, Section 21083.4), the County adopted the Los Angeles County Oak Woodlands Conservation Management Plan (Plan) (August 23, 2011; County of Los Angeles 2011) and drafted the Oak Woodlands Conservation Management Plan Guide (Guide) (March 18, 2014; County of Los Angeles 2014) as an implementing document for the Plan. The purpose of the regulations and the adopted Oak Woodlands Conservation Management Plan is to determine whether the development of a proposed project “may result in a conversion of oak woodlands that will have a significant effect on the environment” (County of Los Angeles 2011). Should a proposed project result in loss of oak woodlands, the County requires measures consistent with County code to offset the losses.

4.4.1.2 Existing Environmental Conditions

With the exception of Westfield/Academy Hills, the Project area is within the highly urbanized Los Angeles Basin with residential, commercial, transportation, and industrial land uses dominating the landscape. The Project area communities have been developed for almost 100 years, and the development has removed the natural vegetation, soils, and hydrology that most native plant and wildlife species are dependent on. Vegetation is primarily limited to ornamental vegetation associated with development and parks, and ruderal species¹. There are some undeveloped parcels in La Rambla, but the parcels appear to be highly disturbed and dominated by non-native vegetation (Google 2023). Stormwater is conveyed through much of the Project area via underground stormwater systems and open concrete channels, including the Dominguez Channel in Alondra Park/El Camino Village. The County-designated Palos Verdes Peninsula and Coastline Significant Ecological Areas (SEA) has a portion within Westfield/Academy Hills and a portion of the Harbor Lake Regional Park SEA is within West Carson (County of Los Angeles 2023). The

¹ Ruderal vegetation is vegetation that is often composed of invasive species, whether exotic or native, that have expanded in extent and abundance due to human disturbances (Faber-Langendoen et al. 2014).

portion of the Harbor Lake Regional Park SEA in the Project area is government-owned (County of Los Angeles 2024a).

Resident native wildlife that occurs in the Project area are primarily common urban adapted species, such as western fence lizard (*Sceloporus occidentalis*), red-tailed hawk (*Buteo jamaicensis*), mourning dove (*Zenaidura macroura*), Allen's hummingbird (*Selasphorus sasin*), Anna's hummingbird (*Calypte anna*), black phoebe (*Sayornis nigricans*), American crow (*Corvus brachyrhynchos*), house finch (*Haemorhous mexicanus*), Virginia opossum (*Didelphis virginiana*), coyote (*Canis latrans*), raccoon (*Procyon lotor*), and striped skunk (*Mephitis mephitis*). Numerous other bird species are expected to pass through during migration and numerous bat species may forage overhead, with there being some potential for bat roosts in manmade structures (e.g., bridges and dilapidated buildings). Non-native wildlife species are more abundant within the communities, and include rock pigeon (*Columba livia*), European starling (*Sturnus vulgaris*), house sparrow (*Passer domesticus*), house mouse (*Mus musculus*), Norway rat (*Rattus norvegicus*), and black rat (*Rattus rattus*).

The Westfield/Academy Hills portion of the Project area is primarily developed (including the South Coast Botanic Garden, Chadwick School campus, and residential development), but the southern portion does have natural open space areas that do support coastal scrub vegetation communities and natural drainages. Natural soils in the open space areas have been mapped as Lunada-Zaca complex, 30 to 75 percent slopes (USDA 2023). In addition to the urban-adapted wildlife, common resident species associated with coastal scrub are also expected, including western side-blotched lizard (*Uta stansburiana elegans*), San Diego gopher snake (*Pituophis catenifer annectens*), southern Pacific rattlesnake (*Crotalus oreganus helleri*), California towhee (*Melospiza crissalis*), and spotted towhee (*Pipilo maculatus*).

4.4.2 Environmental Impacts

4.4.2.1 Methodology

Approach

As described in Chapter 3, Project Description, the South Bay Area Plan is a policy document that does not include or propose any site-specific development that could directly result in construction or operational impacts to the environment. However, implementation of the South Bay Area Plan would encourage development in a manner consistent with the South Bay Area Plan, which would facilitate additional future development. Therefore, this Draft PEIR does not assess the site-specific construction and operation details of each future development within the Project area. Rather, it assesses the impacts associated with changes to existing land uses and the associated overall effects of buildout of the South Bay Area Plan through 2045, where reasonably foreseeable physical changes to the environment could occur. Analysis at a parcel or site-specific level was not conducted because, unless otherwise noted within this assessment, the actual locations of project development (and its chronologic sequence or concurrence) that may be implemented in the future are speculative.

The following data sources were reviewed to assist with the assessment of biological resources:

- California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDDB) (CDFW 2023a)
- U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) (USFWS 2023a)
- California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants (CNPS 2023)

- Calflora's What Grows Here database (Calflora 2023)
- CDFW Biogeographic Information and Observation System (CDFW 2023b)
- CDFW California Sensitive Natural Communities list (CDFW 2023c)
- USFWS National Wetlands Inventory (NWI) data (USFWS 2023b)
- National Hydrography Dataset and Watershed Boundary Dataset (USGS 2023)
- County of Los Angeles GIS data portal (County of Los Angeles 2023)
- Google Earth, desktop application (Google Earth 2023)
- Historical Aerials, online viewer (Nationwide Environmental Title Research 2023)

The CNDDDB query include the South Bay Planning Area and a 5-mile buffer. The CNPS Inventory were queried based on the U.S. Geological Survey (USGS) quadrangles that contain the South Bay Planning Area (Torrance, San Pedro, Inglewood, and Venice). The IPaC query was based on the boundaries of the South Bay Planning Area. Appendix E of this Draft PEIR includes the results of the queries of the CNDDDB, CNPS Inventory, and IPaC.

For each special-status plant species known to occur in the vicinity of or within the Project, a determination was made regarding the potential for the species to occur within the study area based on site-specific information gathered during the field reconnaissance, such as the location of the site, vegetation communities and soils present, current site conditions, and each species' known range, habitat associations, preferred soil substrate, life form, elevation, and blooming period. For each special-status wildlife species listed, a determination was made regarding potential use within the study area based on site-specific information gathered during the field reconnaissance, such as the location of the site, vegetation communities and soils present, current site conditions, and each species' known range, habitat preferences, and knowledge of the species' relative distributions in the area.

4.4.2.2 Thresholds of Significance

In accordance with the County's Environmental Checklist Form (Initial Study) and Appendix G of the State CEQA Guidelines, the applicable thresholds of significance with regard to biological resources are listed below. A project may have a significant impact if it would:

- Threshold 4.4-1:** 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 (CDFW) or U.S. Fish and Wildlife Service (USFWS).
- Threshold 4.4-2:** Have a substantial adverse effect on any sensitive natural communities (e.g., riparian habitat, coastal sage scrub, oak woodlands, non-jurisdictional wetlands) identified in local or regional plans, policies, regulations or by CDFW or USFWS.
- Threshold 4.4-3:** Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means.
- Threshold 4.4-4:** 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.

- Threshold 4.4-5:** Convert oak woodlands (as defined by the state, oak woodlands are oak stands with greater than 10% canopy cover with oaks at least 5 inch in diameter measured at 4.5 feet above mean natural grade) or other unique native woodlands (juniper, Joshua, southern California black walnut, etc.).
- Threshold 4.4-6:** Conflict with any local policies or ordinances protecting biological resources, including Wildflower Reserve Areas (L.A. County Code, Title 12, Ch. 12.36), the Los Angeles County Oak Tree Ordinance (L.A. County Code, Title 22, Ch. 22.174), the Significant Ecological Areas (SEAs) (L.A. County Code, Title 22, Ch. 102), Specific Plans (L.A. County Code, Title 22, Ch. 22.46), Community Standards Districts (L.A. County Code, Title 22, Ch. 22.300 et seq.), and/or Coastal Resource Areas (L.A. County General Plan, Figure 9.3).
- Threshold 4.4-7:** Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved state, regional, or local habitat conservation plan.

4.4.2.3 Land Use Changes, Goals, and Policies

As discussed in Section 3.3.3, Project-Related Growth, in Chapter 3, Project Description of this Draft PEIR, implementation of the Project would encourage future development in a manner consistent with the South Bay Area Plan (County of Los Angeles 2024b), which would facilitate additional residential, commercial, and mixed-use development based on the following:

1. The Project would redesignate parcels within the Project-area communities of Alondra Park/El Camino Village, Del Aire/Wiseburn, Lennox, La Rambla, and West Carson to allow for residential development at higher densities than currently permitted. Under existing conditions, the sites affected are primarily designated as residential or commercial, and nearly all are occupied by existing development. The Project would facilitate development of approximately 9,853 additional dwelling units within the Project area. The proposed General Plan land use redesignations are illustrated in the following figures in Chapter 3, Project Description, of this Draft PEIR: Figure 3-1a, Proposed General Plan Land Use, Alondra Park/El Camino Village; Figure 3-1b, Proposed General Plan Land Use, Del Aire/Wiseburn; Figure 3-1d, Proposed General Plan Land Use, La Rambla; Figure 3-1e, Proposed General Plan Land Use, Lennox; and Figure 3-1f, Proposed General Plan Land Use, West Carson.
2. The Project would amend applicable sections of the County Code to allow for the development of neighborhood-scale commercial uses (i.e., Accessory Commercial units [ACUs]) on corner lots within the Project area's residential-only zones. The ACUs would be an accessory use to a primary residence and would be limited to one ACU per corner-residential lot. It is projected that approximately 12 parcels in the Project area may develop ACUs, totaling an estimated 10,200 square feet of ACUs. For a distribution of the residential zones within the Project area where ACUs would be permitted on corner lots, please refer to the following figures in Chapter 2, Environmental Setting, of this Draft PEIR: Figure 2-4a, Existing Zoning, Alondra Park/El Camino Village; Figure 2-4b, Existing Zoning, Del Aire/Wiseburn; Figure 2-4c, Existing Zoning, Hawthorne Island; Figure 2-4d, Existing Zoning, La Rambla; Figure 2-4e, Existing Zoning, Lennox; Figure 2-4f, Existing Zoning, West Carson; and Figure 2-4g, Existing Zoning, Westfield/Academy Hills.
3. The Project would redesignate parcels in the communities of Alondra Park/El Camino Village, Del Aire/Wiseburn, Lennox, La Rambla, and West Carson to facilitate new commercial development. In total,

the proposed land use changes would facilitate approximately 777,697 square feet of additional commercial use.

As shown in Table 3-1, Proposed General Plan Land Use Changes and Table 3-2, Proposed Zone Changes in Chapter 3, Project Description, the South Bay Area Plan does not propose any land use or zoning changes to parcels currently zoned or designated as open space. Instead, the Project would facilitate changes to development type/intensity on parcels that already support and/or are zoned for development. Development facilitated by the Project would predominantly consist of “infill”² development within previously disturbed and/or developed parcels. However, the Project’s proposed land use changes could affect some fully or partially undeveloped parcels that could support biological resources.

The South Bay Area Plan’s areawide and community-specific goals and policies presented below are tailored towards the unique geographic, demographic, and social diversity in the unincorporated communities of the South Bay Planning Area and are consistent with the Los Angeles County General Plan goals and policies applicable to the topic of biological resources listed in Section 4.4.1.1 above.

Areawide Goals and Policies

- | | |
|------------------------|--|
| Policy LU 3.3 | Residential Trees. Encourage drought-tolerant landscaping and trees within residential uses’ front yards to enhance greening and encourage low-impact development. |
| Goal COSE 4 | A resilient Planning Area that integrates sustainable methods and techniques throughout open spaces, streetscapes, and other elements of the built environment. |
| Policy COSE 4.1 | Multi-benefit Spaces. Provide multi-benefit open spaces that incorporate or provide sustainable and environmental elements with water quality improvements, including slowing and capturing water and enabling groundwater recharge; native habitat; connectivity between open space areas; enhanced biodiversity; and improved open space access. |
| Policy COSE 4.4 | Native Landscaping. Improve existing and future public and private open spaces, greenways, streets, and sidewalks with additional native trees and drought-tolerant native plants to mitigate heat island effects, create comfort for users, and manage water usage. |
| Policy COSE 4.5 | Trees and Shade. Provide shade within parks and open spaces through covered outdoor structures, when possible, and additional tree plantings. |

² Pursuant to CEQA Guidelines Section 15191(e) an “[i]nfill site’ means a site in an urbanized area that meets one of the following criteria: (1) The site has been previously developed for qualified urban uses; or (2) The site has not been developed for qualified urban uses but all immediately adjacent parcels are developed with existing qualified urban uses; or (3) The site has not been developed for qualified urban uses, no parcel within the site has been created within the past 10 years, and the site is situated so that: (A) at least 75% of the perimeter of the site is adjacent to parcels that are developed with existing qualified urban uses at the time the lead agency receives an application for an approval; and (B) the remaining 25% of the perimeter of the site adjoins parcels that had been previously developed for qualified urban uses.”

Policy PS 3.6

Trees. Protect existing mature street trees, avoid over-pruning and promote additional tree plantings within County-led and funded projects.

Community-Specific Goals and Policies

There are no proposed community-specific goals or policies applicable to the topic of biological resources.

4.4.2.4 Impact Analysis

Threshold 4.4-1 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 Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS)?

Significant and Unavoidable Impact. The CEQA Guidelines define endangered animals or plants as species or subspecies whose “survival and reproduction in the wild are in immediate jeopardy from one or more causes, including loss of habitat, change in habitat, overexploitation, predation, competition, disease, or other factors” (14 CCR 15380[b][1]). A rare animal or plant is defined in CEQA Guidelines Section 15380(b)(2) as a species that, although not currently threatened with extinction, exists “in such small numbers throughout all or a significant portion of its range that it may become endangered if its environment worsens; or ... [t]he species is likely to become endangered within the foreseeable future throughout all or a significant portion of its range and may be considered ‘threatened’ as that term is used in the federal Endangered Species Act.” Additionally, an animal or plant may be presumed to be endangered, rare, or threatened if it meets the criteria for listing as defined further in CEQA Guidelines Section 15380(c).

Relevant databases that contain information on candidate, sensitive, and/or special status species include: the CNDDDB (CDFW 2023a); the CNPS Inventory of Rare and Endangered Plants (CNPS 2023); and the (USFWS IPaC Database (USFWS 2023a). The results of these queries included 52 special status plant species and 47 special status wildlife species that have recorded occurrences in the Project area. Critical habitat has been designated for coastal California gnatcatcher (*Poliioptila californica californica*) in the Westfield/Academy Hills portion of the Project area (USFWS 2023a).

The potential for occurrence of plant and wildlife species is summarized according to the following categories. Because not all species are accommodated precisely by a given category (i.e., category definitions may be too restrictive), an expanded rationale for each category assignment is provided.

- **Known to occur:** the species has been documented in the Project area (CDFW 2023a, CNPS 2023).
- **High potential to occur:** the species has not been documented in the Project area but is known to recently occur in the vicinity and suitable habitat is present.
- **Moderate potential to occur:** the species has not been documented in the vicinity, but the Project is within the known range of the species and suitable habitat for the species is present.
- **Low potential to occur:** the species has not been documented within 50 years in the vicinity of the Project, but the site is within the known range of the species; however, suitable habitat for the species on site is of low quality.

- **Not expected to occur:** the property is outside the known geographic or elevational range of the species and/or the site does not support suitable habitat for the species.

Special Status Plants

Table 4.4-1 summarizes the regulatory status, natural history, and the results of assessment of occurrence for the 52 special-status plants with records in the Project area and/or within five miles of the Project area. Two species, decumbent goldenbush (*Isocoma menziesii* var. *decumbens*) and Southern California black walnut (*Juglans californica*), have known extant occurrences in the Westfield/Academy Hills portion of the Project area (CDFW 2023a, CNPS 2023). The natural open space areas of Westfield/Academy Hills also have a low to high potential to support Catalina mariposa lily (*Calochortus catalinae*), small-flowered morning-glory (*Convolvulus simulans*), Catalina crossosoma (*Crossosoma californicum*), western dichondra (*Dichondra occidentalis*), mesa horkelia (*Horkelia cuneata* var. *puberula*), and California box-thorn (*Lycium californicum*). Southern tarplant (*Centromadia parryi* ssp. *australis*) has a high potential to occur in the West Carson portion of the Project area. Lucky morning glory (*Calystegia felix*) was discovered within irrigated landscapes in Riverside County, so a low potential to occur was determined due to irrigated landscapes being present in the Project area. The rest of the special status plant species with records from within five miles of the Project area are not expected to occur due to the removal of natural vegetation communities due to the urbanization.

Table 4.4-1. Assessment of the Potential of Occurrence of Special-Status Plant Species with Records in the Project Area and/or within Five Miles

Scientific Name	Common Name	Status ¹ (Federal/ State/ CRPR)	Primary Habitat Associations/ Life Form/Blooming Period/Elevation Range (feet)	Potential to Occur ²
<i>Abronia maritima</i>	red sand-verbena	None/None/4.2	Coastal dunes/perennial herb/Feb–Nov/0–330	Not expected to occur. There are 8 records of the species within 5 miles of the Project, with only two being recorded within the past 90 years (Calflora 2023). The Project area lacks the coastal dunes that the species is associated with.
<i>Aphanisma blitoides</i>	aphanisma	None/None/1B.2	Coastal bluff scrub, Coastal dunes, Coastal scrub; Gravelly (sometimes), Sandy (sometimes)/annual herb/Feb–June/5–1,000	Not expected to occur. There are 8 records of the species within 5 miles of the Project, with all recent records having accurate locations that are found on the coast of Palos Verdes (Calflora 2023), which is outside of the Project area.

Table 4.4-1. Assessment of the Potential of Occurrence of Special-Status Plant Species with Records in the Project Area and/or within Five Miles

Scientific Name	Common Name	Status ¹ (Federal/ State/ CRPR)	Primary Habitat Associations/ Life Form/Blooming Period/Elevation Range (feet)	Potential to Occur ²
<i>Arenaria paludicola</i>	marsh sandwort	FE/SE/1B.1	Marshes and swamps (brackish, freshwater); Openings, Sandy/perennial stoloniferous herb/May–Aug/10–560	Low potential to occur. There is 1 record from 1900 that is within 5 miles of the Project that is considered extirpated (CDFW 2023a). There is a small amount of remnant marshland within the Harbor Lake Regional Park SEA within West Carson on government owned lands; however, aerial imagery over the past 20 years shows that the area has been regularly maintained, including sediment removal in 2009 (Google 2024).
<i>Astragalus pycnostachyus</i> var. <i>lanosissimus</i>	Ventura Marsh milk-vetch	FE/SE/1B.1	Coastal dunes, Coastal scrub, Marshes and swamps (edges, coastal salt, brackish)/perennial herb/(June)Aug–Oct/5–115	Low potential to occur. There are 2 records of the species within 5 miles of the Project, with the one in Playa del Rey assumed to be extirpated (CDFW 2023a, Calflora 2023). The other is a 1902 record from Ballona Wetlands. There is a small amount of remnant marshland within the Harbor Lake Regional Park SEA within West Carson on government owned lands; however, aerial imagery over the past 20 years shows that the area has been regularly maintained, including sediment removal in 2009 (Google 2024).
<i>Astragalus tener</i> var. <i>titi</i>	coastal dunes milk-vetch	FE/SE/1B.1	Coastal bluff scrub (sandy), Coastal dunes, Coastal prairie (mesic); Mesic (often), Vernaly Mesic (often)/annual herb/Mar–May/5–165	Not expected to occur. The 1 CNDDDB record for this species is from 1903 and is considered possibly extirpated (CDFW 2023a). Additionally, coastal bluff scrub (sandy), coastal dunes, and coastal prairie (mesic) are not expected in the Project area.

Table 4.4-1. Assessment of the Potential of Occurrence of Special-Status Plant Species with Records in the Project Area and/or within Five Miles

Scientific Name	Common Name	Status ¹ (Federal/ State/ CRPR)	Primary Habitat Associations/ Life Form/Blooming Period/Elevation Range (feet)	Potential to Occur ²
<i>Atriplex coulteri</i>	Coulter's saltbush	None/None/ 1B.2	Coastal bluff scrub, Coastal dunes, Coastal scrub, Valley and foothill grassland; Alkaline (sometimes), Clay (sometimes)/perennial herb/Mar-Oct/10-1,505	Not expected to occur. There are 2 records of the species within 5 miles of the Project, with the one from 1902 assumed to extirpated (CDFW 2023a). The second record is from 2012 and is located along the coast in Malaga Cove (CDFW 2023a). The records for this species are primarily associated with the immediate coast, which is not present in the Project area.
<i>Atriplex pacifica</i>	south coast saltscale	None/None/ 1B.2	Coastal bluff scrub, Coastal dunes, Coastal scrub, Playas/annual herb/Mar-Oct/0-460	Not expected to occur. There are 5 records of the species within 5 miles of the Project (CDFW 2023a). The records for this species are primarily associated with the immediate coast (Calflora 2023), which is not present in the Project area.
<i>Atriplex parishii</i>	Parish's brittlescale	None/None/ 1B.1	Chenopod scrub, Playas, Vernal pools; Alkaline/annual herb/June-Oct/80-6,230	Not expected to occur. There is 1 record within 5 miles of the Project that is considered extirpated (CDFW 2022a). Additionally, chenopod scrub, playas, and vernal pools are not expected in the Project area.
<i>Atriplex serenana</i> var. <i> davidsonii</i>	Davidson's saltscale	None/None/ 1B.2	Coastal bluff scrub, Coastal scrub; Alkaline/annual herb/Apr-Oct/35-655	Not expected to occur. There are 2 records of the species within 5 miles of the Project (CDFW 2023a). One of the records overlaps the La Rambla portion of the Project area. The area within the one-mile location circle is developed (Google 2023), and the species should be considered extirpated from this location. The records for this species are primarily associated with the immediate coast (Calflora 2023), which is not present in the Project area.

Table 4.4-1. Assessment of the Potential of Occurrence of Special-Status Plant Species with Records in the Project Area and/or within Five Miles

Scientific Name	Common Name	Status ¹ (Federal/ State/ CRPR)	Primary Habitat Associations/ Life Form/Blooming Period/Elevation Range (feet)	Potential to Occur ²
<i>Calochortus catalinae</i>	Catalina mariposa lily	None/None/4.2	Chaparral, Cismontane woodland, Coastal scrub, Valley and foothill grassland/perennial bulbiferous herb/(Feb)Mar-June/50-2,295	High potential to occur. There are recent records of this species south of Westfield/Academy Hills portion of the Project area and suitable coastal scrub habitat is present within Westfield/Academy Hills.
<i>Calystegia felix</i>	lucky morning-glory	None/None/1B.1	Meadows and seeps (sometimes alkaline), Riparian scrub (alluvial); Alkaline (sometimes), Loam (sometimes)/annual rhizomatous herb/Mar-Sep/100-705	Low potential to occur. There is 1 record from 1899 within 5 miles of the Project area that is presumed extant (CDFW 2023a). The 1-mile accuracy limit of each is fully developed (Google 2022), and the species should be considered extirpated at this location. Due to the developed nature of the Project area (Google 2022), the primary habitats associated with the species are not present. However, the species is known to occur in irrigated landscapes in Riverside County and there is a low potential that the species could be discovered in the Project area.
<i>Calystegia peirsonii</i>	Peirson's morning-glory	None/None/4.2	Chaparral, Chenopod scrub, Cismontane woodland, Coastal scrub, Lower montane coniferous forest, Valley and foothill grassland/perennial rhizomatous herb/Apr-June/100-4,920	Not expected to occur. This species was included on a plant list (Calflora 2023), but has no voucher supported records. The southern limit for all supported records for this species is the Santa Susana and San Gabriel mountains.

Table 4.4-1. Assessment of the Potential of Occurrence of Special-Status Plant Species with Records in the Project Area and/or within Five Miles

Scientific Name	Common Name	Status ¹ (Federal/ State/ CRPR)	Primary Habitat Associations/ Life Form/Blooming Period/Elevation Range (feet)	Potential to Occur ²
<i>Camissoniopsis lewisii</i>	Lewis' evening-primrose	None/None/3	Cismontane woodland, Coastal bluff scrub, Coastal dunes, Coastal scrub, Valley and foothill grassland; Clay (sometimes), Sandy (sometimes)/annual herb/Mar-May(June)/0-985	Not expected to occur. There are 16 records of the species within 5 miles of the Project area (Calflora 2023). Fourteen of these records are associated with the Ballona Wetlands and the El Segundo Dunes (Calflora 2023). The remaining two are associated with historic floodplains. The habitats found in the Ballona Wetlands, El Segundo Dunes, and historic floodplains are not expected in the Project area.
<i>Centromadia parryi</i> ssp. <i>australis</i>	southern tarplant	None/None/1B.1	Marshes and swamps (margins), Valley and foothill grassland (vernally mesic), Vernal pools/annual herb/May-Nov/0-1,570	High potential to occur. There are 11 records of the species within 5 miles of the Project area (CDFW 2023a). One record from 2016 is located within 200 feet of the southeastern limits of the West Carson portion of the Project area. Similar habitat as the 2016 record is expected to occur within the undeveloped area of West Carson that is bounded by State Route 110 to the east, Vermont Avenue to the west, West Lomita Avenue to the south, and West 245 th Street to the north. The species would not be expected in any other portion of the Project area.
<i>Centromadia pungens</i> ssp. <i>laevis</i>	smooth tarplant	None/None/1B.1	Chenopod scrub, Meadows and seeps, Playas, Riparian woodland, Valley and foothill grassland; Alkaline/annual herb/Apr-Sep/0-2,095	Not expected to occur. There is 1 record from 1920 within 5 miles of the Project area that is presumed possibly extirpated (CDFW 2023a). The record partially overlaps the La Rambla portion of the Project area. The area within the one-mile location circle is developed (Google 2023), and the species should be considered extirpated from this location. Chenopod scrub meadows and seeps, playas, riparian woodland, and valley and foothill grassland are not expected in the Project area.

Table 4.4-1. Assessment of the Potential of Occurrence of Special-Status Plant Species with Records in the Project Area and/or within Five Miles

Scientific Name	Common Name	Status ¹ (Federal/ State/ CRPR)	Primary Habitat Associations/ Life Form/Blooming Period/Elevation Range (feet)	Potential to Occur ²
<i>Chaenactis glabriuscula</i> var. <i>orcuttiana</i>	Orcutt's pincushion	None/None/1B.1	Coastal bluff scrub (sandy), Coastal dunes/annual herb/Jan–Aug/0–330	Not expected to occur. There are 4 records within 5 miles of the Project area (CDFW 2023a). Coastal bluff scrub (sandy) and coastal dunes are not expected in the Project area.
<i>Chenopodium littoreum</i>	coastal goosefoot	None/None/1B.2	Coastal dunes/annual herb/Apr–Aug/35–100	Not expected to occur. There is 1 record within 5 miles of the Project area (CDFW 2023a). Coastal dunes are not expected in the Project area.
<i>Chloropyron maritimum</i> ssp. <i>maritimum</i>	salt marsh bird's-beak	FE/SE/1B.2	Coastal dunes, Marshes and swamps (coastal salt)/annual herb (hemiparasitic)/May–Oct(Nov)/0–100	Low potential to occur. There are 2 records within 5 miles of the Project area (CDFW 2023a). There is a small amount of remnant marshland within the Harbor Lake Regional Park SEA within West Carson on government owned lands; however, aerial imagery over the past 20 years shows that the area has been regularly maintained, including sediment removal in 2009 (Google 2024)
<i>Chorizanthe parryi</i> var. <i>fernandina</i>	San Fernando Valley spineflower	None/SE/1B.1	Coastal scrub (sandy), Valley and foothill grassland/annual herb/Apr–July/490–4,000	Not expected to occur. There is 1 record from 1901 within 5 miles of the Project area (CDFW 2023a).
<i>Cistanthe maritima</i>	seaside cistanthe	None/None/4.2	Coastal bluff scrub, Coastal scrub, Valley and foothill grassland; Sandy/annual herb/(Feb)Mar–June(Aug)/15–985	Not expected to occur. There are 3 records within 5 miles of the Project area (Calflora 2023). The records are from the immediate coast (Calflora 2023), which is not present in the Project area.

Table 4.4-1. Assessment of the Potential of Occurrence of Special-Status Plant Species with Records in the Project Area and/or within Five Miles

Scientific Name	Common Name	Status ¹ (Federal/ State/ CRPR)	Primary Habitat Associations/ Life Form/Blooming Period/Elevation Range (feet)	Potential to Occur ²
<i>Convolvulus simulans</i>	small-flowered morning-glory	None/None/4.2	Chaparral (openings), Coastal scrub, Valley and foothill grassland; Clay, Seeps, Serpentine/annual herb/Mar–July/100–2,425	Moderate potential to occur. There are 5 records within 5 miles of the Project area (Calflora 2023). One 1978 record is located approximately 1.15 miles southwest of the Westfield/Academy Hills portion of the Project area. The coastal sage scrub habitat associated with the 1978 record is expected to occur in Westfield/Academy Hills. The species would not be expected in any other portion of the Project area.
<i>Crossosoma californicum</i>	Catalina crossosoma	None/None/1B.2	Chaparral, Coastal scrub; Rocky/perennial deciduous shrub/Feb–May/0–1,640	Moderate potential to occur. There are 7 records within 5 miles of the Project area (Calflora 2023). All are within 3 miles of the Westfield/Academy Hills portion of the Project area. The coastal scrub habitat associated with some of the records is expected to occur in Westfield/Academy Hills. The species would not be expected in any other portion of the Project area.
<i>Deinandra paniculata</i>	paniculate tarplant	None/None/4.2	Coastal scrub, Valley and foothill grassland, Vernal pools; Sandy (sometimes), Vernal Mesic (usually)/annual herb/(Mar)Apr–Nov/80–3,080	Not expected to occur. There are 2 records within 5 miles of the Project area (Calflora 2023). The micro-habitat conditions (vernally mesic) are not expected in the Project area.

Table 4.4-1. Assessment of the Potential of Occurrence of Special-Status Plant Species with Records in the Project Area and/or within Five Miles

Scientific Name	Common Name	Status ¹ (Federal/ State/ CRPR)	Primary Habitat Associations/ Life Form/Blooming Period/Elevation Range (feet)	Potential to Occur ²
<i>Dichondra occidentalis</i>	western dichondra	None/None/ 4.2	Chaparral, Cismontane woodland, Coastal scrub, Valley and foothill grassland/perennial rhizomatous herb/(Jan)Mar–July/165–1,640	Moderate potential to occur. There are 2 records within 5 miles of the Project area (Calflora 2023). A 2019 record is located within 2 miles of the Westfield/Academy Hills portion of the Project area. The coastal scrub habitat associated with the records is expected to occur in Westfield/Academy Hills. The species would not be expected in any other portion of the Project area.
<i>Dithyrea maritima</i>	beach spectaclepod	None/ST/ 1B.1	Coastal dunes, Coastal scrub (sandy)/perennial rhizomatous herb/Mar–May/10–165	Not expected to occur. There are 3 records within 5 miles of the Project area (CDFW 2023a). The records are from the immediate coast (Calflora 2023), which is not present in the Project area.
<i>Dudleya virens</i> ssp. <i>insularis</i>	island green dudleya	None/None/ 1B.2	Coastal bluff scrub, Coastal scrub; Rocky/perennial herb/Apr–June/15–985	Not expected to occur. There are 4 records within 5 miles of the Project area (CDFW 2023a). The records are from the immediate coast (Calflora 2023), which is not present in the Project area.
<i>Eryngium aristulatum</i> var. <i>parishii</i>	San Diego button-celery	FE/SE/ 1B.1	Coastal scrub, Valley and foothill grassland, Vernal pools; Mesic/annual/perennial herb/Apr–June/65–2,030	Not expected to occur. There is 1 record from 1901 within 5 miles of the Project area that is presumed extirpated (CDFW 2023a). The record partially overlaps the Lennox and Del Aire/Wiseburn portions of the Project area. The area within the one-mile record location circle is developed (Google 2023). The micro-habitat conditions (vernally mesic) are not expected in the Project area.
<i>Erysimum insulare</i>	island wallflower	None/None/ 1B.3	Coastal bluff scrub, Coastal dunes/perennial herb/Mar–July/0–985	Not expected to occur. There are 8 records within 5 miles of the Project area (CDFW 2023a). Coastal bluff scrub and coastal dunes are not expected in the Project area.

Table 4.4-1. Assessment of the Potential of Occurrence of Special-Status Plant Species with Records in the Project Area and/or within Five Miles

Scientific Name	Common Name	Status ¹ (Federal/ State/ CRPR)	Primary Habitat Associations/ Life Form/Blooming Period/Elevation Range (feet)	Potential to Occur ²
<i>Erysimum suffrutescens</i>	suffrutescent wallflower	None/None/4.2	Chaparral (maritime), Coastal bluff scrub, Coastal dunes, Coastal scrub/perennial herb/Jan–July(Aug)/0–490	Not expected to occur. There are 20 records within 5 miles of the Project area (CDFW 2023a). These records are associated with the El Segundo Dunes, Malaga Dunes, and other areas where dunes have been removed and developed. Dunes are not expected in the Project area.
<i>Helianthus nuttallii</i> ssp. <i>parishii</i>	Los Angeles sunflower	None/None/1A	Marshes and swamps (freshwater, coastal salt)/perennial rhizomatous herb/Aug–Oct/35–5,000	Not expected to occur. There is an 1891 record within 5 miles of the Project area (CDFW 2023a). This species is presumed to be extirpated from California, and marshes and swamps are not expected in the Project area.
<i>Hordeum intercedens</i>	vernal barley	None/None/3.2	Coastal dunes, Coastal scrub, Valley and foothill grassland (depressions, saline flats), Vernal pools/annual herb/Mar–June/15–3,280	Not expected to occur. There are 2 records within 5 miles of the Project area (CDFW 2023a). A 1963 record is associated with adobe soil in a grassy meadow and a 1901 record is mapped in the Ballona Wetland. These types of habitats are not expected in the Project area.
<i>Horkelia cuneata</i> var. <i>puberula</i>	mesa horkelia	None/None/1B.1	Chaparral (maritime), Cismontane woodland, Coastal scrub; Gravelly (sometimes), Sandy (sometimes)/perennial herb/Feb–July(Sep)/230–2,655	Low potential to occur. There are 2 records within 5 miles of the Project area (CDFW 2023a). Both are from the early 1930s; however, one is located in Palos Verdes near the Westfield/Academy Hills portion of the Project area. Coastal scrub is expected in Westfield/Academy Hills, but there are no local modern records. The species would not be expected in any other portion of the Project area.

Table 4.4-1. Assessment of the Potential of Occurrence of Special-Status Plant Species with Records in the Project Area and/or within Five Miles

Scientific Name	Common Name	Status ¹ (Federal/ State/ CRPR)	Primary Habitat Associations/ Life Form/Blooming Period/Elevation Range (feet)	Potential to Occur ²
<i>Isocoma menziesii</i> var. <i>decumbens</i>	decumbent goldenbush	None/None/1B.2	Chaparral, Coastal scrub (often disturbed areas, sandy)/perennial shrub/Apr–Nov/35–820	Known to occur. There are 2 records within 5 miles of the Project area (CDFW 2023a, Calflora 2023). A 2017 record was mapped within the Westfield/Academy Hills portion of the Project area within coastal scrub on a slope. The species would not be expected in any other portion of the Project area.
<i>Juglans californica</i>	Southern California black walnut	None/None/4.2	Chaparral, Cismontane woodland, Coastal scrub, Riparian woodland/perennial deciduous tree/Mar–Aug/165–2,950	Known to occur. There are 10 records within 5 miles of the Project area (Calflora 2023). A 2022 record was mapped within the Westfield/Academy Hills portion of the Project area within coastal scrub on a slope. The species would not be expected in any other portion of the Project area.
<i>Juncus acutus</i> ssp. <i>leopoldii</i>	southwestern spiny rush	None/None/4.2	Coastal dunes (mesic), Coastal scrub, Marshes and swamps (coastal salt), Meadows and seeps (alkaline seeps)/perennial rhizomatous herb/(Mar)May–June/10–2,950	Not expected to occur. There are 3 records within 5 miles of the Project area (Calflora 2023). These records are associated with aquatic features (Ballona Wetlands and Bixby Creek) or on the coast. These habitats are not expected in the Project area.

Table 4.4-1. Assessment of the Potential of Occurrence of Special-Status Plant Species with Records in the Project Area and/or within Five Miles

Scientific Name	Common Name	Status ¹ (Federal/ State/ CRPR)	Primary Habitat Associations/ Life Form/Blooming Period/Elevation Range (feet)	Potential to Occur ²
<i>Lasthenia glabrata</i> ssp. <i>coulteri</i>	Coulter's goldfields	None/None/1B.1	Marshes and swamps (coastal salt), Playas, Vernal pools/annual herb/Feb–June/5–4,000	Low potential to occur. There are 7 records within 5 miles of the Project area (CDFW 2023a). Two historic records (greater than 50 years) partially overlap the West Carson portion of the Project area. A 1917 record is considered possibly extirpated (CDFW 2023). However, the area within the one-mile location circle is developed (Google 2023), and the species should be considered extirpated from this location. A 1962 record is presumed extant (CDFW 2023a). There is a small amount of remnant marshland within the Harbor Lake Regional Park SEA within West Carson on government owned lands; however, aerial imagery over the past 20 years shows that the area has been regularly maintained, including sediment removal in 2009 (Google 2024).
<i>Lycium brevipes</i> var. <i>hassei</i>	Santa Catalina Island desert-thorn	None/None/3.1	Coastal bluff scrub, Coastal scrub/perennial deciduous shrub/June(Aug)/215–985	Not expected to occur. There are 4 records within 5 miles of the Project area (Calflora 2023). The records are from the immediate coast (Calflora 2023), which is not present in the Project area.
<i>Lycium californicum</i>	California box-thorn	None/None/4.2	Coastal bluff scrub, Coastal scrub/perennial shrub/Mar–Aug(Dec)/15–490	Moderate potential to occur. There are 8 records within 5 miles of the Project area (Calflora 2023). A 1994 record is located within 2 miles of the Westfield/Academy Hills portion of the Project area. The coastal scrub habitat associated with the record is expected to occur in Westfield/Academy Hills. The species would not be expected in any other portion of the Project area.

Table 4.4-1. Assessment of the Potential of Occurrence of Special-Status Plant Species with Records in the Project Area and/or within Five Miles

Scientific Name	Common Name	Status ¹ (Federal/ State/ CRPR)	Primary Habitat Associations/ Life Form/Blooming Period/Elevation Range (feet)	Potential to Occur ²
<i>Nama stenocarpa</i>	mud nama	None/None/ 2B.2	Marshes and swamps (lake margins, riverbanks)/annual/perennial herb/Jan–July/15–1,640	Low potential to occur. There is 1 record within 5 miles of the Project area (CDFW 2023a). The 1924 record overlaps the West Carson portion of the Project area and is presumed extant (CDFW 2023). There is a small amount of remnant marshland within the Harbor Lake Regional Park SEA within West Carson on government owned lands; however, aerial imagery over the past 20 years shows that the area has been regularly maintained, including sediment removal in 2009 (Google 2024).
<i>Nasturtium gambelii</i>	Gambel's water cress	FE/ST/ 1B.1	Marshes and swamps (brackish, freshwater)/perennial rhizomatous herb/Apr–Oct/15–1,080	Low potential to occur. There is 1 record within 5 miles of the Project area (CDFW 2023a). There is a small amount of remnant marshland within the Harbor Lake Regional Park SEA within West Carson on government owned lands; however, aerial imagery over the past 20 years shows that the area has been regularly maintained, including sediment removal in 2009 (Google 2024).
<i>Navarretia fossalis</i>	spreading navarretia	FT/None/ 1B.1	Chenopod scrub, Marshes and swamps (shallow freshwater), Playas, Vernal pools/annual herb/Apr–June/100–2,145	Low potential to occur. There is 1 record within 5 miles of the Project area (CDFW 2023a). There is a small amount of remnant marshland within the Harbor Lake Regional Park SEA within West Carson on government owned lands; however, aerial imagery over the past 20 years shows that the area has been regularly maintained, including sediment removal in 2009 (Google 2024).

Table 4.4-1. Assessment of the Potential of Occurrence of Special-Status Plant Species with Records in the Project Area and/or within Five Miles

Scientific Name	Common Name	Status ¹ (Federal/ State/ CRPR)	Primary Habitat Associations/ Life Form/Blooming Period/Elevation Range (feet)	Potential to Occur ²
<i>Navarretia prostrata</i>	prostrate vernal pool navarretia	None/None/ 1B.2	Coastal scrub, Meadows and seeps, Valley and foothill grassland (alkaline), Vernal pools; Mesic/annual herb/Apr–July/10–3,965	Not expected to occur. There are 5 historical records within 5 miles of the Project area (CDFW 2023a). One 1963 record overlaps the Alondra Park/El Camino Village and Hawthorne Island/Moneta Gardens portions of the Project area and is presumed possibly extirpated (CDFW 2023). However, the area within the one-mile location circle is developed (Google 2023), and the species should be considered extirpated from this location. The micro-habitat conditions (mesic) are not expected in the Project area.
<i>Nemacaulis denudata</i> var. <i>denudata</i>	coast woolly-heads	None/None/ 1B.2	Coastal dunes/annual herb/Apr–Sep/0–330	Not expected to occur. There is 1 record within 5 miles of the Project area (CDFW 2023a). Coastal dunes are not expected in the Project area.
<i>Orcuttia californica</i>	California Orcutt grass	FE/SE/ 1B.1	Vernal pools/annual herb/Apr–Aug/50–2,165	Not expected to occur. There is 1 record within 5 miles of the Project area (CDFW 2023a). Vernal pools are not expected in the Project area
<i>Pentachaeta lyonii</i>	Lyon's pentachaeta	FE/SE/ 1B.1	Chaparral (openings), Coastal scrub, Valley and foothill grassland; Clay, Rocky/annual herb/(Feb)Mar–Aug/100–2,260	Not expected to occur. There are 3 historic records within 5 miles of the Project area (CDFW 2023a). The micro-habitat conditions (clay, rocky soils) are not expected in the Project area.
<i>Phacelia ramosissima</i> var. <i>austrolitoralis</i>	south coast branching phacelia	None/None/ 3.2	Chaparral, Coastal dunes, Coastal scrub, Marshes and swamps (coastal salt); Rocky (sometimes), Sandy/perennial herb/Mar–Aug/15–985	Not expected to occur. There are 8 records within 5 miles of the Project area (CDFW 2023a). The records are associated with the El Segundo Dunes, Malaga Dunes, or dunes that have been removed. Coastal dunes are not expected in the Project area.

Table 4.4-1. Assessment of the Potential of Occurrence of Special-Status Plant Species with Records in the Project Area and/or within Five Miles

Scientific Name	Common Name	Status ¹ (Federal/ State/ CRPR)	Primary Habitat Associations/ Life Form/Blooming Period/Elevation Range (feet)	Potential to Occur ²
<i>Phacelia stellaris</i>	Brand's star phacelia	None/None/ 1B.1	Coastal dunes, Coastal scrub/annual herb/Mar–June/5–1,310	Not expected to occur. There are 3 records within 5 miles of the Project area (CDFW 2023a). The records are associated with coastal dunes. Coastal dunes are not expected in the Project area.
<i>Potentilla multijuga</i>	Ballona cinquefoil	None/None/ 1A	Meadows and seeps (brackish)/perennial herb/June–Aug/0–5	Not expected to occur. There is an 1890 record within 5 miles of the Project area (CDFW 2023a). This species is presumed to be extirpated from California, and meadows and seeps are not expected in the Project area.
<i>Sidalcea neomexicana</i>	salt spring checkerbloom	None/None/ 2B.2	Chaparral, Coastal scrub, Lower montane coniferous forest, Mojavean desert scrub, Playas; Alkaline, Mesic/perennial herb/Mar–June/50–5,015	Not expected to occur. There is 1 record within 5 miles of the Project area (CDFW 2023a). The micro-habitat conditions (mesic) are not expected in the Project area.
<i>Suaeda esteroa</i>	estuary seablite	None/None/ 1B.2	Marshes and swamps (coastal salt)/perennial herb/(Jan–May)July–Oct/0–15	Not expected to occur. There is 1 record from 1904 within 5 miles of the Project area that is presumed extant (CDFW 2023a). The record partially overlaps the La Rambla portion of the Project area. There is a small amount of remnant marshland within the Harbor Lake Regional Park SEA within West Carson on government owned lands; however, aerial imagery over the past 20 years shows that the area has been regularly maintained, including sediment removal in 2009 (Google 2024).
<i>Suaeda taxifolia</i>	woolly seablite	None/None/ 4.2	Coastal bluff scrub, Coastal dunes, Marshes and swamps (coastal margins)/perennial evergreen shrub/Jan–Dec/0–165	Not expected to occur. There are 12 records within 5 miles of the Project area (CDFW 2023a). The records are from the immediate coast (Calflora 2023), which is not present in the Project area.

Table 4.4-1. Assessment of the Potential of Occurrence of Special-Status Plant Species with Records in the Project Area and/or within Five Miles

Scientific Name	Common Name	Status ¹ (Federal/ State/ CRPR)	Primary Habitat Associations/ Life Form/Blooming Period/Elevation Range (feet)	Potential to Occur ²
<i>Symphytotrichum defoliatum</i>	San Bernardino aster	None/None/ 1B.2	Cismontane woodland, Coastal scrub, Lower montane coniferous forest, Marshes and swamps, Meadows and seeps, Valley and foothill grassland (vernally mesic); Streambanks/perennial rhizomatous herb/July–Nov/5–6,690	Not expected to occur. There are 2 historical records within 5 miles of the Project area (CDFW 2023a). One 1930 record overlaps the West Carson portion of the Project area and is presumed extirpated (CDFW 2023). There is a small amount of remnant marshland within the Harbor Lake Regional Park SEA within West Carson on government owned lands; however, aerial imagery over the past 20 years shows that the area has been regularly maintained, including sediment removal in 2009 (Google 2024).

Notes:

¹ Status Abbreviations

Note: Extirpation noted in CNDDDB records is only relevant to that particular recorded incidence, not necessarily to all possible occurrences in the region. In other words, extirpation of the recorded incidence is only suggestive rather than conclusive that the species may not be present in the region.

Federal and State Statuses

FE: Federally considered endangered

FT: Federally considered threatened

SE: State considered endangered

ST: State considered threatened

CRPR: California Rare Plant Rank

CRPR 1A: Plants presumed extirpated in California and either rare or extinct elsewhere

CRPR 1B: Plants rare, threatened, or endangered in California and elsewhere

CRPR 2A: Plants presumed extirpated in California but common elsewhere

CRPR 2B: Plants rare, threatened, or endangered in California but more common elsewhere

CRPR 3: Plants about which more information is needed

CRPR 4: Watch List: Plants of limited distribution

.1 – Seriously threatened in California (over 80% of occurrences threatened/high degree and immediacy of threat)

.2 – Moderately threatened in California (20%–80% of occurrences threatened/moderate degree and immediacy of threat)

.3 – Not very threatened in California (less than 20% of occurrences threatened/low degree and immediacy of threat).

See Appendix E for more details.

None of these species that occur or have a potential to occur in portions of the Project area that would be affected by the Project are listed under FESA or CESA. However, these species still have potential to be present within the Project area. As such, future development facilitated by the Project may impact special status plant species, which would be considered potentially significant.

Mitigation Measure (MM)-4.4-1 would require that the County determine whether a proposed future project would construct upon fully or partially undeveloped areas that support or could support decumbent goldenbush, Southern California black walnut, Catalina mariposa lily, small-flowered morning-glory, Catalina crossosoma, western dichondra, mesa horkelia, California box-thorn, and lucky morning glory. A habitat assessment must be prepared

and surveys for the species conducted if suitable habitat is present. If any of the species are present, the County shall require applicants to incorporate appropriate measures to avoid or minimize those impacts, and may include, but are not limited to, on or off-site preservation of the species within protected occupied habitat, or habitat restoration and enhancement activities in order to promote the continued existence of the species within the County. Further, as part of the future project-level environmental review process, the County biologist would be consulted (as needed) to examine potential impacts to biological resources and oversee implementation of the studies and mitigation to reduce impacts. Future non-discretionary projects that would be implemented under the South Bay Area Plan would be subject to the federal, state and local regulations mentioned above; however, these non-discretionary projects would not necessarily be subject to CEQA review, additional environmental assessments, or mitigation measures. As such, even with implementation of existing regulations, applicable South Bay Area Plan goals and policies, and MM-4.4-1, impacts to protected plant species would be significant and unavoidable.

Special Status Wildlife

Table 4.4-2 summarizes the regulatory status, natural history, and the results of assessment of occurrence for the 47 special-status wildlife species with records in the Project area and/or within five miles of the Project area. Coastal California gnatcatcher has known extant occurrences and designated critical habitat in the Westfield/Academy Hills portion of the Project area (CDFW 2023a, USFWS 2023a). Eight additional species, Crotch bumble bee (*Bombus crotchii*), Palos Verdes blue butterfly (*Glaucopsyche lygdamus palosverdesensis*), San Gabriel chestnut (*Glyptostoma gabrielense*), southern California legless lizard (*Anniella stebbinsi*), Blainville's horned lizard (*Phrynosoma blainvillii*), pallid bat (*Antrozous pallidus*), western mastiff bat (*Eumops perotis californicus*), and San Diego desert woodrat (*Neotoma lepida intermedia*), have a low to high potential to occur in the Westfield/Academy Hills portion of the Project area. Monarch - California overwintering population (*Danaus plexippus plexippus* pop. 1) has a moderate potential to occur in the Westfield/Academy Hills and La Rambla portions of the Project area. The rest of the special status wildlife species with records from within five miles of the Project area are not expected to occur due to the removal of natural vegetation communities due to the urbanization.

Table 4.4-2. Assessment of the Potential of Occurrence of Special Status Wildlife Species with Records in the Project Area and/or within Five Miles

Scientific Name	Common Name	Status (Federal/ State)	Habitat	Potential to Occur
Invertebrates				
<i>Bombus crotchii</i>	Crotch bumble bee	None/SCE	Open grassland and scrub communities supporting suitable floral resources.	Moderate potential to occur. There are 8 records within 5 miles of the Project area (CDFW 2023a). The Westfield/Academy Hills portion of the Project area contains suitable foraging and nesting habitat for the species. The species would only be expected as a foraging or migrating transient in any other portion of the Project area.

Table 4.4-2. Assessment of the Potential of Occurrence of Special Status Wildlife Species with Records in the Project Area and/or within Five Miles

Scientific Name	Common Name	Status (Federal/ State)	Habitat	Potential to Occur
<i>Brennania belkini</i>	Belkin's dune tabanid fly	None/None	Inhabits coastal sand dunes of Southern California	Not expected to occur. There are 5 records within 5 miles of the Project area (CDFW 2023a). Coastal dunes are not expected in the Project area.
<i>Cicindela hirticollis gravida</i>	sandy beach tiger beetle	None/None	Inhabits areas adjacent to non-brackish water along the coast of California from San Francisco Bay to northern Mexico	Not expected to occur. There are 4 records within 5 miles of the Project area (CDFW 2023a). Areas adjacent to non-brackish water are not expected in the Project area.
<i>Cicindela latesignata</i>	western beach tiger beetle	None/None	Mudflats and beaches in coastal Southern California	Not expected to occur. There is 1 record within 5 miles of the Project area (CDFW 2023a). Mudflats and beaches are not expected in the Project area.
<i>Cicindela senilis frosti</i>	senile tiger beetle	None/None	Inhabits marine shoreline, from Central California coast south to saltmarshes of San Diego; also found at Lake Elsinore	Not expected to occur. There is 1 record within 5 miles of the Project area (CDFW 2023a). Marine shorelines are not expected in the Project area.
<i>Coelus globosus</i>	globose dune beetle	None/None	Inhabitant of coastal sand dune habitat; erratically distributed from Ten Mile Creek in Mendocino County south to Ensenada, Mexico	Not expected to occur. There are 2 records within 5 miles of the Project area (CDFW 2023a). Coastal dunes are not expected in the Project area.
<i>Danaus plexippus plexippus</i> pop. 1	monarch - California overwintering population	FC/None	Wind-protected tree groves with nectar sources and nearby water sources	Moderate potential to occur. There are 10 records within 5 miles of the Project area (CDFW 2023a). The Westfield/Academy Hills and La Rambla portions of the Project area may contain wind-protected tree groves with nearby nectar sources. The species would only be expected as a foraging or migrating transient in any other portion of the Project area.
<i>Euphilotes allyni</i>	El Segundo blue butterfly	FE/None	Remnant coastal dune habitat in Los Angeles and Santa Barbara Counties	Not expected to occur. There are 4 records within 5 miles of the Project area (CDFW 2023a). Coastal dunes are not expected in the Project area.

Table 4.4-2. Assessment of the Potential of Occurrence of Special Status Wildlife Species with Records in the Project Area and/or within Five Miles

Scientific Name	Common Name	Status (Federal/ State)	Habitat	Potential to Occur
<i>Glaucopsyche lygdamus palosverdesensis</i>	Palos Verdes blue butterfly	FE/None	Cool, fog-shrouded, seaward side of Palos Verdes Hills, Los Angeles County	Moderate potential to occur. There are 12 records within 5 miles of the Project area (CDFW 2023a). The Westfield/Academy Hills portion of the Project area is on the inland facing side of Palos Verdes Hills, but it is immediately adjacent to the seaward side and there are multiple records within 3 miles. The species would not be expected in any other portion of the Project area.
<i>Glyptostoma gabrielense</i>	San Gabriel chestnut	None/None	Terrestrial	Low potential to occur. There are 2 historic records within 5 miles of the Project area (CDFW 2023a). One is mapped near the Westfield/Academy Hills portion of the Project area and since little is known about the species, some potential to occur is assumed.
<i>Gonidea angulata</i>	western ridged mussel	None/None	Primarily creeks and rivers and, less often, lakes; originally in most of state, now extirpated from Central and Southern California	Not expected to occur. There are 2 historic records within 5 miles of the Project area (CDFW 2023a). Natural creeks, rivers, lakes are not expected in the Project area.
<i>Onychobaris langei</i>	Lange's El Segundo Dune weevil	None/None	Known from El Segundo Dunes	Not expected to occur. There is 1 record within 5 miles of the Project area (CDFW 2023a). Coastal dunes are not expected in the Project area.
<i>Panoquina errans</i>	wandering skipper	None/None	Saltmarsh	Not expected to occur. There is 1 record within 5 miles of the Project area (CDFW 2023a). Saltmarsh is not expected in the Project area.
<i>Rhaphiomidas terminatus terminatus</i>	El Segundo flower-loving fly	None/None	Presumed extinct but recently discovered on Malaga Dunes, Los Angeles County	Not expected to occur. There is 1 record within 5 miles of the Project area (CDFW 2023a).

Table 4.4-2. Assessment of the Potential of Occurrence of Special Status Wildlife Species with Records in the Project Area and/or within Five Miles

Scientific Name	Common Name	Status (Federal/State)	Habitat	Potential to Occur
<i>Streptocephalus woottoni</i>	Riverside fairy shrimp	FE/None	Vernal pools, non-vegetated ephemeral pools	Not expected to occur. There are 4 records within 5 miles of the Project area (CDFW 2023a). Vernal pools and non-vegetated ephemeral pools are not expected in the Project area.
<i>Trigonoscuta dorothea dorothea</i>	Dorothy's El Segundo Dune weevil	None/None	Coastal sand dunes in Los Angeles County	Not expected to occur. There are 2 records within 5 miles of the Project area (CDFW 2023a). Coastal dunes are not expected in the Project area.
<i>Tryonia imitator</i>	mimic tryonia (=California brackishwater snail)	None/None	Inhabits coastal lagoons, estuaries, and saltmarshes, from Sonoma County south to San Diego County	Not expected to occur. There are 3 historic records within 5 miles of the Project area (CDFW 2023a). Coastal lagoons, estuaries, and saltmarshes are not expected in the Project area.
Fish				
<i>Siphateles bicolor mohavensis</i>	Mohave tui chub	FE/FP, SE	Lacustrine ponds or pools; 4 feet min water depth; freshwater flow; mineralized and alkaline environment; habitat for aquatic invertebrate prey and egg attachment substrate; <i>Ruppia maritima</i> preferred for egg attachment and thermal refuge in summer months	Not expected to occur. There is 1 record within 5 miles of the Project area (CDFW 2023a). The record is located within the Westfield/Academy Hills portion of the Project area; however, it is an experimental transplant population that is located within the South Coast Botanic Garden. The species natural range is from the Mojave River.

Table 4.4-2. Assessment of the Potential of Occurrence of Special Status Wildlife Species with Records in the Project Area and/or within Five Miles

Scientific Name	Common Name	Status (Federal/State)	Habitat	Potential to Occur
Amphibians				
<i>Spea hammondi</i>	western spadefoot	None/SSC	Primarily grassland and vernal pools, but also in ephemeral wetlands that persist at least 3 weeks in chaparral, coastal scrub, valley-foothill woodlands, pastures, and other agriculture	Not expected to occur. There are 5 historic records within 5 miles of the Project area (CDFW 2023a). There is a 1958 record that overlaps the Lennox and Del Aire/Wisburn portions of the Project area; however, the area within the one-mile record location circle is developed (Google 2023). There is an undated record that overlaps the West Carson portion of the Project area; however, the area within the one-mile record location circle is developed (Google 2023). There is a 1958 record that overlaps the Westfield/Academy Hills portion of the Project area that does have some natural open space; however, portion is not expected to support the micro-habitat conditions (vernal pools and ephemeral wetlands) needed by the species.
Reptiles				
<i>Anniella stebbinsi</i>	southern California legless lizard	None/SSC	Coastal dunes, stabilized dunes, beaches, dry washes, valley-foothill, chaparral, and scrubs; pine, oak, and riparian woodlands; associated with sparse vegetation and moist sandy or loose, loamy soils	Moderate potential to occur. There are 23 records within 5 miles of the Project area (CDFW 2023a). There is a 1957 record that overlaps the Alondra Park/El Camino Village portion of the Project area; however, the area within the one-mile record location circle is developed (Google 2023). There is a 2018 record from within 2 miles of the Westfield/Academy Hills portion of the Project area and suitable habitat is present there.

Table 4.4-2. Assessment of the Potential of Occurrence of Special Status Wildlife Species with Records in the Project Area and/or within Five Miles

Scientific Name	Common Name	Status (Federal/State)	Habitat	Potential to Occur
<i>Emys marmorata</i>	western pond turtle	None/SSC	Slow-moving permanent or intermittent streams, ponds, small lakes, and reservoirs with emergent basking sites; adjacent uplands used for nesting and during winter	Not expected to occur. There is 1 record within 5 miles of the Project area (CDFW 2023a). Suitable natural, aquatic habitat is not present in the Project area.
<i>Phrynosoma blainvillii</i>	Blainville's horned lizard	None/SSC	Open areas of sandy soil in valleys, foothills, and semi-arid mountains including coastal scrub, chaparral, valley-foothill hardwood, conifer, riparian, pine-cypress, juniper, and annual grassland habitats	Low potential to occur. There are 5 historic records within 5 miles of the Project area (CDFW 2023a). There is a 1930 record that overlaps the La Rambla portion of the Project Area; however, the area within the one-mile record location circle is developed (Google 2023). There are no recent records of the species in the Westfield/Academy Hills portion of the Project area, but suitable habitat is present.
Birds				
<i>Agelaius tricolor</i> (nesting colony)	tricolored blackbird	BCC/SSC, ST	Nests near freshwater, emergent wetland with cattails or tules, but also in Himalayan blackberry; forages in grasslands, woodland, and agriculture	Not expected to occur. There are 2 historic records within 5 miles of the Project area (CDFW 2023a). Nesting and foraging habitats are not expected in the Project area.
<i>Athene cunicularia</i> (burrow sites & some wintering sites)	burrowing owl	BCC/SSC	Nests and forages in grassland, open scrub, and agriculture, particularly with ground squirrel burrows	Not expected to occur. There are 2 records within 5 miles of the Project area (CDFW 2023a). Nesting and foraging habitats are not expected in the Project area.
<i>Charadrius nivosus nivosus</i> (nesting)	western snowy plover	FT, BCC/SSC	On coasts nests on sandy marine and estuarine shores; in the interior nests on sandy, barren or sparsely vegetated flats near saline or alkaline lakes, reservoirs, and ponds	Not expected to occur. There is 1 record within 5 miles of the Project area (CDFW 2023a). Nesting and foraging habitats are not expected in the Project area.

Table 4.4-2. Assessment of the Potential of Occurrence of Special Status Wildlife Species with Records in the Project Area and/or within Five Miles

Scientific Name	Common Name	Status (Federal/ State)	Habitat	Potential to Occur
<i>Coccyzus americanus occidentalis</i> (nesting)	western yellow-billed cuckoo	FT/SE	Nests in dense, wide riparian woodlands and forest with well-developed understories	Not expected to occur. There are 4 historic records within 5 miles of the Project area (CDFW 2023a). Nesting and foraging habitats are not expected in the Project area.
<i>Coturnicops noveboracensis</i>	yellow rail	BCC/SSC	Nesting requires wet marsh/sedge meadows or coastal marshes with wet soil and shallow, standing water	Not expected to occur. There is 1 record within 5 miles of the Project area (CDFW 2023a). Nesting and foraging habitats are not expected in the Project area.
<i>Empidonax traillii extimus</i> (nesting)	southwestern willow flycatcher	FE/SE	Nests in dense riparian habitats along streams, reservoirs, or wetlands; uses variety of riparian and shrubland habitats during migration	Not expected to occur. There are 2 historic records within 5 miles of the Project area (CDFW 2023a). Nesting and foraging habitats are not expected in the Project area.
<i>Laterallus jamaicensis coturniculus</i>	California black rail	None/FP, ST	Tidal marshes, shallow freshwater margins, wet meadows, and flooded grassy vegetation; suitable habitats are often supplied by canal leakage in Sierra Nevada foothill populations	Not expected to occur. There is 1 record within 5 miles of the Project area (CDFW 2023a). Nesting and foraging habitats are not expected in the Project area.
<i>Passerculus sandwichensis beldingi</i>	Belding's savannah sparrow	BCC/SE	Nests and forages in coastal saltmarsh dominated by pickleweed (<i>Salicornia</i> spp.)	Not expected to occur. There are 2 records within 5 miles of the Project area (CDFW 2023a). Nesting and foraging habitats are not expected in the Project area.
<i>Pelecanus occidentalis californicus</i> (nesting colonies & communal roosts)	California brown pelican	FPD/FP, SCD	Forages in warm coastal marine and estuarine environments; in California, nests on dry, rocky offshore islands	Not expected to occur. There is 1 record within 5 miles of the Project area (CDFW 2023a). Nesting and foraging habitats are not expected in the Project area.

Table 4.4-2. Assessment of the Potential of Occurrence of Special Status Wildlife Species with Records in the Project Area and/or within Five Miles

Scientific Name	Common Name	Status (Federal/ State)	Habitat	Potential to Occur
<i>Polioptila californica californica</i>	coastal California gnatcatcher	FT/SSC	Nests and forages in various sage scrub communities, often dominated by California sagebrush and buckwheat; generally avoids nesting in areas with a slope of greater than 40%; majority of nesting at less than 1,000 feet above mean sea level	Known to occur. There are 16 records within 5 miles of the Project area (CDFW 2023a). There is a 1980 record that overlaps the Westfield/Academy Hills portion of the Project Area and suitable habitat is still present there. Additionally, critical habitat for the species overlaps Westfield/Academy Hills (USFWS 2023a). Nesting and foraging habitats are not expected in the rest of the Project area.
<i>Riparia riparia</i> (nesting)	bank swallow	None/ST	Nests in riparian, lacustrine, and coastal areas with vertical banks, bluffs, and cliffs with sandy soils; open country and water during migration	Not expected to occur. There is 1 record within 5 miles of the Project area (CDFW 2023a). Nesting and foraging habitats are not expected in the Project area.
<i>Sternula antillarum browni</i> (nesting colony)	California least tern	FE/FP, SE	Forages in shallow estuaries and lagoons; nests on sandy beaches or exposed tidal flats	Not expected to occur. There are 3 records within 5 miles of the Project area (CDFW 2023a). Nesting and foraging habitats are not expected in the Project area.
<i>Vireo bellii pusillus</i> (nesting)	least Bell's vireo	FE/SE	Nests and forages in low, dense riparian thickets along water or along dry parts of intermittent streams; forages in riparian and adjacent shrubland late in nesting season	Not expected to occur. There are 2 records within 5 miles of the Project area (CDFW 2023a). Nesting and foraging habitats are not expected in the Project area.
Mammals				
<i>Aeorestes cinereus</i>	northern hoary bat	None/None	Forest, woodland riparian, and wetland habitats; also juniper scrub, riparian forest, and desert scrub in arid areas; roosts in tree foliage and sometimes cavities, such as woodpecker holes	Not expected to occur. There is 1 historic record within 5 miles of the Project area (CDFW 2023a). Roosting habitat (trees) are present throughout the Project area, but the foraging habitat associated with the species is not present.

Table 4.4-2. Assessment of the Potential of Occurrence of Special Status Wildlife Species with Records in the Project Area and/or within Five Miles

Scientific Name	Common Name	Status (Federal/State)	Habitat	Potential to Occur
<i>Antrozous pallidus</i>	pallid bat	None/SSC	Grasslands, shrublands, woodlands, forests; most common in open, dry habitats with rocky outcrops for roosting, but also roosts in man-made structures and trees	Low potential to occur. There is 1 historic record within 5 miles of the Project area (CDFW 2023a). Roosting habitat (trees) and suitable foraging habitat is present in the Westfield/Academy Hills portion of the Project area.
<i>Eumops perotis californicus</i>	western mastiff bat	None/SSC	Chaparral, coastal and desert scrub, coniferous and deciduous forest and woodland; roosts in crevices in rocky canyons and cliffs where the canyon or cliff is vertical or nearly vertical, trees, and tunnels	Low potential to occur. There are 2 records within 5 miles of the Project area (CDFW 2023a). There is a 1929 record that overlaps the Alondra Park/El Camino Village portion of the Project area; however, the area within the one-mile record location circle is developed (Google 2023). Roosting habitat (trees) and suitable foraging habitat is present in the Westfield/Academy Hills portion of the Project area.
<i>Lasionycteris noctivagans</i>	silver-haired bat	None/None	Old-growth forest, maternity roosts in trees, large snags 50 feet aboveground; hibernates in hollow trees, rock crevices, buildings, mines, caves, and under sloughing bark; forages in or near coniferous or mixed deciduous forest, stream or river drainages	Not expected to occur. There is 1 record within 5 miles of the Project area (CDFW 2023a). Not expected to occur. Roosting habitat (trees) are present throughout the Project area, but the foraging habitat associated with the species is not present.
<i>Microtus californicus stephensi</i>	south coast marsh vole	None/SSC	Tidal marshes	Not expected to occur. There are 3 records within 5 miles of the Project area (CDFW 2023a). Tidal marshes are not expected in the Project area.

Table 4.4-2. Assessment of the Potential of Occurrence of Special Status Wildlife Species with Records in the Project Area and/or within Five Miles

Scientific Name	Common Name	Status (Federal/State)	Habitat	Potential to Occur
<i>Neotoma lepida intermedia</i>	San Diego desert woodrat	None/SSC	Coastal scrub, desert scrub, chaparral, cacti, rocky areas	Moderate potential to occur. There is 1 record within 5 miles of the Project area (CDFW 2023a). The record is located near the Westfield/Academy Hills portion of the Project area and suitable habitat may occur.
<i>Nyctinomops femorosaccus</i>	pocketed free-tailed bat	None/SSC	Pinyon–juniper woodlands, desert scrub, desert succulent shrub, desert riparian, desert wash, alkali desert scrub, Joshua tree, and palm oases; roosts in high cliffs or rock outcrops with drop-offs, caverns, and buildings	Not expected to occur. There is 1 record within 5 miles of the Project area (CDFW 2023a). There is a 1985 record that overlaps the West Carson portion of the Project area; however, the area within the one-mile record location circle is developed (Google 2023). Roosting and foraging habitat is not expected in the Project area.
<i>Nyctinomops macrotis</i>	big free-tailed bat	None/SSC	Rocky areas; roosts in caves, holes in trees, buildings, and crevices on cliffs and rocky outcrops; forages over water	Not expected to occur. There is 1 record within 5 miles of the Project area (CDFW 2023a). Roosting habitat (trees) are present throughout the Project area, but the foraging habitat associated with the species is not present.
<i>Perognathus longimembris pacificus</i>	Pacific pocket mouse	FE/SSC	Fine-grained sandy substrates in open coastal strand, coastal dunes, and river alluvium	Not expected to occur. There are 3 records within 5 miles of the Project area (CDFW 2023a). Open coastal strand, coastal dunes, and river alluvium are not expected in the Project area.
<i>Sorex ornatus salicornicus</i>	southern California saltmarsh shrew	None/SSC	Saltmarsh, saltgrass, dense willow, bulrush	Not expected to occur. There is 1 record within 5 miles of the Project area (CDFW 2023a). Nesting and foraging habitats are not expected in the Project area.
<i>Taxidea taxus</i>	American badger	None/SSC	Dry, open, treeless areas; grasslands, coastal scrub, agriculture, and pastures, especially with friable soils	Not expected to occur. There is 1 historic record within 5 miles of the Project area (CDFW 2023a). Nesting and foraging habitats are not expected in the Project area.

Notes:

¹ Status Abbreviations

Note: Extirpation noted in CNDDB records is only relevant to that particular recorded incidence, not necessarily to all possible occurrences in the region. In other words, extirpation of the recorded incidence is only suggestive rather than conclusive that the species may not be present in the region.

BCC: Bird of Conservation Concern

FE: Federally considered endangered

FDL: Federal De-listed

FP: Fully Protected (by the State of California)

FT: Federally Threatened

SE: State Endangered

SSC: Species of Special Concern

ST: State Threatened

See Appendix E.

Coastal California gnatcatcher is known to occur in the Westfield/Academy Hills portion of the Project area and is listed as threatened under FESA. While there are no proposed General Plan land use changes in Westfield/Academy Hills, the Project would amend the County Code to allow for ACUs as an accessory use to an existing residential building in residential-only zones of the Project area. Only one ACU is anticipated to occur in Westfield/Academy hills; however, any impacts to the species and its designated critical habitat would be considered significant. The remaining eight wildlife species have potential to be present within the Westfield/Academy Hills portion of the Project area. Monarch - California overwintering population have a moderate potential to occur in both Westfield/Academy Hills and La Rambla. In addition to allowing ACUs, proposed land use changes in La Rambla would facilitate additional residential and mixed-use development. As such, future development facilitated by the Project may impact special status wildlife species, which would be considered potentially significant.

MM-4.4-1 would require that the County determine whether a proposed future project would construct upon fully or partially undeveloped areas that support or could support Coastal California gnatcatcher, Crotch bumble bee, Palos Verdes blue butterfly, San Gabriel chestnut, southern California legless lizard, Blainville's horned lizard, pallid bat, western mastiff bat, San Diego desert woodrat, and monarch - California overwintering population. A habitat assessment must be prepared and surveys for the species conducted if suitable habitat is present. If any of the species are present, the County shall require applicants to incorporate appropriate measures to avoid or minimize those impacts, and may include, but are not limited to, on or off-site preservation of the species within protected occupied habitat, or habitat restoration and enhancement activities in order to promote the continued existence of the species within the County. Further, as part of the future project-level environmental review process, the County biologist would be consulted (as needed) to examine potential impacts to biological resources and oversee implementation of the studies and mitigation to reduce impacts.

Future non-discretionary projects in La Rambla and Westfield/Academy Hills that would be implemented under the South Bay Area Plan would be subject to the federal, state and local regulations mentioned above. However, future non-discretionary projects, such as ACUs and by-right residential or mixed-use development,³ would not necessarily be subject to CEQA review or mitigation measures. As such, even with implementation of existing regulations and MM-4.4-1, impacts to protected wildlife species would be significant and unavoidable.

Threshold 4.4-2 Would the project have a substantial adverse effect on any sensitive natural communities (e.g., riparian habitat, coastal sage scrub, oak

³ A by-right approval is granted when a development proposal strictly conforms to zoning and building codes and, thus, qualifies for construction without requiring discretionary approval.

woodlands, non-jurisdictional wetlands) identified in local or regional plans, policies, regulations or by CDFW or USFWS?

Less Than Significant Impact. Sensitive natural communities are those that are vulnerable, at high risk, or very high risk of extinction or elimination due to restricted range, few populations or occurrences, steep declines, severe threats, or other factor (NatureServe 2022). CDFW has compiled a list of vegetation communities that the agency has deemed as sensitive in California (CDFW 2023c). Three sensitive natural communities have been recorded in the CNDDDB within 5 miles of the Project area (CDFW 2023a): southern coastal bluff scrub, southern coastal salt marsh, and southern dune scrub. These communities are associated with the coastal zone, which does not occur in the Project area. However, the natural open space areas of Westfield/Academy Hills portion of the Project area (primarily limited to steep rear-yard areas of residential lots) have potential to support vegetation communities that are considered sensitive by CDFW (2023c). As such, future ACU development facilitated by the Project may impact sensitive natural communities.

The proposed regulations for ACUs would restrict both the size and potential location of ACU development. ACUs would have a maximum floor area of approximately 1,000 square feet and would only be permitted on corner-residential lots. Furthermore, as discussed in Chapter 3, Project Description, is anticipated that only one corner lot in Westfield/Academy Hill would develop an ACU. Given the size limitations, construction and operation of one ACU would not be anticipated to have a substantial adverse effect on a sensitive natural community. The open space areas potentially supporting sensitive natural communities would not be substantially reduced as a result of Project implementation and these communities would continue to exist in areas adjacent to the one, relatively small ACU. Furthermore, although ACUs would be non-discretionary, all potential ACUs would be subject to an SPR in accordance with Chapter 22.186 of the County Code. As part of the SPR process, an Environmental Assessment would require the project applicant to determine/disclose if the project site contains any sensitive natural communities. Based on the results of the Environmental Assessment, County Planning Staff may request additional technical studies or additional items as needed on a project-by-project basis. As such, although the Project has the potential to effect sensitive natural communities, these effects would not be substantially adverse. Impacts would be less than significant, and no mitigation is required.

Threshold 4.4-3 Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means?

Less Than Significant Impact. Based on aerial imagery and NWI data, there is a small amount of remnant marshland within the Harbor Lake Regional Park SEA within West Carson (Google Earth 2023, USFWS 2023b,). The remaining historic features in the Project area have been removed or converted to subterranean pipes or concrete channels. The remnant marshlands are on government owned lands (County of Los Angeles 2024a) and are not expected to be developed by the Project. Therefore, there would be no potential for adverse changes to protected wetlands with implementation of the South Bay Area Plan.

Most of the water from rainfall flows across the impervious surfaces found within the Project area and enters the municipal stormwater system, including local concrete channels, that ultimately connects with the Pacific Ocean. However, there are potential natural, non-wetland jurisdictional waters that have been mapped within the Westfield/Academy Hills and La Rambla portions of the Project area (USFWS 2023b). The proposed land use changes in La Rambla would not directly affect areas with non-wetland jurisdictional waters. These waters in La Rambla are limited to an approximately 0.16-mile stretch of riverine habitat south of Big Canyon Place and north of

West 6th Street. There are General Plan Land use changes proposed adjacent to (but not within) this area. There are no General Plan land use changes proposed in Westfield/Academy Hills. However, non-wetland jurisdictional waters are partially located within residential zones in both La Rambla and Westfield/Academy Hills, where proposed ACUs would be permitted subject to an SPR. As such, future development facilitated by the Project in the Westfield/Academy Hills and La Rambla portions of the Project area may directly and indirectly impact state or federally protected non-wetland waters, which would be considered potentially significant.

The Project does not propose any direct development that would impact federal or state protected non-wetland jurisdictional waters; however, future development projects that would be implemented in accordance with the South Bay Area Plan have the potential to directly and indirectly impact jurisdictional waters in La Rambla and Westfield/Academy Hills. For larger projects (greater than one acre), which may occur in La Rambla in areas adjacent to non-wetland jurisdictional water, potential indirect impacts to waters during construction would be avoided by erosion-control measures that would be implemented as part of the Storm Water Pollution Prevention Plan (SWPPP) for the Project. Prior to the start of construction activities, the Contractor is required to file a Permit Registration Document with the SWRCB in order to obtain coverage under the National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with the Construction and Land Disturbance Activities (Order No 2009-009-DWQ, NPDES No. CAS000002) or the latest approved general permit. This permit is required for earthwork that results in the disturbance of one acre or more of total land area. The required SWPPP will mandate the implementation of best management practices to reduce or eliminate construction-related pollutants in the runoff, including sediment. As described in Section 4.10, Hydrology and Water Quality, of this Draft PEIR, for all future projects consisting of a disturbed, graded area less than one acre, an Erosion and Sediment Control Plan (ESCP) must be prepared, which must include specific best management practices to minimize the transport of sediment and protect public and private property from the effects of erosion, flooding, or the deposition of mud, debris, or construction-related pollutants during the rainy season. Preparation and filing of the SWPPP or ESCP, as applicable, is required prior to issuance of a grading permit by Los Angeles County Public Works, and in accordance with County Code and Public Works' Grading Guidelines (Public Works 2017).

Due to SWPPP and ESCP requirements, indirect impacts to non-wetland jurisdictional waters in La Rambla and Westfield/Academy Hills would be less than significant. However, for ACUs, which could involve direct development impacts to non-wetland jurisdictional waters, impacts would still be potentially significant.

As discussed above under Threshold 4.4-2, the proposed regulations for ACUs would restrict both the size and potential location of ACU development. ACUs would have a maximum floor area of approximately 1,000 square feet and would only be permitted on corner-residential lots. Furthermore, as discussed in Chapter 3, Project Description of this Draft PEIR, there are only two total ACUs projected in areas with non-wetland jurisdictional waters: one in Westfield/Academy Hills and one in La Rambla. Additionally, although ACUs would be non-discretionary, all potential ACUs would be subject to an SPR in accordance with Chapter 22.186 of the County Code. As part of the SPR process, an Environmental Assessment would require the project applicant to determine/disclose if the project site contains any sensitive natural communities (e.g., non-wetland jurisdictional waters). Based on the results of the Environmental Assessment, County Planning Staff may request additional technical studies or additional items as needed on a project-by-project basis. If an ACU is proposed in an area that would divert or obstruct the natural flow or change the bed, channel, or bank of any non-wetland jurisdictional waters, a LSA Agreement would be required (discussed above in Section 4.4.1.1, Regulatory Setting), which is a discretionary permit issued by the CDFW pursuant to Section 1602 of the California Fish and Game Code. Before issuing a LSA Agreement, CDFW must comply with CEQA, which may include implementation of mitigation measures to reduce impacts to non-wetland jurisdictional waters. As such, with implementation of existing regulations and the required SPR process for ACUs, impacts to non-wetland jurisdictional waters would be less than significant.

Threshold 4.4-4 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?

Less Than Significant Impact. The non-wetland jurisdictional waters within the Westfield/Academy Hills and La Rambla portions of the Project area are expected to be ephemeral or intermittent and not provide the conditions to support native fish. Since there are no natural rivers or streams that may serve as habitat for native fish species in the Project area, the Project would not interfere with fish movement. Most of the Project area is developed and surrounded by developed areas, and it does not reside within any designated wildlife corridors and/or habitat linkages identified in the South Coast Missing Linkages Analysis Project (South Coast Wildlands 2008) or California Essential Habitat Connectivity project (Spencer et al. 2010). The Westfield/Academy Hills portion of the Project area does have some open space areas, but the area is isolated in the Palos Verdes peninsula and those open space areas are only expected to provide local movement for resident wildlife. Therefore, the Project would not affect the movement of any native resident land-based wildlife species, nor would it affect established native resident or migratory wildlife corridors.

The native vegetation in the Westfield/Academy Hills portion of the Project area and the ornamental vegetation located within the rest of the Project area provides suitable nesting habitat for some urban-adapted bird species. Additionally, the South Bay Area Plan includes policies to support the provision of new trees (Policies LU 3.3 and COSE 4.5), the protection of existing mature trees (Policy PS 3.6), use of native landscaping (Policy COSE 4.4), and the establishment or preservation of multi-benefit open spaces that support native habitat and enhanced biodiversity (Policy COSE 4.1) (applicable policies are included above in Section 4.4.2.3, Land Use Changes, Goals, and Policies). Future development projects that would be implemented in accordance with the South Bay Area Plan have the potential to remove landscaping trees, which could occur during nesting bird season. All development activities are subject to the requirement to protect nesting birds, in compliance with the MBTA and sections 3503, 3503.5, and 3513 of the California Fish and Game Code, which prohibits the accidental or "incidental" taking or killing of migratory birds. Any future development projects that would be implemented in accordance with the Project area would be required to comply with the MBTA and sections 3503, 3503.5, and 3513 of the California Fish and Game Code by preventing the disturbance of nesting birds during construction activities. This would generally involve clearing a project site of all vegetation outside the nesting season (from September 1 through January 31) or if construction would commence within the nesting season (which generally runs from February 1 through August 31 and as early as February 1 for raptors), conducting a pre-construction nesting bird survey to determine the presence of nesting birds or active nests at a construction site. Per the requirements of the MBTA, active nests and nesting birds must be protected from disturbance by construction activities, usually accomplished through buffers between nest sites and construction activities during nesting. Compliance with the MBTA would ensure that the implementation of future projects in accordance with the South Bay Area Plan would not interfere with the nesting of any native bird species. Therefore, the South Bay Area Plan would not interfere substantially with established native or migratory wildlife movement, wildlife corridors, or impede the use of native wildlife nursery sites. With regulatory compliance, impacts would be less than significant, and no mitigation would be required.

Threshold 4.4-5 Would the project convert oak woodlands (as defined by the state, oak woodlands are oak stands with greater than 10% canopy cover with oaks at least 5 inch in diameter measured at 4.5 feet above mean natural

grade) or other unique native woodlands (juniper, Joshua, southern California black walnut, etc.)?

Less Than Significant Impact. Based on aerial imagery (Google 2023), the native vegetation in the Westfield/Academy Hills portion of the Project area may contain areas of oak (*Quercus* sp.) that might meet the County's definition of an oak woodland. As such, future ACU development facilitated by the Project in the Westfield/Academy Hills portion of the Project area may impact oak woodland. The remainder of the Project area may have collections of oak trees that constitute an oak woodland, as defined in the Los Angeles County Oak Woodlands Conservation Management Plan. Therefore, future projects under the South Bay Area Plan may result in the conversion of oak woodland. However, any future development activities within the Project area would be required to comply with all applicable requirements set forth by the County, including the Los Angeles County Oak Tree Ordinance, codified in Chapter 22.174 (Oak Tree Permits) of the Zoning Code (discussed above in Section 4.4.1.1, Regulatory Setting.) Compliance with the requirements to obtain an oak tree permit for removal, including potential tree replacement at a ratio of 2 to 1, would ensure that any future impacts to protected trees would be less than significant, and no mitigation would be required.

Threshold 4.4-6 Would the project conflict with any local policies or ordinances protecting biological resources, including Wildflower Reserve Areas (L.A. County Code, Title 12, Ch. 12.36), the Los Angeles County Oak Tree Ordinance (L.A. County Code, Title 22, Ch. 22.174), the Significant Ecological Areas (SEAs) (L.A. County Code, Title 22, Ch. 102), Specific Plans (L.A. County Code, Title 22, Ch. 22.46), Community Standards Districts (L.A. County Code, Title 22, Ch. 22.300 et seq.), and/or Coastal Resource Areas (L.A. County General Plan, Figure 9.3)?

Less Than Significant Impact. No Wildflower Reserve Areas, Coastal Resource Areas, or Community Standards Districts are present in the Project area; therefore, the Project would have no impact on the protection of biological resources included within the purview of these local policies (County of Los Angeles 2022). The West Carson Transit Oriented District Specific Plan (the only specific plan applicable to the Project area) does not address policies or goals for natural resources due to the TOD area being highly developed and lacking natural open space areas. As discussed above, the South Bay Area Plan includes policies to support the provision of new trees (Policies LU 3.3 and COSE 4.5), the protection of existing mature trees (Policy PS 3.6), use of native landscaping (Policy COSE 4.4), and the establishment or preservation of multi-benefit open spaces that support native habitat and enhanced biodiversity (Policy COSE 4.1) (applicable policies are included above in Section 4.4.2.3, Land Use Changes, Goals, and Policies). Therefore, the South Bay Area Plan would not conflict with the implementation of these existing plans within the Project area.

The County-designated Palos Verdes Peninsula and Coastline SEA has a portion within Westfield/Academy Hills and a portion of the Harbor Lake Regional Park SEA is within West Carson (County of Los Angeles 2023). The portion of the Harbor Lake Regional Park SEA in the Project area is government owned (County of Los Angeles 2024a) and is not expected to be affected by the Project. The portion of the Palos Verdes Peninsula and Coastline SEA in the Project area is on a parcel owned by the government and the Chadwick School parcel (County of Los Angeles 2023). The government parcel would not be expected to be developed by the Project. The portion of the Chadwick School parcel that has an SEA overlay is composed of very steep slopes that rise from the Crenshaw Boulevard right-of-way (Google 2023), so this area is not expected to be developed by the Project.

Future development projects that would be implemented in accordance with the South Bay Area Plan have the potential to remove landscaping trees, including protected oaks, throughout the Project area. Naturally occurring protected oaks may also be removed in the Westfield/Academy Hills portion of the Project area due to the development of ACUs. However, any future development activities within the Project area would be required to comply with all applicable requirements set forth by the County, including the Los Angeles County Oak Tree Ordinance. Compliance with the requirements to obtain an oak tree permit for removal, including potential tree replacement at a ratio of 2 to 1, would ensure that any future impacts to protected trees would be less than significant, and no mitigation would be required.

Threshold 4.4-7 Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved state, regional, or local habitat conservation plan)?

No Impact. Most of the South Bay Planning Area is located in a highly urbanized area, and there is no adopted Habitat Conservation Plan or Natural Community Conservation Plan for the Project area or the surrounding area (CDFW 2019). Therefore, the Project would not conflict with a Habitat Conservation Plan or Natural Community Conservation Plan and no impact would occur.

4.4.2.5 Cumulative Impact Analysis

Where a lead agency concludes that the cumulative effects of a project, taken together with the impacts of other closely related past, present, and reasonably foreseeable future projects are significant, the lead agency then must determine whether the project's incremental contribution to such significant cumulative impact is "cumulatively considerable" (and thus significant in and of itself). The cumulative study area used to assess potential cumulative biological resources impacts includes the entirety of Los Angeles County and considers the future buildout of applicable local and regional plans. The full list of related plans applicable to the Project's cumulative analyses is provided in Section 2.5, Cumulative Impact Analysis, in Chapter 2, Environmental Setting of this Draft PEIR.

Threshold 4.4-1. As shown in Tables 4.4-1 and 4.4-2, two sensitive or special status plant species and one wildlife species are expected to occur in the Project area, and an additional eight plant species and eight wildlife species have some potential to occur. Implementation of the Project may lead to adverse modifications to habitat that could support the species that could occur in the Project area. Since the Project does not propose conversion of areas currently zoned as open space to expand development, these potential impacts are limited to a few currently undeveloped or partially undeveloped parcels where existing special-status plant and wildlife species, if present, do not represent a substantial occurrence in the context of the overall species range and are not likely to have long-term viability under current urbanized conditions. Nevertheless, impacts to special status species in the Project area could occur, which would be a significant impact. As with the Project, all cumulative projects would be required to comply with all applicable regulations, including the Federal Endangered Species Act, California Endangered Species Act, California Fish and Game Code, and County Code. Although non-discretionary projects throughout the cumulative area would be subject to these regulations, their compliance would be difficult to enforce since they would not be subject to CEQA, and no site-specific environmental assessments would be required. Further, planned future development within the County is anticipated to result in significant impacts to special status species. Even with implementation of MM-4.1-1 to reduce potential impacts from Project-facilitated ACUs and discretionary development projects, there is a potential for the Project to result in non-discretionary projects that would not be subject to a SPR or additional environmental assessment, which could contribute to cumulative impacts to protected plant species identified as a candidate, sensitive, or special status species, and the Project's contribution is anticipated to be cumulatively considerable.

Threshold 4.4-2. As stated above, the Westfield/Academy Hills portion of the Project area has the potential to support sensitive natural communities. Cumulative development in areas within and surrounding these sensitive natural communities has the potential to cause significant cumulative impacts. However, since the Project does not propose conversion of areas currently zoned/designated as open space to expand development, these potential impacts are limited to the development of one ACU within Westfield/Academy Hills. Proposed regulations and restrictions would limit the size and location of potential ACU development. Therefore, the Project would not have a substantial adverse effect, either directly or indirectly, and the Project's incremental contribution to impacts would not be cumulatively considerable.

Threshold 4.4-3. There is a small amount of remnant marshland within the Harbor Lake Regional Park SEA within West Carson; however, these wetlands are on government owned lands (County of Los Angeles 2024a) and are not expected to be developed by the Project. Therefore, the Project would not have a substantial adverse effect on wetlands and the Project would not contribute to cumulative impacts. However, as stated above, the Westfield/Academy Hills and La Rambla portions of the Project area contain non-wetland jurisdictional waters. Since the Project does not propose conversion of areas currently zoned/designated as open space to expand development, potential Project impacts are limited to the development of one ACU in Westfield/Academy Hills, one ACU in La Rambla, and residential or mixed use projects on previously disturbed/developed parcels in La Rambla. Cumulative impacts to non-wetland jurisdictional features could occur as a result of cumulative development projects on or adjacent to these features. However, all projects would be subject to compliance with regulatory requirements, including permits from the USACE per section 404 of the CWA, Water Quality Certification from the RWQCB per section 401 of the CWA, and/or a Streambed Alteration Agreement per California Fish and Game Code (Sections 1600-1616). All projects would also be required to comply with applicable SWPPP or ESCP provisions, which would reduce indirect impacts related to erosion and sediment transport. Furthermore, all potential ACUs would be subject to a SPR and require an Environmental Assessment, which would reduce direct impacts from potential ACU development that may occur on residential parcels with non-wetland jurisdictional waters. The proposed regulations for ACUs would restrict both the size and potential location of ACU development. Therefore, the Project would not have a substantial adverse effect, either directly or indirectly, and the Project's incremental contribution to impacts would not be cumulatively considerable.

Threshold 4.4-4. Since there are no natural rivers or streams that may serve as habitat for native fish species in the Project area, the Project would not interfere with fish movement. Most of the Project area is developed and surrounded by developed areas, and it does not reside within any designated wildlife corridors and/or habitat linkages. The open space areas of the Westfield/Academy Hills portion of the Project area are only expected to provide local movement for resident wildlife. Therefore, the Project's incremental contribution to impacts to established native or migratory wildlife movement, wildlife corridors, or impedance to the use of native wildlife nursery sites would not be cumulatively considerable.

Threshold 4.4-5. As stated above, the Westfield/Academy Hills portion of the Project area has the potential to support oak woodlands and remaining portions of the Project area may have enough oak trees to constitute an oak woodland per the state definition. However, future development would be required to comply with the Los Angeles County Oak Tree Ordinance, reducing impacts to oak woodlands to less than significant. Therefore, the proposed Project would not contribute to cumulative impacts to oak woodland or other unique woodlands.

Threshold 4.4-6. No Wildflower Reserve Areas, Coastal Resource Areas, or Community Standards Districts are present in the Project area. There are portions of two SEAs are within the Project area, but no development by the Project is expected in the SEAs. Although there is one specific plan applicable to the Project area (i.e., the West Carson TOD Specific Plan) there are no goals or policies related to protection of biological resources. Therefore, the Project would

not contribute to cumulative impacts on the protection of biological resources included within the purview of these local policies (County of Los Angeles 2022). Compliance with the requirements of the Los Angeles County Oak Tree Ordinance for future development in the Project area and in the County would ensure less than significant impacts and the Project's incremental contribution to impacts would not be cumulatively considerable.

Threshold 4.4-7. The Project area has no adopted Habitat Conservation Plans or Natural Community Conservation Plans within it. Therefore, the South Bay Area Plan would not contribute to cumulative impacts to these natural resources management plans.

4.4.2.6 Mitigation Measures

MM-4.4-1 **Habitat Assessment.** During subsequent project-level environmental review, the County biologist, as appropriate, shall consider all relevant information available for the property (e.g. applicable database search, site visit, and/or existing biological report) to determine potential project impacts to special-status plant and wildlife species. If there is potential for sensitive biological resources to be impacted by proposed project activities, the County biologist shall require applicants for new projects to submit a habitat assessment report to County Planning for review and approval. The assessment shall be prepared by a qualified biologist and must include all required information specified by the County biologist at the time of the request. If the survey determines that sensitive biological resources will be impacted by proposed project activities, the County shall require applicants to incorporate appropriate measures to avoid or minimize those impacts. Additional measures may include, but are not limited to, on or off-site preservation of the resources within protected occupied habitat.

4.4.2.7 Significance Conclusion

- Threshold 4.4-1.** Even with implementation of MM-4.4-1, the Project would have the potential to result in a substantial adverse effect directly through the loss of individuals and indirectly through habitat modifications on plant and wildlife species identified as a sensitive or special status species, and impacts would be **significant and unavoidable** and cumulatively considerable.
- Threshold 4.4-2** The Project's impact on sensitive natural communities would be **less than significant** and would not be cumulatively considerable.
- Threshold 4.4-3** The Project's impact on jurisdictional non-wetland waters would be **less than significant** and would not be cumulatively considerable.
- Threshold 4.4-4** The South Bay Area Plan 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 and impacts would be **less than significant** and would not be cumulatively considerable.
- Threshold 4.4-5** Impacts related to the conversion of oak woodland or other unique woodlands would be **less than significant** and would not be cumulatively considerable.

- Threshold 4.4-6** The Project would not conflict with any local policies or ordinances protecting biological resources and impacts would be **less than significant** and would not be cumulatively considerable.
- Threshold 4.4-7** The Project would have **no impact** regarding conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved state, regional, or local habitat conservation plan.

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4.5 Cultural Resources

This section of the Draft PEIR analyzes the potential impacts from the implementation of the South Bay Area Plan (Project) on cultural resources, including historic built environment, archaeological, and paleontological resources, in the Project area. Cultural resources include places, objects, and settlements that reflect group or individual religious, archaeological, or architectural activities. Such resources provide information on scientific progress, environmental adaptations, group ideology, or other human advancements. Paleontological resources include the fossilized remains of ancient life (generally greater than middle Holocene or 5,000 years old) and can be body fossils (teeth, bones, shell, and plant material) fossils or trace fossils (tracks and trackways, imprints, burrows, and coprolites). A discussion of the existing cultural resources in the unincorporated communities of the South Bay Planning Area (Project area) and the surrounding areas is included in this section to present the environmental baseline conditions. The analysis in this section is based, in part, upon cultural and paleontological resource records search results, background research, desktop and reconnaissance-level surveys, and information provided in the South Bay Area Plan Historic Context Statement.

- Appendix F-1** Previously Recorded Historic Built Environment and Archaeological Resources within the Project Area
- Appendix F-2** *Confidential* CHRIS Records Search (on file with the County as a confidential appendix and available for review by eligible individuals only)
- Appendix F-3** *Confidential* Paleontological Records Search (on file with the County as a confidential appendix and available for review by eligible individuals only)
- Appendix F-4** Cultural Background Context for the South Bay Area Plan

Other sources consulted are listed in Section 4.5.3, References.

Comments received in response to the Notice of Preparation (NOP) are summarized in Table 1-1, Notice of Preparation and Comment Letters Summary, included in Chapter 1, Introduction, of this Recirculated Draft PEIR. A copy of the NOP is included in Appendix A-1 and the comment letters received in response to the NOP are included in Appendix A-2 of this Recirculated Draft PEIR.

4.5.1 Environmental Setting

4.5.1.1 Regulatory Setting

Federal

National Register of Historic Places

The NRHP is the United States' official list of districts, sites, buildings, structures, and objects worthy of preservation. Overseen by the National Park Service under the U.S. Department of the Interior, the NRHP was authorized under the NHPA, as amended. Its listings encompass all National Historic Landmarks and historic areas administered by the National Park Service.

NRHP guidelines for the evaluation of historic significance were developed to be flexible and to recognize the accomplishments of all who have made significant contributions to the nation's history and heritage. Its criteria are designed to guide state and local governments, federal agencies, and others in evaluating potential entries in the NRHP. To be listed in or determined eligible for listing in the NRHP, a property must be demonstrated to possess integrity and to meet at least one of the following criteria (36 CFR, Section 60.4):

The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and

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

"Integrity" is defined in the NRHP guidance How to Apply the National Register Criteria as "the ability of a property to convey its significance. To be listed in the NRHP, a property must not only be shown to be significant under the NRHP criteria, but it also must have integrity" (NPS 1990). NRHP guidance further states that properties must be completed at least 50 years ago to be considered for eligibility. Properties completed less than 50 years before evaluation must be proven to be "exceptionally important" (criteria consideration G) to be considered for listing.

A historic property is defined as follows (36 CFR 800.16[i][1]):

Any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the NRHP maintained by the Secretary of the Interior. This term includes artifacts, records, and remains that are related to and located within such properties. The term includes properties of traditional religious and cultural importance to an American Indian Tribe or Native Hawaiian organization and that meet the NRHP criteria.

State

California Register of Historical Resources

In California, the term "historical resource" includes but is not limited to "any object, building, structure, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California" (California Public Resources Code, Section 5020.1[j]). In 1992, the California Legislature established the California Register of Historical Resources (CRHR) "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" (California Public Resources Code, Section 5024.1[a]). The criteria for listing resources in the CRHR were expressly developed to be in accordance with previously established criteria developed for listing in the NRHP and are enumerated below. According to California Public Resources Code,

Section 5024.1(c)(1-4), a resource is considered historically significant if it (i) retains “substantial integrity,” and (ii) meets at least one 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.
- (4) Has yielded, or may be likely to yield, information important in prehistory or history.

To understand the historic importance of a resource, sufficient time must have passed to obtain a scholarly perspective on the events or individuals associated with the resource. A resource less than 50 years old may be considered for listing in the CRHR if it can be demonstrated that sufficient time has passed to understand its historical importance (see 14 CCR 4852[d][2]).

The CRHR protects cultural resources by requiring evaluations of the significance of prehistoric and historic resources. The criteria for the CRHR are nearly identical to those for the NRHP, and properties listed or formally designated as eligible for listing in the NRHP are automatically listed in the CRHR, as are state landmarks and points of interest. The CRHR also includes properties designated under local ordinances or identified through local historical resource surveys.

California Health and Safety Code

The Health and Safety Code Section 7050.5 is intended to ensure that human remains are not knowingly mutilated or disinterred, wantonly disturbed, or willfully removed from any location other than a dedicated cemetery without authority of law. The codes specifically provide exception to any person carrying out an agreement developed pursuant to subdivision (l) of Section 5097.94 of the Public Resources Code or to any person authorized to implement Section 5097.98 of the Public Resources Code. The code also provides protocols to be followed in the case of discovery or recognition of any human remains in any location other than a dedicated cemetery and stipulates the role of the coroner. Finally, the code provides the protocols to follow in the case the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native American as well as the role of the Native American Heritage Commission.

California Public Resources Code

Public Resources Code (PRC) Section 5097.94 establishes the powers and duties bestowed on the Native American Heritage Commission (NAHC). As they relate to those powers and duties that apply to human remains, this code states that the NAHC has the responsibility to: identify and catalog places of special religious or social significance to Native Americans, and known graves and cemeteries of Native Americans on private lands; make recommendations relative to Native American sacred places that are located on private lands; mediate disputes arising between landowners and known descendants relating to the treatment and disposition of Native American human burials, skeletal remains, and items associated with Native American burials; provide protection to Native American human burials and skeletal remains from vandalism and inadvertent destruction; and assist interested landowners in developing agreements with appropriate Native American groups for treating or disposing, with appropriate dignity, of the human remains and any items associated with Native American burials.

PRC Section 5097.98 outlines the protocols to be followed in the case of a discovery of Native American human remains including the roles and responsibilities of the coroner, Native American Heritage Commission (NAHC), the individual identified by the NAHC as the most likely descended from the deceased Native American, and the landowner of whose land the discovery was made. The code defines the manner of “conferral” or “discuss and confer” as “the meaningful and timely discussion and careful consideration of the views of each party, in a manner that is cognizant of all parties’ cultural values, and where feasible, seeking agreement” and states that all parties involved “shall recognize the other’s needs and concerns for confidentiality of information provided to the other.”

PRC Section 5097.99 is intended to protect by prohibiting obtaining or possessing Native American artifacts or human remains taken from grave or cairn on or after January 1, 1984 and states that “any person who removes, without authority of law, any Native American artifacts or human remains from a Native American grave or cairn with an intent to sell or dissect or with malice or wantonness is guilty of a felony which is punishable by imprisonment in the state prison.”

PRC Section 5097.991 establishes the policy of the state that Native American remains and associated grave artifacts shall be repatriated.

California Environmental Quality Act

Archaeological Resources. As described further below, the following CEQA statutes and CEQA Guidelines are of relevance to the analysis of archaeological, historic, and tribal cultural resources:

- California Public Resources Code, Section 21083.2(g), defines “unique archaeological resource.”
- California Public Resources Code, Section 21084.1, and CEQA Guidelines, Section 15064.5(a), define “historical resources.” In addition, CEQA Guidelines, Section 15064.5(b), defines the phrase “substantial adverse change in the significance of an historical resource.” It also defines the circumstances when a project would materially impair the significance of a historical resource.
- California Public Resources Code, Section 5097.98, and CEQA Guidelines, Section 15064.5(e), set forth standards and steps to be employed following the accidental discovery of human remains in any location other than a dedicated cemetery.
- California Public Resources Code, Sections 21083.2(b) and (c), and CEQA Guidelines, Section 15126.4, provide information regarding the mitigation framework for archaeological and historic resources, including examples of preservation-in-place mitigation measures. Preservation in place is the preferred manner of mitigating impacts to significant archaeological sites because it maintains the relationship between artifacts and the archaeological context and may also help avoid conflict with religious or cultural values of groups associated with the archaeological site(s).
- CEQA Section 15064.5 – This section outlines the protocols to be followed in the case of a discovery of Native American human remains including the roles and responsibilities of the coroner, Native American Heritage Commission (NAHC), the individual identified by the NAHC as the most likely descended from the deceased Native American, and the landowner of whose land the discovery was made.

Historical Resources. Under CEQA, a project may have a significant effect on the environment if it may cause “a substantial adverse change in the significance of an historical resource” (California Public Resources Code, Section 21084.1; 14 CCR 15064.5[b]). If a site is either listed or eligible for listing in the CRHR, or if it is included in a local register of historic resources or identified as significant in a historical resources survey (meeting the requirements

of California Public Resources Code, Section 5024.1[q]), it is a “historical resource” and is presumed to be historically or culturally significant for purposes of CEQA (California Public Resources Code, Section 21084.1; 14 CCR 15064.5[a]). The lead agency is not precluded from determining that a resource is a historical resource even if it does not fall within this presumption (California Public Resources Code, Section 21084.1; 14 CCR 15064.5[a]).

A “substantial adverse change in the significance of an historical resource” reflecting a significant effect under CEQA means “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” (14 CCR 15064.5[b][1]; California Public Resources Code, Section 5020.1[q]). In turn, CEQA Guidelines, Section 15064.5(b)(2), states that the significance of an historical resource is materially impaired when a project:

1. Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources; or
2. Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
3. Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

Pursuant to these sections, the CEQA inquiry begins with evaluating whether a project site contains any historical resources, then evaluates whether the project would cause a substantial adverse change in the significance of a historical resource such that the resource’s historical significance would be materially impaired.

Secretary of the Interior’s Standards for the Treatment of Historic Properties. Where a project has been determined to conform with the Standards, the project’s impact on historical resources would be considered mitigated to below a level of significance and, thus, not significant (14 CCR 15126.4[b][1]). In most cases, a project that demonstrates conformance with the Secretary of the Interior’s Standards is categorically exempt from CEQA (14 CCR 15331), as described in the CEQA Guidelines (14 CCR 15126.4[b][1]):

Where maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction of the historical resource will be conducted in a manner consistent with the Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings (Weeks and Grimmer 1995), the project’s impact on the historical resource shall generally be considered mitigated below a level of significance and thus is not significant.

The Secretary of the Interior’s Standards are a series of concepts focused on maintaining, repairing, and replacing historic materials, as well as designing new additions or making alterations. They function as common-sense historic preservation principles that promote historic preservation best practices. There are four distinct approaches that may be applied to the treatment of historical resources:

- Preservation focuses on the maintenance and repair of existing historic materials and retention of a property’s form as it has evolved over time.

- Rehabilitation acknowledges the need to alter or add to a historic property to meet continuing or changing uses while retaining the property's historic character.
- Restoration depicts a property at a particular period of time in its history, while removing evidence of other periods.
- Reconstruction recreates vanished or non-surviving portions of a property for interpretive purposes.

The choice of treatment depends on a variety of factors, including the property's historical significance, physical condition, proposed use, and intended interpretation. The Guidelines provide general design and technical recommendations to assist in applying the Standards to a specific property. Together, the Standards and Guidelines provide a framework that guides important decisions concerning proposed changes to a historic property.

The following 10 Standards for Rehabilitation are used to determine if a project is in conformance with the Standards for a rehabilitation. To be in conformance, a project must be consistent with the historic character of the structure(s) and, where applicable, the district in which it is located. The following Standards are to be applied to specific rehabilitation projects in a reasonable manner, taking into consideration economic and technical feasibility:

1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.
2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.
3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.
4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.
5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved.
6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.
7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
8. Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

Government Code Sections 6254(r) and 6254.10

These sections of the California Public Records Act were enacted to protect archaeological sites from unauthorized excavation, looting, or vandalism. 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 State Historical Resources Commission, 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.

Unique Archaeological Resources

If it can be demonstrated that a project would cause damage to a unique archaeological resource, the lead agency may require that 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 they cannot be left undisturbed, mitigation measures are required (California Public Resources Code, Sections 21083.2[a], [b], and [c]).

California 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:

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.
2. Has a special and particular quality such as being the oldest of its type or the best available example of its type.
3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

Impacts to non-unique archaeological resources are generally not considered a significant environmental impact (California Public Resources Code, Section 21083.2[a]; 14 CCR 15064.5[c][4]). However, if a non-unique archaeological resource qualifies as Tribal cultural resource (California Public Resources Code, Sections 21074[c] and 21083.2[h]), further consideration of significant impacts is required. CEQA Guidelines, Section 15064.5, assigns special importance to human remains and specifies procedures to be used when Native American remains are discovered. These procedures are detailed in California Public Resources Code, Section 5097.98.

Paleontological Resources

The CEQA Guidelines require that all private and public activities not specifically exempted be evaluated against the potential for environmental damage, including effects to paleontological resources. Paleontological resources, which are limited, nonrenewable resources of scientific, cultural, and educational value, are recognized as part of the environment under these state guidelines. This study satisfies project requirements in accordance with CEQA (13 PRC [Public Resources Code], 21000 et seq.).

Paleontological resources are explicitly afforded protection by CEQA, specifically in Section VII(f) of CEQA Guidelines Appendix G, the “Environmental Checklist Form,” which addresses the potential for adverse impacts to “unique paleontological resource[s] or site[s] or ... unique geological feature[s].” This provision covers fossils of significant importance – remains of species or genera new to science, for example, or fossils exhibiting features not previously

recognized for a given animal group – as well as localities that yield fossils significant in their abundance, diversity, preservation, and so forth.

In addition to CEQA, the California Public Resources Code Section 5097.5 (Stats 1965, c 1136, p. 2792) regulates removal of paleontological resources from state lands, defines unauthorized removal of fossil resources as a misdemeanor, and requires mitigation of disturbed sites.

Local

Los Angeles County Historic Preservation Program

Los Angeles County’s Historic Preservation Program (“Program”) is composed of the County’s Historic Preservation Ordinance that establishes criteria and procedures for the designation, preservation and maintenance of landmarks and historic districts; and the County’s Mills Act Historical Property Contract Program which provides property tax relief to owners of historic properties who are willing to restore and maintain their properties. The Program applies only to properties located in unincorporated areas of Los Angeles County.

Los Angeles County Historic Preservation Ordinance (No. 2015-0033)

On September 1, 2015, the Board of Supervisors recognized the importance of preserving the County’s distinctive architectural and cultural history by adopting the Historic Preservation Ordinance (HPO) that:

- Specifies criteria and procedures for the designation of landmarks and historic districts.
- Specifies criteria and procedures for reviewing proposed work on designated landmarks or on property within historic districts.
- Establishes penalties for unauthorized work, including demolition, on landmarks or historic district contributors.
- Requires maintenance of landmarks and historic district contributors to prevent deterioration.
- Prohibits work, including demolition, on property nominated but not yet designated as a landmark or historic district.
- Encourages adaptive reuse of landmarks and historic district contributors by providing relief from parking requirements.
- Provides for the enhancement of historic districts by the establishment of development guidelines and standards, and by allowing streetscape improvements that are compatible with the areas historic character.

Criteria for Designation of Landmarks and Historic Districts (Title 22, Planning and Zoning [Zoning Code], Section 22.124.070 of the Los Angeles County Code [County Code]):

- A. A structure, site, object, tree, landscape, or natural land feature may be designated as a landmark if it is 50 years of age or older and satisfies one or more of the following criteria:
 1. It is associated with events that have made a significant contribution to the broad patterns of the history of the nation, State, County, or community in which it is located;
 2. It is associated with the lives of persons who are significant in the history of the nation, State, County, or community in which it is located;

3. It embodies the distinctive characteristics of a type, architectural style, period, or method of construction, or represents the work of an architect, designer, engineer, or builder whose work is of significance to the nation, State, County, or community in which it is located; or possesses artistic values of significance to the nation, State, County, or community in which it is located;
 4. It has yielded, or may be likely to yield, significant and important information regarding the prehistory or history of the nation, State, County, or community in which it is located;
 5. It is listed, or has been formally determined eligible by the United States National Park Service for listing, in the National Register of Historic Places, or is listed, or has been formally determined eligible by the State Historical Resources Commission for listing, on the California Register of Historical Resources;
 6. If it is a tree, it is one of the largest or oldest trees of the species located in the County; or
 7. If it is a tree, landscape, or other natural land feature, it has historical significance due to an association with a historic event, person, site, street, or structure, or because it is a defining or significant outstanding feature of a neighborhood.
- B. Property less than 50 years of age may be designated as a landmark if it meets one or more of the criteria set forth in Subsection A, above, and exhibits exceptional importance.
- C. The interior space of a property, or other space held open to the general public, including but not limited to a lobby, may be designated as a landmark or included in the landmark designation of a property if the space qualifies for designation as a landmark under Subsection A or B, above.
- D. Historic Districts. A geographic area, including a noncontiguous grouping of related properties, may be designated as a historic district if all of the following requirements are met:
1. More than 50 percent of owners in the proposed district consent to the designation;
 2. The proposed district satisfies one or more of the criteria set forth in Subsections A.1 through A.5, above; and
 3. The proposed district exhibits either a concentration of historic, scenic, or sites containing common character-defining features, which contribute to each other and are unified aesthetically by plan, physical development, or architectural quality; or significant geographical patterns, associated with different eras of settlement and growth, particular transportation modes, or distinctive examples of parks or community planning.

Los Angeles County Register of Landmarks and Historic Districts

The Los Angeles County Register of Landmarks and Historic Districts (County Register) is the County's official list created to maintain an inventory of County designated landmarks and historic districts in the unincorporated area of the County. The County Register is maintained by the Historical Landmarks and Records Commission (Landmarks Commission) pursuant to the County's Historic Preservation Ordinance No. 2015-0033.

Nominations for designation of landmarks and historic districts come from private individuals and organizations or may originate with the Board of Supervisors or the Historical Landmarks and Records Commission.

The Landmarks Commission reviews each property (landmark and historic district) proposed for designation and makes a recommendation on its eligibility. The Regional Planning Commission also reviews proposed historic

districts for consistency with the General Plan. Ultimately, the Board of Supervisors has authority to designate a listing on the County Register.

Los Angeles County Code

Section 2.22.30, Chief Medical Examiner-Coroner-Duties, explains duties of the chief medical examiner-coroner who must enforce the rules and regulations as prescribed and approved by the Board of Supervisors. The chief medical examiner-coroner must direct all physician functions within the department, and independently direct all post-mortem inquiries into the cause and manner of death that come within the coroner's jurisdiction. The chief medical examiner-coroner, within his or her discretion, must cooperate with law enforcement agencies and organ procurement organizations.

Los Angeles County 2035 General Plan

Chapter 9, the Conservation and Natural Resources Element of the Los Angeles County 2035 General Plan, Section VIII. Historic, Cultural, and Paleontological Resources provides the following goals and policies potentially relevant to the Project (County of Los Angeles 2015). The following summarizes goals and policies specific to cultural and historical resources. The South Bay Area Plan would support and/or would not conflict with the implementation of the following goals and policies:

- Goal C/NR 14** Protected historic, cultural, and paleontological resources.
- Policy C/NR 14.1** Mitigate all impacts from new development on or adjacent to historic, cultural, and paleontological resources to the greatest extent feasible.
- Policy C/NR 14.2** Support an inter-jurisdictional collaborative system that protects and enhances historic, cultural, and paleontological resources.
- Policy C/NR 14.3** Support the preservation and rehabilitation of historic buildings.
- Policy C/NR 14.4** Ensure proper notification procedures to Native American Tribes in accordance with Senate Bill 18 (2004).
- Policy C/NR 14.5** Promote public awareness of historic, cultural, and paleontological resources.
- Policy C/NR 14.6** Ensure proper notification and recovery processes are carried out for development on or near historic, cultural, and paleontological resources.

Existing Community-Based and Specific Plans

Community-based plans and specific plans (including Transit Oriented District [TOD] specific plans) are used as General Plan implementation tools within communities or community subareas. Community and specific plans allow the County to assemble land uses and implementation programs tailored to the unique characteristics of a specific site. The existing community and specific plans applicable to the Project area are listed and discussed in section of Chapter 2, Environmental Setting, of the Draft PEIR, as well as Appendix C, Community Background Brief, of the South Bay Area Plan. Brief summaries of the community and specific plans that contain goals and policies relevant to cultural and historical resources and, upon implementation of the Project, would be applicable to communities within the Project area, are provided below.

Lennox Community Parks and Recreation Plan. The Lennox Community Parks and Recreation Plan establishes a vision, goals, policies, and strategies to increase access to green spaces throughout the community of Lennox, which on average provides only 0.2 acres of local parks per 1,000 residents, far below the Los Angeles County standard of four acres per 1,000 residents set forth in the General Plan. Contemplated improvements include a potential “green street” along Lennox Boulevard, new parks and pocket parks, community gardens, and trail opportunities, which were identified for locations across the Plan Area based on an assessment of current park access. The plan does not specifically address historic and cultural resources; however, it does discuss Lennox Park, the existing historic-age green space in the community (LACDPR 2016).

Vision Lennox. Vision Lennox was the result of a six-month planning effort intended to represent the community's expectations for the future development of Lennox. Consulting team Raimi + Associates partnered with the Los Angeles County Department of Regional Planning to conduct public workshops and stakeholder meetings to develop goals, key strategies, and an action plan for implementation of the identified goals. Vision Lennox identifies a series of key strategies to implement the vision of the community and address current challenges faced by the community, such as overcrowding, which has led to a shortage of parking spaces and the encroachment of parking into adjacent commercial lots, as well as the overburdening of existing transportation infrastructure. Specifically related to the built environment and historic preservation, Public Workshop #2 identified the preservation and restoration of historic buildings as a primary community goal. Cultural resources were further addressed in the “Key Strategies” section through the preservation and enhancement of Lennox’s neighborhoods and enhancing the unique identity of Lennox by expressing the community’s historical and cultural roots through improvements in the public streetscapes, parks, schools, and other civic buildings (County of Los Angeles 2010).

West Carson TOD Specific Plan. The West Carson Transit Oriented District (TOD) Specific Plan (2019) for the Metro J Line Carson Street Station establishes a vision for development as well as a regulatory framework, including policies, development standards, design standards, and recommended capital improvement projects. The TOD Specific Plan identifies opportunities for compact, infill development that support the intensification and expansion of Harbor-UCLA Medical Center, while remaining sensitive to existing single-family neighborhoods. Increased housing opportunities and employment-generating uses are targeted for areas adjacent to the Carson Street Station to create a walkable and destination rich transit-oriented district, with local and regional transit as an amenity to facilitate more active transportation trips via walking and biking. Specific corridors that are identified with a vision for more livable and sustainable multi-modal streets are Carson Street and 223rd Street. The associated PEIR stated that the area is sensitive for the presence of historic built environment structures that predate 1965. The historic section identifies 12 properties with potential historical significance, including the Harbor-UCLA Medical Center; eight pre-1930 residential properties; and three commercial properties constructed in 1969.¹ Mitigation Measure CUL-1 from the West Carson TOD Specific Plan PEIR states that future projects in accordance with the Specific Plan that involve those 12 identified potential historic built environment resources would require the preparation of an intensive-level survey and historical evaluation in accordance with all applicable federal, state, and local guidelines. Recommendations for preservation should be considered in the report if applicable, and the

¹ Commercial properties: 1029 Carson Street; 1019 Carson Street; and 117 Carson Street. Residential properties: 958 222nd Street; 1016 Jay Street; 1011 222nd Street; 1015 222nd Street; 1041 222nd Street; 1139 Jay Street; 22042 Normandie Avenue; 1203 223rd Street and Nursery.

evaluation should be submitted to the County of Los Angeles Department of Regional Planning for review and approval (County of Los Angeles 2019).

4.5.1.2 Existing Environmental Conditions

This cultural setting is written to provide a contextual understanding of how humans have inhabited and utilized the Project site throughout time. Because the physical vestiges of human behavior are often times buried and not all occurrence of activities have been documented or knowledge of them has been lost, understanding the manner in which humans lived within and surrounding the Project site is important to revealing areas where deposits of cultural materials may still exist. This setting is written with the understanding that Indigenous Peoples have lived for millennia and currently live within what is, for purposes of this document, considered the County of Los Angeles. The information presented in this section has been collected from documents provided by contemporary tribal representatives, various scholarly sources as well as biological and geographical datasets. The analysis for this section was conducted by employing both documented evidence and an understanding of how Indigenous Peoples lived within the natural landscape. Finally, it is important to acknowledge that tribal cultural resources are not limited to artifacts and include cultural landscapes which have been, and often continue to be, of economic and/or religious significance to Indigenous Peoples today. A comprehensive cultural background context summarizing both the prehistoric and historic periods can be found in Appendix F-4.

Project Area Historical Overview

The Los Angeles County South Bay Area Plan Project Historic Context Statement provides the foundation for identifying and evaluating historical resources and establishing a framework for grouping information about resources that share common themes and patterns of historical development (Dudek 2023). The following section presents brief historical overviews of the communities within the South Bay Area Plan: Alondra Park/El Camino Village, Del Aire/Wiseburn, Hawthorne Island, La Rambla, Lennox, West Carson, and Westfield/Academy Hills. More detailed historical background for each individual community within the Project area is presented in the South Bay Area Plan Historic Context Statement (Dudek 2023).

Alondra Park/El Camino Village

During the Spanish, Mexican, and early American-eras (circa 1848-1880) Alondra Park/El Camino Village was located within public land and bounded by Rancho Sausal Redondo to the west and Rancho San Pedro to the south. A natural slough known today as the Dominguez Channel bisected the area, making the agriculturally rich land inhospitable to early settlers. Despite the flood risk, farmer W.F. Summers purchased land at the present location of Alondra Park and El Camino College by 1888. While the northern portion of the community remained rural with agricultural properties until the mid-twentieth century, Wilber Clarence Gordon, a medical physician, real estate developer, and civil rights activist purchased Summers' property in 1925. By March 1926, Gordon announced that he had sold more than \$200,000 worth of property in the newly established Gordon Manor, an upper and middle-class subdivision for African-American residents. Although Gordon Manor gained interest from African-American citizens, the sub-development also gained negative attention from Caucasian residents, community leaders, and politicians. After Caucasian residents and real estate developers lobbied against the development, the Board of Supervisors voted on May 3rd and, on May 4th of 1926, to seize the land by invoking the Acquisition and Improvement Act. Before the end of 1926, plans for the proposed Gordon Manor had been replaced with blueprints for an Alondra Park recreation area, which would feature a 200-acre greenspace, lake, playground, and golf course.

Alondra Park was named in honor of the area's Spanish and Mexican history and translates to "Park of the Lark." Residents of the Alondra Park assessment district protested and succeeded in stalling the development of the recreation area for several years and left the land vacant. The County of Los Angeles was unable to recover its bond as, under provisions of the act, the land could not be developed with anything other than a public improvement project. In 1929, an estimated 125-to-200 people attended an assessment district-wide meeting on whether to carry out the proposed improvements. A total of 102 people voted to forgo the improvements, two residents voted to continue with Alondra Park as planned and the remainder of the voting pool abstained. The communities paused incorporation efforts in 1923 when the Los Angeles County Junior Chamber of Commerce approved the general funds to be used for the development of Alondra Park.

The federal government and the County of Los Angeles continued construction on the park during the Great Depression (1929-1939), employing WPA laborers to plant trees, dig an artificial lake and pool, build a golf course, and construct a picnic area. The citizens of the Alondra Park Assessment District, however, were still required to pay the taxes on the original requisition of the land. By 1938, the residents of Torrance, Redondo Beach, and Gardena allowed the debt to become delinquent in order to force the County to take ultimate ownership of Alondra Park. In 1940, the Los Angeles County Board of Supervisors approved refinancing the district to ease the tax burden on area residents but did not take ownership of the property.

Alondra Park/El Camino Village grew rapidly in the post-World War II era. In 1946, the Alondra Park Recreation Area formally opened and the planning committees from Centinela Valley, Redondo, Inglewood, and El Segundo, approved the creation of a junior college to benefit 533,000 residents of the Inglewood-South Bay area. The parcel adjacent to the east side of Alondra Park was chosen, and the college opened to students a year later. The first classroom buildings included a surplus World War II barracks.

In 1952, the Dominguez Channel flooded after several days of continuous rain and forced residents of Alondra Park/El Camino Village, Gardena, and Torrance to evacuate. Los Angeles County Supervisor Kenneth Hahn surveyed the channel, which included a patchwork of concrete embankments and boulder-lined ditches. Hahn formulated a plan to construct one continuous 15.7-mile channel equipped with multiple feeder tunnels and culverts to collect rainwater runoff. Once the project was completed in 1967, the channelized slough began at 116th Street in Hawthorne and traveled along Hawthorne's city limits before passing beneath a parking garage at El Camino College. The channel bisects the Alondra Park/El Camino Village community and continues through the cities of Gardena, Carson, and Wilmington, before emptying into the East Basin of the Port of Los Angeles. While the channelized slough provided flood control and protected the region's established infrastructure, it also opened new land for development.

As Dominguez Channel was under construction, Milton Kauffman, owner of the Kauffman Construction Corporation, purchased large tracts of agricultural land in the South Bay and established large, residential subdivisions. Between 1948 and 1952, Kauffman developed over 4,000 residences in Downey, Norwalk, Bellflower, and Gardena. In the early 1950s, Kaufman developed Torrance-area communities, including El Camino Manor (included within the Alondra Park/El Camino Village community). El Camino Manor's original marketing materials, published in 1952, promoted the subdivision's original 318 Ranch-style tract residences, with attached garages, and proximity to Alondra Park and El Camino College. Kauffman Construction Corporation also developed Bodger Park, named for the John Bodger and Son seed company that formerly owned an agricultural parcel in the northwest quadrant of the community, and the El Camino College Library. Residential development and population growth continued into the 1960s and a commercial development was established in the northwest corner of the community. By the late 1970s, the residential community had become densely populated and the area's one commercial complex had grown into a strip-mall.

By the early 1990s, the Alondra Park/El Camino Village had become densely populated and several thousand homes had been constructed. The community struggled to develop a distinct identity and was interchangeably referred to as the Village at El Camino, El Camino Village, Alondra Park, western Gardena, and north Torrance. Discontented with its unincorporated status and perceived lack of attention from the County, the southeastern quadrant of the neighborhood rallied for annexation into the City of Gardena. The west half of the community lobbied to stay an unincorporated area and, in 1993, received permission to formally name the neighborhood “El Camino Village.” Los Angeles County Supervisor Yvonne Burke and the United State Postal Service recognized El Camino Village and in 1995, the name was used in the annual *Thomas Guide* and area maps. When an annexation vote was taken, annexation failed to garner enough votes. The Alondra Park/El Camino Village community remains an unincorporated CDP (Dudek 2023).

Del Aire/Wiseburn

Del Aire/Wiseburn’s formal establishment began with the introduction of rail lines, and the construction of an Atchison, Topeka, and Santa Fe Railway (Santa Fe) Railroad depot in 1888, near the intersection of West 120th Street and Aviation Boulevard (along the western boundary of Del Aire/Wiseburn). By the 1890s, a prominent farmer named K.D. Wise, also known as Doc, was using the area around the station for horse breeding and racing. The area was known as Wise Ranch. The train station’s name changed from Burwell to Wiseburn, the origin of this name is not completely known but it is thought to be a combination of Wise and Burwell.

Throughout the 1890s, the community continued to grow with the establishment of a post office in 1891 and the start of a small school for farmers’ children in the area. The Wiseburn School District was established in 1896 and classes were held in the Santa Fe train depot. By the turn of the twentieth century, K.D. Wise had sold his land around Wiseburn to Joseph H. Bohon. In 1914, the McCarthy Company, a real estate firm, purchased the 480-acre Wise Ranch from Bohon for \$425,000. The McCarthy Company intended to subdivide the land into small acre farms to meet the growing demand for space due to the then-popular “Back to the soil” movement. The development was named Southland Acres with villa lots, home lots, and business lots being sold in quarter-acres, half acres, and one-acre for upward of \$1,350 per an acre.

In 1922, the Santa Fe Railroad was granted permission by the Interstate Commerce Commission to construct twelve miles of railroad, extending from Wiseburn on the Redondo Beach line to San Pedro. For the first time, the Santa Fe would become directly connected with the inner and outer Long Beach Harbor. The railroad at Wiseburn during this period was used for service only. By 1930, topographic maps show the development of the Pacific Electric’s El Segundo Line, which ran from the Standard Oil Refinery in El Segundo to Downtown Los Angeles. There was no stop in Del Aire/Wiseburn, but the route became the dividing line between the community’s northern and southern ends.

In 1930, the Wiseburn Santa Fe Railroad station was demolished and replaced with the Los Angeles Airport at Mines Field. The area become the shipping center for the region’s industries, including Curtiss-Wright Flying Service and Nicholas Beasley Company, the Pacific Aeromotive Corporation, California Aerial Transport Company, Pickwick Corporation, and the Moreland Aircraft Company. The community’s workforce became increasingly dependent on the aerospace industry. With the growth of aviation in the area came an increase in residential tract development adjacent to LAX’s plane manufacturing plants and airport. They advertised “adequate protective restrictions,” implying that that homes were only available for purchase by Caucasian people. Additionally, the homes were also advertised as qualifying for Federal Housing Authority (FHA) mortgages.

Throughout the 1940s, development continued to increase and for the first time newspapers called the community Del Aire, as well as Wiseburn. Del Aire is Spanish for “Of the Air,” possibly named for the increasing presence of the

aviation industry in the area. Additional residential tracts included the Hawthorne Tract. The Del Aire Improvement Association, Inc. was established in the mid-1940s, and worked towards community improvements including street safety, park construction, community advocacy and school construction. During this period, Del Aire/Wiseburn underwent multiple attempts for annexation, including in 1944, when the city of Hawthorne attempted to annex the whole Wiseburn area, which failed.

In 1955, Supervisor Kenneth Hahn opened a library at 11936 Aviation Boulevard to be used by the community. With the increase of residential development, Del Aire/Wiseburn needed a community park and an additional school. In 1956, the Jose Sepulveda School (later renamed Da Vinci Connect) located at 12501 South Isis Avenue opened to the public. In 1958, architect James H. Garrott was hired to prepare plans and specification for three County parks including the Del Aire Community Park located at 12601 South Isis Avenue. Garrot was a prominent African-American architect working in the Los Angeles area in the mid-twentieth century.

Directly west of the community, the Los Angeles Air Force Base (LAAFB) was beginning development after the Air Force consolidated its Space Systems Division and the Research and Development Center of The Aerospace Corporation. By 1964, the Air Force opened the Los Angeles Air Force Station (later renamed LAAFB) at the corner of Aviation Boulevard and El Segundo Boulevard. This continued to bring aviation industries to the Del Aire/Wiseburn area.

Despite protest from residents and citizen groups, between 1962 and 1963, the Division of Highways extended the I-405 freeway 4.8 miles between La Tijera Boulevard and 137th Street. This section ran through the center of the Del Aire/Wiseburn community and resulted in the demolition of dozens of residential properties along then Anza Avenue. The freeway would become the primary route from Los Angeles through Orange County. In 1965, the Wiseburn Branch Library was moved to a new building constructed at 5309 West 135th Street at the cost of approximately \$90,000. Despite having the name Wiseburn, the library is located outside the unincorporated community's boundaries.

Between the 1960s and 1970s, after the construction of the I-405 freeway through the community, residences along either side of the freeway were demolished. In total 8,000 homes were demolished and 25,000 people were displaced for the freeway's construction. During the 1980s and into the 1990s, the once dominant aerospace industry hit a slowdown after the end of the Cold War in 1991 and the Los Angeles Uprising in 1992. Despite its decline, the aerospace industry still employed a large workforce in the area. To provide public transportation for those workers in 1987, the Los Angeles County Metropolitan Transportation Authority expanded its network by establishing its sixth line, the C Line (formerly the Green line). The light rail line's expansion was followed by the opening of the Los Angeles County Airport Courthouse in 2000, located at 11701 La Cienega Boulevard (Dudek 2023).

Hawthorne Island

Although the Hawthorne Island community is not legally a part of the city of Hawthorne, the community has been influenced by the development patterns of the city, as well as the city of Gardena to the east. In 1906, Benjamin Harding and H.D. Lombard founded the present-day city of Hawthorne as the Hawthorne Improvement Company on 80-acres of barley fields. By 1908, the community had grown to include a grocery store, community building, and scattered wood frame houses and chicken coops. The community was primarily agrarian, with poultry farming comprising a major industry. At this time, present-day Hawthorne Island remained undeveloped, open land.

In addition to farming, some residents worked at the Hawthorne Furniture Company, which employed 50 residents by 1911. In 1922, the city of Hawthorne became incorporated and there were concerted efforts to sell open land for residential development by the Hawthorne Chamber of Commerce and other groups. Despite these efforts, residential development in Hawthorne and the surrounding area remained sparse through the 1920s, with development primarily being constructed in the blocks to the west of Hawthorne Island. The area's economic difficulties were compounded by the onset of the Great Depression in 1929.

Since its establishment, the city of Hawthorne had racially restrictive covenants in place preventing African-Americans from living in the city. Hawthorne was known as a sundown town, meaning that African-Americans were prohibited from living in the community and had to leave before dark or risk imprisonment, fines, and physical violence. During the 1930s, racial hostility toward African Americans was conveyed publicly through billboards in Hawthorne. Hawthorne remained a sundown town for decades. In 1930, the city of Gardena to the east of Hawthorne Island became incorporated by combining several rural, primarily agricultural communities. First-generation Japanese immigrants (Issei) and second-generation Japanese-American citizens (Nisei) operated many of the farms, especially berry farms, in Gardena and the surrounding region through the start of World War II.

The city of Hawthorne built a one-mile-long landing strip between Prairie Avenue and Crenshaw Boulevard (located at 12101 Crenshaw Boulevard, approximately 0.65-miles north of the northernmost boundary of the Hawthorne Island community), in 1939. The city constructed the landing strip as part of a deal to entice aviation entrepreneur Jack Northrup to move operations to Hawthorne. The landing strip was called Jack Northrup Field and the facility was renamed Hawthorne Municipal Airport in 1948. Shortly after the outbreak of World War II, Northrup Field was taken over by the U.S. government's War Assets Administration for use in the war effort. The Northrup Aircraft Factory and Northrup Field were major economic drivers of Hawthorne, reportedly increasing the population of Hawthorne by nearly 100 percent from the time of its construction in 1939 to 1942. The blocks to the south of the airport and north of the Hawthorne Island community were subsequently developed with industrial facilities in the 1950s and 1960s, many of which were oriented toward aviation and aerospace.

In 1940, the same year Northrup opened in Hawthorne, residences in the Hawthorne Island community had been developed on Tracts 12216 and 12256 with approximately 400 modest single-family homes laid out on a grid. An aerial photograph from 1941 shows that all houses had identical footprints and rear yards. This type of residential tract housing development was common in the World War II and post-World War II period, particularly in places such as Hawthorne with robust wartime industrial economies that required worker housing. In addition to the residences constructed at Hawthorne Island, there was one commercial property also constructed in 1940, located at 13213 South Crenshaw Boulevard.

The postwar years saw additional industries open in Hawthorne, including the Mattel toy company (which was founded in Hawthorne in 1945) as well as other aviation companies surrounding the Hawthorne Municipal Airport. Aerial photographs indicate that the industrial buildings directly north of the Hawthorne Island community were largely constructed in the 1950s. By the 1960s, more than half of all jobs in Los Angeles County were in the aerospace industry. The economic and industrial growth of the area prompted a population increase as well, transforming Hawthorne and the surrounding area into a residential community. The population of Hawthorne in 1950 was 16,278, a 97% increase from ten years earlier. Tract housing, like that in the Hawthorne Island community, provided convenient and affordable housing for rising numbers of workers at the area's industrial facilities.

Within the boundaries of Hawthorne Island, additional commercial development occurred on Crenshaw Boulevard in the 1950s. In 1960, a multi-family apartment building was constructed in the boundaries of the Hawthorne Island

community at 13305 Crenshaw Boulevard. Aerial photographs of Hawthorne Island from the 1960s to 1990 show increased densification of the lots within the Hawthorne Island community, with additional garages, ancillary buildings, and dwelling units being constructed at the rear of existing residences. The passage of the Fair Housing Act in 1968 caused a shift in the community's demographics as thousands of Caucasian families left Hawthorne for outlying suburbs (a phenomenon termed "White Flight") and African-American, Latino, and Asian families moved to Hawthorne and the surrounding communities in the 1970s and 1980s.

The 1990s were a period of economic difficulty, as the end of the Cold War prompted a decline in Southern California's aerospace industry that led to the closure of many companies, including Northrup in 1997, and consequent unemployment for swaths of the area's workforce. Systemic inequity in Hawthorne's institutions continued in the 1990s, resulting in a 1994 federal investigation into the Hawthorne Police Department's hiring practices. The economy continued to struggle during this period, and rates of violent crime and crime associated with gangs rose. However, the area's industrial economy has returned in recent years, with SpaceX, which moved to Hawthorne in 2007, opening at the former Northrup site. Through these decades, Hawthorne Island's physical character has remained consistently residential, with the same street layouts and commercial businesses located on Crenshaw Boulevard (Dudek 2023).

La Rambla

The history of La Rambla is closely intertwined with the history of San Pedro as the unincorporated community is entirely surrounded by the city neighborhood of San Pedro. Unlike the majority of Los Angeles, formal development of San Pedro predated the coming of the railroad by multiple decades due to its proximity to the coast. In 1805, the first non-Spanish ship arrived at the harbor and the construction of warehouses began as early as 1823. The Southern Pacific Railroad extended its line to San Pedro in 1881 and by 1882 San Pedro was officially organized as a town. The town's development was focused along the waterfront, east of La Rambla into the turn of the century.

During the early 1900s, multiple real estate speculators came to the area including George H. Peck, Jr., the Sepulveda Family, and John T. Gaffey. In 1882, while on a trip to Los Angeles Gaffey met Arcadia Bandini, daughter of Juan Batista Bandini, who was the grandson of pioneer Spanish California settler, Jose Bandini. Gaffey and Bandini soon married. In 1892, Bandini inherited 340 acres of land in the middle of San Pedro (portions would become the community of La Rambla). Gaffey moved his family to the land and in 1904, he started a formal real estate business based on the family's land holdings called the Gaffey Investment Company. In 1906, Gaffey constructed a wooden ranch house at 1131 West 3rd Street, which was later moved across the street when the family constructed a three-story stone residence for \$35,000. The home was named Hacienda La Rambla, 'la rambla' meaning sandy riverbed in Spanish. This is the reason the community is named La Rambla today.

Gaffey worked to continue the development of La Rambla and San Pedro. In 1906, he pushed for the development of interurban railroad lines operated by the California Pacific Interurban (later acquired by the Pacific Electric Company), which would allow the compact walking-city core to expand outwards. In 1909, San Pedro was annexed into the city of Los Angeles, while La Rambla remained unannexed due to its independent ownership by the Gaffey family. Gaffey subdivided the 340-acres inherited by his wife into smaller tracts. The Gaffey Investment Company operated out of the Gaffey Building located at 333 West 6th Street in downtown San Pedro (building still extant). The real estate company advertised in local newspapers into the 1920s.

La Rambla remained partially developed into the 1940s and 1950s. The 1942, official zoning map of the community displayed the area's center around Big Canyon Place, a street located to the north of West 6th Street and present-day Providence Little Company of Mary San Pedro as undeveloped. Residential development was

focused in the eastern portion of the community along West 1st Street, West 2nd Street, South Bandini Street, and West 6th Street. Commercial properties were scattered around the perimeter of the community and included a lumber yard, used furniture store, cleaners, grocery stores, markets, and garages. A water reservoir was located in the far northeast corner of La Rambla, which would eventually become the Los Angeles Department of Water and Power Harbor Water District Office (no longer within the boundaries of La Rambla).

The Gaffey family continued to inhabit Hacienda La Rambla into the 1940s. John T. Gaffey died on January 1, 1935, and his wife Arcadia died in 1948. The Gaffey property was then sold to the Podesta family, a prominent business and banking family in the San Pedro area. The Podesta's later sold the mansion and its land to the YMCA in 1961. In the early 1960s, La Rambla's western boundary road, Western Avenue, was redesigned as South Western Avenue (SR-213) to be part of the California state highway system. The highway ran north to south from West 25th Street in San Pedro to Carson Street in Torrance. The highway allowed for easier access to La Rambla, despite the road not being within the community's boundaries. By the 1970s, the southwestern corner of the community along West 6th Street became a hub for medical properties including large medical office buildings at 1416 West 6th Street, 1430 West 6th Street, and 1322 West 6th Street.

In 1979, the Los Angeles City Council and Local Agency Formation Commission (LAFCO) attempted to annex La Rambla into the city of Los Angeles. This attempt was conducted without the knowledge of members of the community as "the City Council and LAFCO are not required to notify you, the property owners, of their intentions." LAFCO, which is responsible for coordinating changes to local governmental boundaries, attempted to pass this measure on October 17, 1979. This was part of the 1977 Municipal Organization Act, a state statute which worked to facilitate the annexation of unincorporated pockets of county land such as La Rambla. In response, members of the La Rambla community formed the La Rambla Homeowners Association. Their reasons for fighting against annexation included: city electric rates being higher, faster first responder times within the county, stricter building codes in the city, property values decreasing due to down-zoning in the community post-annexation, and less restrictive animal regulations in the county. The attempted annexation failed after the community voted against it.

The majority of the La Rambla community was developed by the late 1970s. Post-1980s development included, large medical offices along West 6th Street, single-family residences along Big Canyon Place and South Hamilton Drive, and the redevelopment of older properties throughout the community. The Providence Little Company of Mary Medical Center remains one of the primary medical centers for La Rambla and San Pedro. The community has undergone few large-scale changes since the 1990s and remains largely residential with sections of healthcare uses in its southwestern section (Dudek 2023).

Lennox

Barley farming, sheep raising, and ranching were primary uses of Lennox's land and the community remained agrarian until the early 1900s. By 1905, poultry farming became an economic driver in present-day Lennox. In 1910, the same year, Lennox opened its first school: the Jefferson School, a four room, wood-frame building that was used to teach 50 students. To distinguish the area from neighboring Inglewood, which incorporated in 1908, residents renamed the community Lennox in 1912. Shortly after, the Lennox School District was formed. Mathias Chapman founded the Chapman Chinchilla farm at 4957 West 104th Street in 1918. The farm, the only of its kind outside of Chile when it was founded, bred chinchillas until the mid-1950s, when the farm closed, and the site was redeveloped.

Development in Lennox proliferated slowly in the two decades following the community's naming, with formerly agricultural lots gradually being subdivided for residential construction. During this period, the Pacific Electric Company ran a train from Los Angeles to Redondo Beach through Lennox, which provided increased accessibility

to and from Lennox for the area's rising population. Religious and other community spaces emerged in the 1920s, including the Lennox Methodist Church which was extant by 1923. Oil was an important early industry in the vicinity of Lennox. The Inglewood Oil Field was established north of Inglewood in 1924 and was the 18th-largest oil field in the state. By 1937, the Potrero Oil Field only had one remaining oil pump and the site was decommissioned for new residential and commercial development in 1963.

The 1920s also saw the establishment of present-day LAX at Mines Field, directly adjacent and to the west of Lennox. William Mines, a real estate developer and member of the Inglewood Chamber of Commerce, successfully submitted the Mines Field site for consideration as the new airport site in 1926. The City of Los Angeles signed a 650-acre lease and the airport opened as the Los Angeles Municipal Airport on October 1, 1928. It was re-named the Los Angeles International Airport in 1949. Large aviation and aerospace companies opened in the vicinity of the airport after its establishment. While LAX and these industrial plants were largely outside of Lennox's community boundaries, they were major employers and many Lennox residents worked at the airport and for these aviation companies.

Aerial photographs from 1934 show increasing densification of residential development in Lennox, although many lots remained open and undeveloped. This period also saw the creation of community groups and increasingly active participation in civic life with the establishment of what is today known as the Lennox Coordinating Council. In October 1937, efforts to annex Lennox to the City of Los Angeles were defeated by a vote of seven to six in the Los Angeles City Council.

While efforts to annex Lennox to the City of Los Angeles were unsuccessful, the neighboring City of Inglewood and City of Hawthorne continued their decades-long efforts to annex all or portions of Lennox into the late 1930s. The HOLC gave Lennox a Yellow "C" grade ("definitely declining") in 1939. The HOLC report stated that at this time, Lennox was 40% developed with primarily wood frame single-family bungalow residences.

The United States' entry into World War II in December 1941, intensified aviation manufacturing and production, leading to an expanded workforce, including residents of Lennox, at the facilities surrounding LAX. The acceleration of these industries led to economic prosperity for the region, which had struggled with the ongoing effects of the Great Depression.

A 1947 zoning map of Lennox shows the community as being mostly built out, with some scattered open lots and lots still used for agricultural purposes. Commercial development is primarily concentrated on north-south thoroughfares including Inglewood Avenue and Hawthorne Avenue. The majority of Lennox's built environment at this time was composed of single-family residential development. The same year, Los Angeles County broke ground for the construction of a new Civic Center in Lennox including a county library branch, a Los Angeles County Sheriff's substation, a supervisor's field office, and other county services and offices.

The aerospace industry in Lennox and the South Bay Region continued to flourish in the 1950s. This period also saw increased investment in civic development and public facilities. Lennox Park was extant by 1952 and Lennox High School was constructed in 1957 (present-day Lennox Middle School at 11033 Buford Avenue). Tract housing to accommodate the influx of new residents to California also proliferated. By 1962, Inglewood had annexed approximately half of Lennox, including the majority of its commercial areas. These annexations were largely economically motivated, as Lennox is located in a desirable location for manufacturing and industrial development due to its proximity to freeways and LAX.

The I-405 freeway was extant on the western edge of Lennox in 1963. The construction of the I-405 freeway involved the demolition of existing housing in Lennox to accommodate the new thoroughfare and consequent displacement of Lennox residents. Commercial development and densification in Lennox continued in the 1960s and 1970s, including the construction of the Lennox Car Wash at 10709 Hawthorne Boulevard in 1963. By 1970, Lennox reportedly had 14,900 residents occupying 4,000 single-family homes and 2,000 multi-family homes. In 1977, the Centinela Valley Union High School District Board of Education ordered Lennox High School to close its doors by 1980 due to the cost of soundproofing the school in response to loud jets from LAX. Lennox community members protested this closure, and instead the school was converted to Lennox Middle School.

The legal end of racially restrictive housing covenants in 1968 facilitated “White Flight,” as many of Lennox’s Caucasian residents moved to surrounding communities. Between the 1960s and 1980s, Lennox’s demographics shifted as residents from Mexico, Central, and South America moved to Lennox. Students identifying as Latino made up 16% of the student body enrolled in the Lennox School District in 1968. This number rose to 85% by 1985 and 94% by 1993. Between 1980 and 1990, immigrants from Mexico and Central America in Lennox doubled.

The aerospace industry saw a decline in the late 1980s and early 1990s, which led to many former employees in the aviation industry leaving the area. The expansion of LAX, as well as an increase in the development of larger aircraft, resulted in more and louder airplanes flying directly over Lennox as they landed and took off at LAX. As a result, the level of noise pollution from LAX grew substantially which further prompted those with the economic means to move out of the community. By 1990, approximately 70% of the 4,998 occupied housing units in Lennox were owned by absentee landlords.

A cement plant was opened in 1989 (present-day Cal Portland cement plant), located 0.10-mile west of present-day Lennox Middle School (11033 Buford Avenue) despite community protest. From 1991-1993, the I-105 freeway was also developed at the south end of Lennox, which again demolished homes. In 1987, the Los Angeles County Metropolitan Transportation Authority (Metro) expanded its network by establishing its sixth line, the C Line (formerly the Green line) with a stop at the southern boundary of Lennox. The community is disproportionately affected by air and noise pollution from the I-405 freeway, I-105 freeway, LAX, and nearby industrial sites. A 2016 study found that Lennox has a "severe deficit of parkland" with only one park, Lennox Park, serving the community. However, Lennox Park remains an important community center and has been used for many events and celebrations, including concerts and an annual Christmas celebration (Dudek 2023).

West Carson

In 1906, the city of Los Angeles annexed the area adjacent to West Carson to the west, which is today known as Harbor Gateway, with the intention of linking Los Angeles to the Port of Los Angeles to facilitate the movement of goods. This long, narrow strip has historically been referred to as the “city strip,” the “strip,” or the “shoestring strip” and continues to play an important role in freight transport in the region. In the 1910s, Filipino residents began to enter Los Angeles through the ports of Los Angeles and Long Beach and began settling throughout the South Bay, particularly in Carson. Early Filipino residents often initially worked on farms. In the following years, many were also employed at Naval bases and Terminal Island canneries at the Port of Los Angeles. The community continued to grow in succeeding decades and today West Carson has a large number of Filipino residents.

The agricultural and residential community of West Carson was established during the 1920s after Susana Delfina Dominguez and her husband, Dr. George del Amo, inherited the land from Manuel Dominguez. West Carson was subsequently subdivided into large, square agricultural parcels with scattered single-family

residences. In 1920, oil was discovered on del Amo land, bringing the petroleum production industry to the area. That same year, Dr. del Amo signed the first oil lease with the Chanslor-Canfield Midway Oil Company, which started production by 1922 in the present-day City of Torrance located to the east of West Carson. In the following years, additional leases were signed with Texas Oil, Marland Oil, United and other companies for properties throughout the South Bay region. On October 5, 1926, del Amo sold 332-acres of land to the Shell Oil Company to build an oil refinery on property that is today located in the present-day City of Carson.

While residential development in West Carson was sparse in the 1920s, aerial imagery shows that between 1927 and 1928, a residential development was built in the northern portion of the community. By 1938, residential development in the northern portion of the community had densified; however, the rest of the community remained primarily agrarian. During World War II, factories and industrial facilities began to replace vacant fields in West Carson and the vicinity at a rapid pace, transforming the area into an industrial hub. In 1942, the United States government opened the 280-acre Del Amo facility, which manufactured synthetic rubber in support of World War II efforts. In 1955, Shell purchased the facility and operated it until 1971. The former Del Amo site surrounds the non-contiguous northern portion of West Carson.

In 1943, the Harbor-UCLA Medical Center was founded as the U.S. Army's Port of Embarkation Station Hospital in West Carson. During World War II, it was a receiving point and hospital for servicemen returning from the Pacific. The conclusion of World War II in 1945 prompted the County to purchase the hospital from the Army in 1946. In 1948, Harbor General became affiliated with the UCLA School of Medicine, and became the institution's southern campus in 1951. On September 1, 1978, Harbor General Hospital became the County Harbor-UCLA Medical Center.

Another large manufacturing facility opened on 13-acres of land directly adjacent to the northwestern boundary of West Carson in the Harbor Gateway neighborhood of Los Angeles on Normandie Avenue between Francisco Street and Torrance Boulevard in 1947. The Montrose Chemical Corporation's manufacturing plant produced the toxic pesticide dichloro-diphenyl-trichloroethane (DDT). The Jones Chemicals, Inc. chlorine transfer plant (1401 Del Amo Boulevard) also opened on five acres directly south of Montrose.

While West Carson continued to be characterized by relatively sparse residential development throughout World War II, the postwar period saw rapid changes in the built environment of the community. The postwar population boom ignited the development of Los Angeles' freeway system that made travel to West Carson more accessible to both residences and to industrial interests. The I-110 freeway was constructed in 1952 on the eastern edge of West Carson, resulting in the demolition of existing single-family residences and the construction of additional industrial facilities and warehouses adjacent to the freeway. Residential construction also intensified in this period due to the increase in factories and industrial facilities and corresponding need for worker housing.

Freeways in the community expanded again in the 1960s when the I-405 freeway was constructed in 1963 north of West Carson. The I-110 freeway was also expanded in the 1960s to connect the Port of Los Angeles to Downtown Los Angeles and Pasadena. This intensified industrial development along these major transportation corridors and consequently increased truck traffic through West Carson, which continues to impact the community to this day through pollution, noise, and congestion. At this time, aerial photographs show that much of the northern portion of West Carson was occupied by manufacturing and industrial properties with commercial development proliferating along Vermont Avenue and West Carson Street. Residential development was still primarily concentrated in the north of the community, but development was beginning to spread to the undeveloped southern portion of the community.

The Bavarian Alpine-style shopping center, Alpine Village, was established on approximately 14-acres at 833 West Torrance Boulevard in 1968. Alpine Village included Alpine Market; Alpine Village Restaurant; a collection of additional shops; a chapel; and the Los Angeles Turners Museum, which was dedicated to German and German American Traditions and Culture. In 2020, Alpine Village was designated Los Angeles County Historic Landmark #7. In 2023, however, the property was sold to a new owner and shop owner's leases were terminated. Alpine Village is currently vacant.

The 1970s were another period of extensive residential construction in West Carson, concentrated in the southern half of the community. Tract neighborhoods with single-family residences proliferated in the community. Additional residential typologies from this period included mobile home parks. Today, homes built in the 1950s to 1970s comprise the majority of residential housing in West Carson.

In 1972, the Del Amo facility, run by the Shell Oil Company, closed permanently and the plant was dismantled. The EPA issued an order requiring Montrose to cease operations in 1982 after discovering a high number of contaminants leaving the property through the stormwater drainage collection system. The plant was demolished in 1983 and listed on the NPL in 1989. The Montrose Chemical Superfund site consists of both the Montrose facility and the adjacent Jones Chemical Inc. chlorine transfer facility. The Del Amo site was also listed on the NPL.

In the 1990s, the EPA conducted soil samples in the yards of several residential homes on West 204th Street in West Carson, south of the Del Amo waste pits, and identified large quantities of technical grade DDT in two yards. The EPA began a large-scale DDT removal action for residences along West 204th Street in an area called the relocation zone. In 1996, after years of negotiations, Shell agreed to fund the buyout and demolition of homes in the relocation zone. Los Angeles Neighborhood Land Trust purchased the relocation zone from Shell in 2015. Three years later, in 2018, ground was broken to develop Wishing Tree Park on the site.

As of 2023, the economy of West Carson is dominated by health care and social assistance industries, with industry and retail also comprising major economic drivers in the community. West Carson continues to face significant health and environmental challenges. However, the community's resilience and advocacy has also led to progress, including the development of a Community Vision Plan by the Del Amo Action Committee (DAAC) with an ultimate goal to make the community healthy (Dudek 2023).

Westfield/Academy Hills

In 1913, Frank A. Vanderlip, Sr, the President of National Bank of New York, purchased the 16,000-acre Palos Verdes Peninsula from Frank Bixby and created plans to sell the land for ranches and residential developments. Vanderlip developed his residence, called "The Cottage" located on Portuguese Bend, in 1916. Vanderlip had a large aviary on his property in the 1920s, which housed peacocks and other birds. After his death, the peacocks were released and today a population continues to roam the Westfield/Academy Hills community.

During the early 1900s, the Dicalite Company began surface mining for crude diatomite, sediment left behind from the fossilized single-cell algae called diatoms, at the present-day site of the South Coast Botanic Garden, as well as on the land directly east across from present-day Crenshaw Boulevard (located outside the boundaries of the Westfield/Academy Hills community study area). Diatomite has many industrial uses including filtration, abrasion, and insulating and strengthening components in building materials. By 1929, open-pit mining began at the site. There was no residential development in the surrounding Westfield/Academy Hills community at this time.

The land encompassing the Westfield/Academy Hills community remained mostly undeveloped, aside from a handful of scattered homesteads and continued mining operations, until the Chadwick School opened its doors at its present site in Academy Hills in 1938. The Chadwick school was founded by Margaret Lee Chadwick. Frank A. Vanderlip, Sr. was impressed with Chadwick's educational vision and donated the land on which the Chadwick School sits today, as well as the land to the north of the school. The character of the Westfield/Academy Hills community remained consistent through the 1940s, with the mine and the Chadwick school continuing to comprise the area's primary land uses and farming continuing to be an important economic driver.

In 1944, the Great Lakes Carbon Company leased the land on which the mine operated from the Vanderlip family. Following the end of World War II in 1945, California and specifically the greater Los Angeles region experienced a postwar population boom and rapid proliferation of single-family residential housing, which often took the form of tract housing of both custom and manufactured homes. Rapid postwar residential construction extended to the Palos Verdes Peninsula and was facilitated by the development of a post-World War II master plan for the economic growth of the South Bay at large by Los Angeles County. Between 1950 and 1967, the population on the Palos Verdes Peninsula grew from 6,500 to approximately 54,000. By 1967, only approximately 1,600 acres on the Peninsula remained undeveloped.

By 1949, the Westfield residential single-family subdivision was underway (now the Westfield Parks & Recreation District #12). The George S. Denbo Company first developed the neighborhood and offered financing to those buying lots in the neighborhood. Houses in Westfield were one-half acre in size and could be custom built. Today, the community consists of approximately 300 single-family residences plus community amenities including an equestrian ring located on Eastvale Drive, two community tennis courts, and various hiking and horse-riding trails on approximately 175-acres of topographically hilly land. Homes in the community are primarily in the Ranch and Contemporary styles and many have associated equestrian features.

The Westfield neighborhood's earliest houses were constructed in 1949, including the residences at 26652 Westvale Road and 26633 Westvale Road. However, it was not until 1953 that residential development proliferated in the neighborhood when the Great Lakes Carbon Company purchased 6,800 acres of undeveloped land in the center of the Peninsula (including land in the Westfield/Academy Hills community). After unsuccessful attempts to mine the land, the Great Lakes Carbon Company and associated land was sold off for residential development. By this time, streets in the Westfield neighborhood had been laid out and approximately 30 residences had been constructed.

Early in the neighborhood's history, residents formed a Property Owners Association which charged voluntary dues to maintain the community's parkland trees, trails, and shared equestrian ring. Two additional tracts opened to the south for residential development in this period as well. Simultaneously, the city of Torrance and the city of Lomita were initiating annexation efforts for land on the Palos Verdes Peninsula, threatening Westfield's autonomy. In 1957, the neighboring community of Rolling Hills voted to incorporate, and Westfield residents had to decide whether or not to incorporate themselves.

Westfield residents voted not to incorporate. To respond to both funding and annexation challenges, residents began looking into the establishment of a parks district, a proposal that was approved by the County Board of Supervisors in June 1957. The director of County Parks and Recreation, Norman S. Johnson, stated that the district would serve as a "beautification effort" for the residents. At the time, there were 160 homes in the neighborhood. In the special election to establish the district held in August 1957, residents overwhelmingly voted in favor of the creation of the Westfield Park Recreation and Parkway District #12 in August 1957, the same year the adjacent cities of Rolling Hills and Rolling Hills Estates incorporated.

The Great Lakes Carbon Corporation closed its mining operation at the site of the present-day South Coast Botanic Garden in 1956 and sold the 150-acres to the County of Los Angeles. The County turned the land into the Palos Verdes Landfill in 1957 for \$1.1 million, despite opposition from surrounding communities spearheaded by the Committee Against the Palos Verdes Dump. Residents of the area, led by Frances Young, petitioned the Los Angeles County Board of Supervisors to convert the site into a botanical garden. These efforts were successful, and the garden opened in April 1961. Reports from the Environmental Protection Agency in 2003 and the Department of Toxic Substance in 2009 found the site of the former Palos Verdes Landfill safe for those living and working in the area.

The land comprising the present-day neighborhood of Academy Hills began to be developed in 1968 when the Chadwick School Board of Trustees decided to boost its endowment by selling the undeveloped land to the east of the school to the Presley Development Company, a residential development company specializing in the construction and sale of manufactured homes. The neighborhood consists of approximately 200 primarily single-family residences designed in the New Traditional style. By 1972, nearly all open residential lots in the Westfield/Academy Hills community had been developed with single-family residences, except land on the northern boundary of the community, which was developed with condominiums between 1975 and 1978 (Dudek 2023).

Historic Resources Within the Project Area

The historic built environment resources that were identified through the records search, background research, and field surveys conducted for historical resources described in Section 4.5.2.1, Methodology, are summarized below. The following provides a breakdown of historical resources identified as a result of the SCCIC records search (September 13 and 14, 2023) and BERD review (August 2023), as well as potential historical resources that require future study within each community. Tables identifying these properties are provided in Appendix F-1 of this Draft PEIR. The properties recommended for future study (Appendix F-1) were identified as part of the South Bay Area Plan Historic Context Statement (Dudek 2023), which provides a framework for evaluating built environment resources as part of future project-specific activities.² However, the list of properties provided below should not be considered all-inclusive for identification of potential historical resources within each community. Status codes noted below refer to the California Historical Resource Status Codes (CHRS), which are associated with those properties that have been previously evaluated for historical significance and reviewed by the California State Office of Historic Preservation. Definitions of the CHRS codes are located in Appendix F-1.

Alondra Park/El Camino Village

The BERD identifies four previously recorded properties within Alondra Park/El Camino Village. Of these, two were determined eligible for the NRHP by consensus through the Section 106 process (Status Code 2S2), one was previously determined ineligible for the NRHP by consensus through the Section 106 process (Status Code 6Y), and one appears eligible for NRHP or CRHR through other evaluation (Status Code 4CM).

The SCCIC records search identified four previously recorded historic properties within Alondra Park/El Camino Village. Of these, three were identified as historically significant under either federal, state, or local criteria.

The South Bay Area Plan Historic Context Statement identified five properties, six people/groups, and two events recommended for additional study as part of future project-specific activities within Alondra Park/El Camino Village.

² For the purpose of this study, the term “designated” refers to properties with CHRS codes of 1 or 2. This identifies properties listed in the National Register (NR) or the California Register (CR) or properties determined eligible for listing in the NR or the CR.

The South Bay Area Plan Historic Context Statement also identified two properties that are currently designated within the community (Dudek 2023).

Del Aire/Wiseburn

The BERD identifies one previously recorded property within Del Aire/Wiseburn. The property was previously determined ineligible for the NRHP by consensus through the Section 106 process (Status Code 6Y).

The SCCIC records search did not identify any previously recorded historic properties within Del Aire/Wiseburn.

The South Bay Area Plan Historic Context Statement identified six properties, four people/groups, and six events recommended for additional study as part of future project-specific activities within Del Aire/Wiseburn. The South Bay Area Plan Historic Context Statement did not identify any properties that are currently designated within the community (Dudek 2023).

Hawthorne Island

The BERD did not identify any previously recorded properties within Hawthorne Island.

The SCCIC records search did not identify any previously recorded historic properties within Hawthorne Island.

The South Bay Area Plan Historic Context Statement identified one property and two events recommended for additional study as part of future project-specific activities within Hawthorne Island. The South Bay Area Plan Historic Context Statement did not identify any properties that are currently designated within the community (Dudek 2023).

La Rambla

The BERD did not identify any previously recorded properties within La Rambla.

The SCCIC records search did not identify any previously recorded historic properties within La Rambla.

The South Bay Area Plan Historic Context Statement identified four properties, four people/groups, and four events recommended for additional study as part of future project-specific activities within La Rambla. The South Bay Area Plan Historic Context Statement did not identify any properties that are currently designated within the community (Dudek 2023).

Lennox

The BERD identifies 17 previously recorded properties within Lennox. Of these, 16 properties were determined ineligible for the NRHP through the Section 106 process (Status Codes 6U and 6Y), and one appears eligible for NRHP or CRHR through other evaluation (Status Code 4CM).

The SCCIC records search identified two previously recorded historic properties within Lennox. Neither of these were identified as historically significant under either federal, state, or local designation criteria.

The South Bay Area Plan Historic Context Statement identified nine properties, three people/groups, and five events recommended for additional study as part of future project-specific activities within Lennox. The South Bay Area

Plan Historic Context Statement did not identify properties that are currently designated within the community (Dudek 2023).

West Carson

The BERD identified three previously recorded properties within West Carson. Of these, one property was determined ineligible for the NRHP through the Section 106 process (Status Code 6Y), one was a Landmarks or Points of Interest found ineligible for designation by the State Historic Resources Commission (SHRC) (Status Code 6J), and one property was a State Historical Landmarks 1-769 and Points of Historical Interest designated prior to January 1998 – Needs to be reevaluated using current standards (Status Code 7L).

The SCCIC records search identified two previously recorded historic properties within West Carson. Of these, one was identified as historically significant under either federal, state, or local criteria.

There is one County of Los Angeles Historic Landmark identified within West Carson, Alpine Village. Alpine Village was designed in 2020 as Los Angeles County Historic Landmark #7

The South Bay Area Plan Historic Context Statement identified 14 properties, seven people/groups, and nine events recommended for additional study as part of future project-specific activities within West Carson. The South Bay Area Plan Historic Context Statement identified one property that is currently designated within the community (Dudek 2023).

Westfield/Academy Hills

The BERD did not identify any previously recorded properties within Westfield/Academy Hills.

The SCCIC records search did not identify any previously recorded historic properties within Westfield/Academy Hills.

The South Bay Area Plan Historic Context Statement identified two properties, five people/groups, and six events recommended for additional study as part of future project-specific activities within Westfield/Academy Hills. The South Bay Area Plan Historic Context Statement did not identify any properties that are currently designated within the community. Additional information on designated and properties flagged for future study is available in the South Bay Area Plan Historic Context Statement (Dudek 2023).

Geological and Paleontological Setting

The South Bay Planning Area is located within the northernmost Peninsular Ranges geomorphic province (CGS 2002; Norris and Webb 1990). Northwest trending mountain ranges and valleys that extend over 900 miles from the tip of the Baja California Peninsula to the Transverse Ranges (e.g., the San Bernardino and San Gabriel Mountains in Southern California) characterize this geomorphic province. Regionally, the Peninsular Ranges are bounded to the east by the Colorado Desert and the west by the continental shelf and offshore islands (Santa Catalina, Santa Barbara, San Nicholas, and San Clemente) (CGS 2002; Norris and Webb 1990). Regional mountain ranges in the Peninsular Ranges geomorphic province include the Santa Ana, San Jacinto, and Santa Rosa Mountains. Geologically, these mountains are dominated by Mesozoic, plutonic igneous and metamorphic rocks that are part of the Peninsular Ranges batholith (Southern California batholith) (Jahns 1954).

More specifically, the Project area is located within the southwestern block of the Los Angeles Basin (Yerkes et al. 1965). The Los Angeles Basin (also called the coastal plain) extends from the Santa Monica Mountains in the north to the San Joaquin Hills of Orange County in the south and is a structural basin that in some areas has been subsiding and filling with sediments since the late Cretaceous (Yerkes et al. 1965). The Los Angeles Basin is characterized by alluvial coastal plains, underlain by older alluvial and marine sediments, and punctuated by uplifted highlands owing to the numerous faults underlying the basin. These faults, which include the Newport-Inglewood fault zone in the south and the Sierra Madre fault zone in the north, are part of the greater San Andreas fault system, characterized by numerous strike-slip faults. Figure 4.7-1, Active Fault Zones in Section 4.7, Geology and Soils of this PEIR identifies the active faults that are within the South Bay Planning Area unincorporated communities. Figure 4.5-1, Paleontological Resource Sensitivity, provides a geological map that identifies the more sensitive and less sensitive sediments for paleontological resources. As shown, all communities within the Project area contain geological units that have high paleontological resource sensitivity or potential.

4.5.2 Environmental Impacts

4.5.2.1 Methodology

As described in Chapter 3, Project Description, the South Bay Area Plan is a policy document that does not include or propose any site-specific development that could directly result in construction or operational impacts to the environment. However, implementation of the South Bay Area Plan would facilitate future development in a manner consistent with the South Bay Area Plan. Therefore, this Draft PEIR does not assess the site-specific construction and operation details of each future development within the Project area. Rather, it assesses the impacts associated with changes to existing land uses and the associated overall effects of buildout of the South Bay Area Plan through 2045, where reasonably foreseeable physical changes to the environment could occur. Analysis at a parcel or site-specific level was not conducted because, unless otherwise noted within this assessment, the actual locations of project development (and its chronologic sequence or concurrence) that may be implemented in the future are speculative.

The following analysis considers the existing environmental setting and regulatory environment applicable to the Project area. This analysis considers the County's adopted CEQA Guidelines (listed under Section 4.5.2.2) in determining whether implementation of the Project, including the additional housing, ACUs, and commercial spaces, could adversely affect cultural resources the Project area communities.

Historic Built Environment Resources

SCCIC Records Search, BERD, and Los Angeles Historic Preservation Ordinance

Dudek architectural historians closely reviewed information on previously recorded properties provided by South Central Coastal Information Center (SCCIC), which houses cultural resources records for Los Angeles County. Dudek also reviewed the Built Environment Resources Directory (BERD) files, which is administered and maintained by the California Office of Historic Preservation (OHP) and provides information, organized by county, regarding non-archaeological resources in the OHP inventory. The OHP administers federally and state mandated historic preservation programs to further the identification, evaluation, registration, and protection of California's irreplaceable resources. All applicable portions of unincorporated Los Angeles County were reviewed (Dudek 2023). Additionally, this analysis includes a review of the one property that is listed under the Los Angeles Historic Preservation Ordinance.

Background Research

Historic built environment research for the purposes of the PEIR was gathered from both primary and secondary sources held at a variety of local, regional, state, national, and online repositories. Archival materials were requested and/or assembled from the Los Angeles Public Library, County of Los Angeles, El Segundo Public Library, Hawthorne Historical Society, LAX Flight Path Museum, California State University Dominguez Hills, USC Special Collections, Wilmington Historical Society, Palos Verdes Historical Society, Historical Society of the Centinela Valley, San Pedro Historical Society, and online repositories including Calisphere, Ancestry.com, SurveyLA, and Newspapers.com. Resources gathered from these repositories included community plans, planning documents, maps, newspaper articles, photographs, and relevant books.

Additional primary sources consulted for this project included historical maps, historic aerial photographs, Sanborn Fire Insurance Company Maps, measured architectural drawings, census data, contemporary historical accounts, and historical photographs. Secondary sources include reference books, newspaper articles, magazine articles, and historic context statements. Multiple databases were reviewed to generate a list of historical resource information including the California Historical Resource Inventory Database (CHRID), BERD, the SCCIC, and the County of Los Angeles Department of Regional Planning website (Dudek 2023).

Desktop and Field Surveys

For the purposes of the PEIR, Dudek architectural historians performed windshield surveys of each of the communities in the Project area in August 2023. Dudek architectural historians conducted a windshield-type overview survey of each South Bay Area Plan community to inform important themes, property types, and architectural styles in an effort to develop a historic context statement and community plan area overview for all of the communities within the study area. In addition to the windshield-type surveys, Dudek also performed extensive desktop reconnaissance-level surveys of each of the communities in the Project area. Desktop surveys included current Google Street View imagery, Los Angeles County Assessor data, historic aerial photographs, historic topographic maps, historic redlining maps, and current subdivision maps (Dudek 2023).

Archaeological Resources Methodology

SCCIC CHRIS Database Records Search

On September 13 and 14, 2023, Dudek staff conducted a records search of the CHRIS database housed at the South Central Coast Information Center (SCCIC), located on the campus of California State University, Fullerton. The CHRIS record search results provided by the SCCIC included their collection of mapped built, prehistoric and historic archaeological resources (see Confidential Appendix F-2); Department of Parks and Recreation site records; technical reports; archival resources; and ethnographic references. Dudek archaeologists reviewed the SCCIC records to determine whether the implementation of the proposed Project would have the potential to impact known and unknown archaeological resources.

Archival, Topographic Map, and Aerial Photo Review

Historic topographic maps and aerial photographs were consulted through the Nationwide Environmental Title Research LLC to better understand any natural or human-made changes to the alternative site locations and surrounding properties over time. A review of all available historic aerial photographs was conducted and included the following years: 1927, 1928, 1933, 1934, 1937, 1938, 1941, 1947, 1952, 1953, 1954, 1963, 1972, 1980, 1985, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2002, 2003, 2004, 2005, 2009, 2010,

2012, 2014, 2016, 2018, and 2020 (NETR 2023a; UCSB 2023). Through careful comparative review of historic aeriels, changes to the landscape of a study area may be revealed. Disturbance to the study area is specifically important as it helps determine if soils within the study area are capable of sustaining intact archaeological deposits. Additionally, historic aeriels have the potential to reveal whether a study area was subjected to alluvial deposits by way of flooding, debris flows or mudslides, as well as placement of artificial or foreign fill soils that may have buried intact archaeological deposits. A review of available topographic maps was conducted and included the following years: 1852, 1863, 1872, 1880, 1885, 1891, 1892, 1896, 1899, 1905, 1907, 1910, 1914, 1916, 1922, 1923, 1924, 1925, 1926, 1927, 1928, 1930, 1931, 1932, 1934, 1939, 1941, 1942, 1944, 1948, 1952, 1953, 1957, 1959, 1965, 1966, 1975, 1982, 2012, 2015, 2018, and 2021 (NETR 2023b). Topographic maps depict not only elevation of the study area as well as the areas surrounding it, but they also illustrate the location of roads and some buildings. Although topographic maps are not comprehensive, they are another tool in determining whether a study area has been disturbed and sometimes to what approximate depth.

Dudek archaeologists also reviewed pertinent academic and ethnographic literature for information pertaining to historic use of the proposed Project area and vicinity, including sources commonly identified through Tribal consultation, notably the 1938 Kirkman-Harriman Historical Map. It should be noted that this map is highly generalized due to scale and age and may be somewhat inaccurate with regards to distance and location of mapped features. Additionally, this map was prepared based on review of historic documents and notes more than 100 years following secularization of the missions (in 1833). Although the map contains no specific primary references, it matches with the details documented by the Gaspar de Portolá expedition (circa 1769–1770). The map is a valuable representation of post-colonization mission history; however, it is limited to a specific period of Native American history and substantiation of the specific location and uses of the represented individual features should be verified by archaeological records and/or other primary documentation.

Native American Coordination

A search of the Native American Heritage Commission (NAHC) Sacred Land Files (SLF) was requested on September 8, 2023 and conducted by NAHC Cultural Services Analyst Andrew Green on October 23, 2023 to determine the presence of any reported Native American cultural resources within the proposed Project site as listed in the NAHC maintained SLF (see Appendix I-1). The NAHC SLF records search result was negative. The NAHC identified eleven (11) Native American individuals who would potentially have specific knowledge as to whether or not Native American cultural resources are identified within or near the Project areas that could be at-risk. Note: Sacred Land Files maintained by the NAHC represent a curation of “ancient places of special religious or social significance to Native Americans and known ancient graves and cemeteries of Native Americans on private and public lands in California” (NAHC 2023) provided by Tribal entities and Native American representatives. For various reasons, Tribal entities and Native American representatives do not always report sacred lands or TCRs to the NAHC; as such, the NAHC’s SLF is not necessarily a comprehensive list of known TCRs and searches of the SLF must be considered in concert with other research and not used as a sole source of information regarding the presence of TCRs. Additionally, results of the SLF provided relate to the general regional area within and surrounding the proposed project site and don’t necessarily equate to the existence of resources within the specific area occupied by the proposed project site. The proposed Project is subject to compliance with AB 52 (PRC 21074) and SB 18 (Government Code Section 65352.3). Additional and more detailed information regarding tribal notification and consultation efforts can be found in Section 4.18 Tribal Cultural Resources.

Field Surveys

Due to the extensive area of the Project and logistical limitations, no pedestrian surveys were conducted in support of this proposed Project. However, Dudek archaeologists performed extensive desktop reconnaissance-level surveys of each of the communities in the Project area according to the methodology outlined above. Desktop surveys included current Google Earth imagery, County Assessor data, historic aerial photographs, historic maps, and archival data.

Paleontological Resources Methodology

Natural History Museum of Los Angeles County Paleontological Resources Records Search

On September 01, 2023, Dudek staff requested a paleontological resources records search from the Natural History Museum of Los Angeles County (NHMLA). The purpose of the museum records search was to determine whether there are any known fossil localities within or near the Project area and aide in determining whether a paleontological mitigation program is warranted to avoid or minimize potential adverse effects of future construction on paleontological resources.

Geological Map and Paleontological Literature Review

Published geological maps (Dibblee et al. 1999; Dibblee and Minch 2007) and published and unpublished reports were reviewed to identify geological units on the site and determine their paleontological sensitivity.

4.5.2.2 Thresholds of Significance

In accordance with the County's Environmental Checklist Form (Initial Study) and Appendix G of the State CEQA Guidelines, the applicable thresholds of significance with regard to cultural resources are listed below. A project may have a significant impact if it would:

- Threshold 4.5-1:** Cause a substantial adverse change in the significance of an historical resource pursuant to Section 15064.5.
- Threshold 4.5-2:** Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.
- Threshold 4.5-3:** Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?
- Threshold 4.5-4:** Disturb any human remains, including those interred outside of formal cemeteries.

4.5.2.3 Land Use Changes, Goals, and Policies

As discussed in Section 3.3.3, Project-Related Growth, in Chapter 3, Project Description of this Draft PEIR, implementation of the Project would encourage future development in a manner consistent with the South Bay Area Plan (County of Los Angeles 2024), which would facilitate additional residential, commercial, and mixed-use development based on the following:

1. The Project would redesignate parcels within the Project-area communities of Alondra Park/El Camino Village, Del Aire/Wiseburn, Lennox, La Rambla, and West Carson to allow for residential development at higher densities than currently permitted. Under existing conditions, the sites affected are primarily designated as residential or commercial, and nearly all are occupied by existing development. The Project would facilitate development of approximately 9,853 additional dwelling units within the Project area. The proposed General Plan land use redesignations are illustrated in the following figures in Chapter 3, Project Description, of this Draft PEIR: Figure 3-1a, Proposed General Plan Land Use, Alondra Park/El Camino Village; Figure 3-1b, Proposed General Plan Land Use, Del Aire/Wiseburn; Figure 3-1d, Proposed General Plan Land Use, La Rambla; Figure 3-1e, Proposed General Plan Land Use, Lennox; and Figure 3-1f, Proposed General Plan Land Use, West Carson.
2. The Project would amend applicable sections of the County Code to allow for the development of neighborhood-scale commercial uses (i.e., Accessory Commercial units [ACUs]) on corner lots within the Project area's residential zones. The ACUs would be an accessory use to a primary residence and would be limited to one ACU per corner-residential lot. It is projected that approximately 12 parcels in the Project area may develop ACUs, totaling an estimated 10,200 square feet of ACUs. For a distribution of the residential zones within the Project area where ACUs would be permitted on corner lots, please refer to the following figures in Chapter 2, Environmental Setting of this Draft PEIR: Figure 2-4a, Existing Zoning, Alondra Park/El Camino Village; Figure 2-4b, Existing Zoning, Del Aire/Wiseburn; Figure 2-4c, Existing Zoning, Hawthorne Island; Figure 2-4d, Existing Zoning, La Rambla; Figure 2-4e, Existing Zoning, Lennox; Figure 2-4f, Existing Zoning, West Carson; and Figure 2-4g, Existing Zoning, Westfield/Academy Hills.
3. The Project would redesignate parcels in the communities of Alondra Park/El Camino Village, Del Aire/Wiseburn, Lennox, La Rambla, and West Carson to facilitate new commercial development. In total, the proposed land use changes would facilitate approximately 777,697 square feet of additional commercial use.

The South Bay Area Plan would facilitate changes to development type/intensity (e.g., from commercial to mixed-use and residential to more dense residential, potentially with ACUs) on parcels that already support and/or are zoned/designated for development. Development facilitated by the Project would predominantly consist of infill development within previously disturbed and/or developed parcels. However, the Project's proposed land use changes could facilitate development on some parcels that could support cultural resources.

The South Bay Area Plan's areawide goals and policies presented below are tailored towards the unique geographic, demographic, and social diversity in the unincorporated communities of the South Bay Planning Area and are consistent with the Los Angeles County General Plan goals and policies applicable to the topic of cultural resources listed in Section 4.5.1.1 above.

Areawide Goals and Policies

Policy LU 3.6 Cultural and Architectural Elements. Whenever possible, encourage defining cultural, historical, and architectural elements and visual interest in new development and renovations to existing structures, including renovating long expanses of windowless walls along the street frontage.

Goal HP 1 Preserved historic resources in the Planning Area that support community character and identity.

- Policy HP 1.1** Property/District Nomination and Evaluation. Increase County designations by encouraging community stakeholders in the Planning Area to nominate properties/districts and provide technical assistance to help them through the nomination process with special attention to properties identified in the South Bay Area Historic Context Statement Study List.
- Policy HP 1.2** Historic Resources Survey. Prioritize historic resources survey efforts in Lennox as it is experiencing the most rapid change and with the greatest number of resources that may be at risk for demolition.
- Policy HP 1.3** Focused Historic Context Statements. Streamline the nomination process for historic resources that share common themes or geographies by the preparation of focused Historic Context Statements.
- Policy HP 1.4** Steward Existing Historic Resources. Work with owners of designated or eligible properties in the Planning Area, particularly Alpine Village, to best accommodate new land uses while maintaining integrity and character-defining features.
- Goal HP 2** A Planning Area with a sense of place, identity, and history.
- Policy HP 2.1** Sense of Place. Encourage a sense of place in the Planning Area through prioritizing initiatives for signage programs and design standards that bolster community identity and communicate historic significance.
- Policy HP 2.2** Historical Interpretation. Through public outreach, identify commercial or industrial corridors, residential streets, and individual sites that may not retain sufficient integrity or garner enough owner support to warrant designation as individual landmarks or historic districts but may still warrant historical interpretation.

Community-Specific Goals and Policies

Alondra Park/El Camino Village

- Goal 2** A community where arts and culture are celebrated, and the public realm is vibrant and supportive.
- Policy 2.2** Arts and Culture. Support new businesses that contribute to the cultural and artistic vibrancy of the neighborhood, including art galleries, performance spaces, small studios, etc.

Lennox

- Policy 4.3** Cultural Programming and Community Events. Continue to utilize Lennox Park as a central community gathering space for cultural programming and community events.

Westfield/Academy Hills

- Goal 3** A history of Westfield/Academy Hills that is celebrated and protected.

Policy 3.1 Potential Historic District. Conduct a study of Ranch and Contemporary Homes in the community for a potential historic district.

4.5.2.4 Impact Analysis

Threshold 4.5-1 Would the project cause a substantial adverse change in the significance of an historical resource pursuant to Section 15064.5?

Significant and Unavoidable Impact. The identified historic built environment resources that were identified through the records search, background research, and field surveys conducted for historical resources described in Section 4.5.2.1, Methodology, are analyzed below. As described above under Section 4.5.1.2, Existing Environmental Conditions, there are several recognized historic properties in the Project area (appears eligible for listing or designated). However, only a select number of properties are identified as subject to land use changes where the Project could facilitate potential future development. Figure 4.5-2A, Designated/Eligible Historic Properties within South Bay Area - Alondra Park/El Camino Village, Figure 4.5-2B, Designated/Eligible Historic Properties within South Bay Area - Lennox, and Figure 4.5-2C, Designated/Eligible Historic Properties within South Bay Area - West Carson, identify all listed and eligible historic resources within the Project area in relation to land use changes associated with the Project. As shown, there is one eligible historic district in Alondra Park/El Camino Village, one eligible historic district in Lennox, and one designated property and one eligible property in West Carson. A small portion of the eligible Dominguez Channel Historic District in Alondra Park/El Camino Village is subject to land use change and the designated Alpine Village in West Carson is located on parcels that would be subject to land use changes where the Project could facilitate potential future development.

The Project is intended to guide regional-level growth and development within the identified communities in the Project area and focuses on land use and policy issues that are specific to the unique characteristics of each community. No specific development is proposed as part of the Project that could directly impact historical resources. However, implementation of South Bay Area Plan land use changes would facilitate additional future development. Therefore, there is a potential to impact historical resources through the reasonably foreseeable future property demolition, alteration, and/or expansion that may occur on existing buildings and properties in the Project area. Any future activities that would cause a substantial adverse change in the significance of a historical resource would be a significant impact on the environment.

If future development projects under the South Bay Area Plan demolish or materially alter in an adverse manner those physical characteristics of an historical resource that convey its significance to accommodate new development, the effects on the environment may be significant. As detailed in Section 4.5.1.1, Regulatory Setting, there are existing federal, state, and local policies and regulations in place to identify, assess impacts to, and protect historical resources. As described in Section 4.18.2.3, Land Use Changes, Goals, and Policies, proposed areawide and community specific goals and policies would aim to preserve historic resources in the Project area; however, they would not reduce potential impact to less than significant.

As summarized in Section 3.3.4.3, Project Components in Chapter 3 of this Draft PEIR, if adopted, the Project, would develop and implement a list of key programs over time. These include Program No. 5, Focused Intensive Historic Resource Surveys, and Program No. 6, Wayfinding and Signage. Program No. 5 would conduct community-wide surveys of Lennox, La Rambla, and West Carson and help streamline the nomination process for historic resources that share common themes or geographies by the preparation of focused Historic Context Statements, conducting surveys, and nominating non-contiguous historic districts. Program No. 6 would develop wayfinding and signage

programs for each of the Project area communities that encourage a sense of place, identity, and/or communicate historic significance based on the results of the public outreach efforts conducted.

As such, additional identification of historic resources and opportunities for preservation would be accomplished through the implementation of the South Bay Area Plan.³ Importantly, a change in land use as part of the Project would not indicate an inevitable redevelopment of a property. The Draft PEIR identifies the general locations (e.g., parcels) where future development is likely to occur as a result of Project implementation and assesses impacts based on permitted use types and allowable development parameters (e.g., permitted density); however, the exact location, orientation, number and timing of individual development projects and/or infrastructure improvements that could occur as a result of implementation of the South Bay Area Plan are unknown.

Nevertheless, even with compliance with applicable regulations and implementation of the South Bay Area Plan's proposed goals, policies, and programs related to historic resources, there is a potential to cause a substantial adverse change in the significance of both known and unknown historical resources through the reasonably foreseeable future property development that may occur on existing properties in the Project area. Mitigation Measure (MM)-4.5-1 would require future project-specific developments that involve demolition or alterations to existing building(s)/structure(s) over 45 years old to assess the historical significance of those resources. The assessment may include preparation of a Phase I and/or Phase II Historic Resources Assessment report to evaluate the properties in accordance with professional standards and in conformance with CEQA Guidelines Section 15064.5. If a future project involves alterations or modifications to historical resources, and the proposed work conforms to the Secretary of the Interior's (SOI) Standards for the Treatment of Historic Properties, specifically the Standards for Rehabilitation (Standards), impacts to historical resources would be considered less than significant, and no additional review would be required.

If a future project involves material impairment or demolition of historical resource(s) that cannot be avoided or mitigated through project design review and Standards compliance, the project applicant must incorporate design changes or other measures to reduce or avoid impacts, even though it may not reduce impacts below a level of significance. While documentation, interpretive displays, and salvage are common mitigation measures for projects in which there are impacts to historical resources, these measures do not ensure that all impacts from future development projects would be mitigated to a level of less than significant. Future non-discretionary projects that would be implemented under the South Bay Area Plan would be subject to the federal, state and local regulations mentioned above; however, these non-discretionary projects would not necessarily be subject to CEQA review, additional environmental assessments, or mitigations measures. As such, even with implementation of existing regulations, applicable South Bay Area Plan goals and policies, and MM-4.5-1, potential impacts relative to historical resources would be significant and unavoidable because it is not possible to ensure the successful preservation of all historical resources where new development may occur.

Threshold 4.5-2 Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Significant and Unavoidable Impact. The following provides a breakdown of archaeological resources identified as a result of the CHRIS database records search (see Confidential Appendix F-2), as well as the results of archival, background research and historic map and aerial review. These results have informed the analysis with respect to

³ It is important to note that while these proposed implementation programs would encourage future projects to preserve historic/cultural resources, commit policy makers to prepare studies, and encourage policy makers to consider future actions that could benefit historic/cultural resources and local community members, these implementation programs would not result in any physical development or other direct or indirect environmental impacts.

where known archaeological resources are located as well as determining areas within which unknown archaeological resources are more likely to exist.

Alondra Park/El Camino Village Community

SCCIC CHRIS Database Records Search. As a result of the CHRIS records search, no archaeological resources have been identified as existing within the Alondra Park/El Camino Village community area. Seven (7) previously conducted studies have been undertaken within the community area, between 1990 and 2011 addressing 100 percent of the community area although only less than two percent of the community area has been subjected to pedestrian surveys.

Topographic Map and Photographic Aerial Photo Review. Based on topographic map and historic photographic aerial analysis, the Alondra Park/El Camino Village community area has been subject to development at least as early as 1896. However, as mentioned in the historic setting section, a natural slough known today as the Dominguez Channel bisected the area making the agriculturally rich land inhospitable to early settlers. Despite the flood risk, farmer W.F. Summers purchased land at the present location of Alondra Park and El Camino College by 1888. At the time of the earliest available photographic aerial, 1928, the community area was mostly occupied by agricultural fields with some increase in scattered development by 1938. The 1947 photographic aerial image demonstrates that approximately one third of the eastern portion of the community area was developed with residential uses; the surface area of the southern portion appears highly disturbed; and the remaining community area is occupied by agricultural use. The 1952 topographic map depicts El Camino College and Alondra Park and east of the Channel as developed; by 1965, the Plan area is developed to an extent similar to today. In summary, Alondra Park/El Camino Village Plan area has been mostly developed since at least 1952, though residential development started in the 1940s; and the Dominguez Channel has been present since at least 1934. Prior land use was primarily agriculture.

The community area is intersected by the Dominguez Channel, is located approximately eight miles west of the Los Angeles River, and 14 miles south of the Santa Monica Mountains. Although the community area does not currently include a natural landmark capable of depositing sediment, such as a river or the base of a foothill, there are areas within the community boundaries where ephemeral drainages and a small portion of a natural slough could have deposited sediment during flood events. However, if they did exist those drainages have been filled, constructed upon and in the case of the slough channelized as the Dominguez Channel since their existence. Due to significant development over the last 90+ years, the community area has a low potential for unknown intact archaeological material deposits to exist within and/or be buried under natural sediment with a few exceptions; however, depending on the depth of construction in a particular area and possible deposit of fill soils, the potential to encounter unknown intact archaeological material deposits cannot be ruled out.

No formal or informal cemeteries or Native American burials were identified within the community area as a result of reviewing historic maps and photographic aerials, County records, historic archives and the CHRIS database and the NAHC SLF.

1938 Kirkman-Harriman Historical Map. Review of the 1938 Kirkman-Harriman Historical Map revealed that no Native American villages are shown to have existed within the community area and the nearest village is illustrated to have existed approximately 2.1 miles east. Additionally, the map illustrates the existence of the “New Salt Road 1848-1878” within the southern half of the community area; the “Old Salt Road” approximately 1.5 miles west; the nearest water way, which connects to a slough to the south, is located approximately 1.1 miles east; the “Very ancient road” approximately 3.4 miles east; and an area labeled “Hawthorne” approximately 2.15 miles northwest.

Del Aire/Wiseburn Community

SCCIC CHRIS Database Records Search. As a result of the CHRIS records search, one (1) archaeological resource has been identified as existing within the Del Aire/Wiseburn community area. The resource is a historic-period resource, without a known Native American connection, and appears to have been evaluated and found not significant pursuant to CEQA and therefore not listed 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). No prehistoric resources have been identified as a result of the records search. Nine (9) previously conducted studies have been undertaken within the community area, between 1975 and 2015 addressing approximately addressing 100 percent of the community area although only less than two percent of the community area has been subjected to pedestrian surveys.

Topographic Map and Photographic Aerial Photo Review. Based on topographic map and historic photographic aerial analysis, the Del Aire/Wiseburn community area has been subject to development at least as early as 1888 as a result of the Atchison, Topeka, and Santa Fe Railway (Santa Fe) Railroad depot construction near the intersection of West 120th Street and Aviation Boulevard. The community area experienced steady growth and was mostly developed by the 1940s. Interstate 405, that traverses north to south through the community area, was constructed between 1962 and 1963 and by 1985 the community area was approximately 95% developed. Construction of Interstate 105 constructed in 1991 and traversing east to west along the northern boundary of the community area likely contributing to the remaining development.

The community area is located approximately 3.75 miles west of the Los Angeles River and 2.5 miles east of an unnamed anthropogenic channel, 7.4 miles north of the Lower Transverse Mountain Range and 12.75 miles south of the Santa Monica Mountains. Although the community area does not currently include a natural landmark capable of depositing significant sediment, such as a river or the base of a foothill, there are areas within the community area where ephemeral drainages could have deposited sediment during flood events. However, if they did exist those drainages have been filled and constructed upon since their existence. Due to significant development over the last 130+ years, the community area has a low potential for unknown intact archaeological material deposits to exist within and/or be buried under natural sediment with a few exceptions; however, depending on the depth of construction in a particular area and possible deposit of fill soils, the potential to encounter unknown intact archaeological material deposits cannot be ruled out.

No formal or informal cemeteries or Native American burials were identified within the community area as a result of reviewing historic maps and photographic aerials, County records, historic archives and the CHRIS database.

1938 Kirkman-Harriman Historical Map. Review of the 1938 Kirkman-Harriman Historical Map revealed that no Native American villages are shown to have existed within the community area and the nearest village is illustrated to have existed approximately 3.75 miles northwest. Additionally, the map illustrates the existence of the “Old Salt Road” within the western half of the community area; the “New Salt Road 1848-1878” approximately two miles southeast; the nearest water way, which connects to a slough to the south, approximately 3.15 miles east; and an area labeled “Hawthorne” is located approximately one mile east.

Hawthorne Island/Moneta Gardens Island

SCCIC CHRIS Database Records Search. As a result of the CHRIS records search, no archaeological resources have been identified as existing within the Hawthorne Island/Moneta Gardens community area. One (1) previously

conducted study, performed in 1993, has been undertaken addressing 100 percent of the community area although the study did not entail a pedestrian survey.

Topographic Map and Photographic Aerial Photo Review. Based on topographic map and historic photographic aerial analysis, the Hawthorne Island/Moneta Gardens Island community area has been subject to development at least as early as the 1900s preceded by agricultural use. For various reasons development in the community area remained sparse through the 1920s and the area's economic difficulties were compounded by the onset of the Great Depression in 1929. The establishment of Northrup Aircraft Factory and Northrup Field were major economic drivers of Hawthorne, reportedly increasing the population of Hawthorne by nearly 100 percent from the time of its construction between 1939 and 1942. Post-war era brought additional industries and associated development and by the end of the 1940s, the community area was developed to the same level as today.

The community area is located less than 150 feet west of the Dominguez Channel but at one time was located approximately 2.8 miles northwest of a slough, approximately 8.5 miles west of the Los Angeles River, and approximately 13 miles south of the Santa Monica Mountains. The community area does not include a natural landmark likely capable of depositing significant sediment, such as a river or the base of a foothill. Although the community area does not currently include a natural landmark capable of depositing significant sediment, such as a river or the base of a foothill, there are areas within the community area where ephemeral drainages could have deposited sediment during flood events. However, if they did exist those drainages have been filled and constructed upon since their existence. Due to significant development over the last 110+ years, the community area has a low potential for unknown intact archaeological material deposits to exist within and/or be buried under natural sediment with a few exceptions; however, depending on the depth of construction in a particular area and possible deposit of fill soils, the potential to encounter unknown intact archaeological material deposits cannot be ruled out.

No formal or informal cemeteries or Native American burials were identified within the community area as a result of reviewing historic maps and photographic aerials, County records, historic archives and the CHRIS database.

1938 Kirkman-Harriman Historical Map. Review of the 1938 Kirkman-Harriman Historical Map revealed that no Native American villages are shown to have existed within the community area and the nearest village is illustrated to have existed approximately 2.8 miles southeast. Additionally, the map illustrates the existence of the "New Salt Road 1848-1878" located approximately 1.5 miles south of the community area; the "Old Salt Road" approximately two miles west; the nearest water way, which connects to a slough to the south, approximately 1.5 miles southeast; the "Very ancient road" approximately 3.6 miles east; and an area labeled "Hawthorne" approximately one mile northwest.

La Rambla Community

SCCIC CHRIS Database Records Search. As a result of the CHRIS records search, no archaeological resources have been identified as existing within the La Rambla community area. One (1) previously conducted study, performed in 1976, has been undertaken addressing approximately 15 percent of the community area.

Topographic Map and Photographic Aerial Photo Review. Based on topographic map and historic photographic aerial analysis, the La Rambla community area has been subject to development since the early 1900s and the 1927 and 1928 historic photographic aerials show the community area as approximately 80% developed. Development had a consistent focus on residential due to one family owning a majority of the community area from the 1900s through the 1940s. By the 1970s the community area was fully developed with dense urban growth including a combination of industrial and residential uses and open spaces along the riparian drainage habitat.

The community area is intersected by an unnamed drainage that is visible on the earliest aerial photograph taken in 1927 and is situated at the base of the Palos Verdes Peninsula. The previous Wilmington Lagoon was located approximately 0.6 miles northeast and the San Pedro Bay, now known as Port of Long Beach, is approximately one mile east. The Main Channel of the LA Harbor is approximately one mile east and the Pacific Ocean approximately 1.75-miles south and southwest. The community area does currently include multiple natural landmarks capable of depositing sediment and there are areas within the community area where additional ephemeral drainages and marsh lands could have deposited sediment during flood events. Despite significant development over the last 100+ years, the community area has a low to moderate potential for unknown intact archaeological material deposits to exist within and/or be buried under natural sediment. Depending on the depth of construction in a particular area and possible deposit of fill soils or eroded soils, the potential to encounter unknown intact archaeological material deposits cannot be ruled out throughout the community area.

No formal or informal cemeteries or Native American burials were identified within the community area as a result of reviewing historic maps and photographic aeriels, County records, historic archives and the CHRIS database.

1938 Kirkman-Harriman Historical Map. Review of the 1938 Kirkman-Harriman Historical Map revealed that no Native American villages are shown to have existed within the community area and the nearest village is illustrated to have existed approximately 1.85 miles northeast. The map also illustrates the community area as located directly east of San Pedro Hill and a mountainous area labeled “Palos Verdes”. The closest road is illustrated as located approximately 1.3 miles east of the community area connecting it to San Pedro Bay, now known as the Port of Long Beach, which is located approximately 2.5 miles to the east.

Lennox Community

SCCIC CHRIS Database Records Search. As a result of the CHRIS records search, no archaeological resources have been identified as existing within the Lennox community area. Seven (7) previously conducted studies have been undertaken within the community area, between 1990 and 2006 addressing 100 percent of the community area although only less than five percent of the community area has been subjected to pedestrian surveys.

Topographic Map and Photographic Aerial Photo Review. Based on topographic map and historic photographic aerial analysis, the Lennox community area has been subject to development since the early 1900s but was slow through the early 1930s. With the establishment of Los Angeles Municipal Airport on October 1, 1928 large aviation and aerospace companies opened in the vicinity of the nearby airport and the community area experienced an increasing densification of residential development. This urbanization of the community area continued through the post-war period leading to the community area being mostly built out, with some scattered open lots and some lots still used for agricultural purposes. The community area experienced steady growth and was mostly developed by the 1940s. Interstate 405, that traverses north to south through the western edge of the community area, was constructed between 1962 and 1963 and by 1985 the community area was approximately 95% developed.

The community area was located approximately 9.6 miles northwest of a slough that has since been filled in and is currently located approximately 1.5-miles south of Centinela Creek, 4.25 miles southeast of Ballona Lagoon, and approximately 9.7 miles west of the Los Angeles River. The Pacific Ocean is approximately 3.75-miles west of the community area and the Santa Monica Mountains are located approximately 10 miles south. The community area does not include a natural landmark likely capable of depositing significant sediment, such as a river or the base of a foothill. Although the community area does not currently include a natural landmark capable of depositing significant sediment, such as a river or the base of a foothill, there are areas within the community area where ephemeral drainages could have deposited sediment during flood events. However, if they did exist those drainages

have been filled and constructed upon since their existence. Due to significant development over the last 100+ years, the community area has a low potential for unknown intact archaeological material deposits to exist within and/or be buried under natural sediment with a few exceptions; however, depending on the depth of construction in a particular area and possible deposit of fill soils, the potential to encounter unknown intact archaeological material deposits cannot be ruled out.

No formal or informal cemeteries or Native American burials were identified within the community area as a result of reviewing historic maps and photographic aeriels, County records, historic archives and the CHRIS database.

1938 Kirkman-Harriman Historical Map. Review of the 1938 Kirkman-Harriman Historical Map revealed that no Native American villages are shown to have existed within the community area and the nearest village is illustrated to have existed approximately 2.6 miles to the northeast. The map also illustrates the existence of the “Old Salt Road” along the western boundary of the community area; the “New Salt Road 1848-1878” approximately 3.25 miles southeast; the nearest water way, which is unnamed and connects to the Pacific Ocean, approximately 1.9 miles to the north; and an area labeled “Hawthorne” approximately 0.45 miles south.

West Carson Community

SCCIC CHRIS Database Records Search. As a result of the CHRIS records search, three (3) archaeological resources have been identified as existing within the West Carson community area; of these, two (2) are prehistoric resources and one (1) is potentially a prehistoric resource. None of the recorded resources appear to have been evaluated for significance pursuant to CEQA nor listed 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). Seventeen (17) previously conducted studies have been undertaken and submitted within the community area, between 1939 and 2014 addressing 80 percent of the community area although only less than 15 percent of the community area has been subjected to pedestrian surveys.

Topographic Map and Photographic Aerial Photo Review. Based on topographic map and historic photographic aerial analysis, the West Carson community area has been subject to development since the early 1900s when it served as an unofficial settlement for Filipino immigrants. The community area was occupied primarily by agricultural uses, but when oil was discovered in the area in 1920, the oil industry was introduced, and the community area experienced an increasing densification of residential development in the northern portion while the southern portion remained primarily agrarian. During World War II, factories and industrial facilities began to replace vacant fields in the community area at a rapid pace, transforming the area into an industrial hub. This urbanization of the community area continued through the post-war period leading to the community area being mostly built out, with some scattered open lots and some lots still used for agricultural purposes. Construction of Interstate 110 in 1952 resulted in the demolition of some residential areas and their replacement with industrial facilities and warehouses adjacent to the freeway. With the expansion of freeways within and surrounding the community area, residential construction intensified and by the 1990s the community area was approximately 95% developed.

The West Carson community area at one time overlapped a slough that has since been filled in and is currently located approximately 0.5 miles north of Machado Lake and approximately 4.6 miles west of the Los Angeles River. The Pacific Ocean is approximately 5.5-miles west of the community area and the Santa Monica Mountains are located approximately 17 miles north. The community area previously included a natural landmark within the northern portion capable of depositing sediment and there are areas within the community area where additional ephemeral drainages and marsh lands could have deposited sediment during flood events. Despite significant

development over the last 110+ years, the community area has a low to moderate potential for unknown intact archaeological material deposits to exist within and/or be buried under natural sediment. Depending on the depth of construction in a particular area and possible deposit of fill soils or eroded soils, the potential to encounter unknown intact archaeological material deposits cannot be ruled out throughout the community area.

No formal or informal cemeteries or Native American burials were identified within the community area as a result of reviewing historic maps and photographic aerials, County records, historic archives and the CHRIS database.

1938 Kirkman-Harriman Historical Map. Review of the 1938 Kirkman-Harriman Historical Map revealed that no Native American villages are shown to have existed within the West Carson community area and the nearest village is illustrated to have existed approximately 1.4 miles north. The map also illustrates the “Old Stage Rd.” as bisecting the community area from southwest to northeast and the “New Salt Road” approximately 0.25 miles south. The nearest body of water is a slough located approximately 0.25 miles east of the community area and there are two specific locale designations, one labeled “Torrance” located along the western boundary of the community area and the other labeled “Lamita” located approximately 0.5 miles west.

Westfield/Academy Hills Community

SCCIC CHRIS Database Records Search. As a result of the CHRIS records search, no archaeological resources have been identified as existing within the proposed Westfield/Academy Hills community area. Eight (8) previously conducted studies have been undertaken within the community area, between 1988 and 2005 addressing approximately 30 percent of the community area including pedestrian surveys.

Topographic Map and Photographic Aerial Photo Review. Based on topographic map and historic photographic aerial analysis, the Westfield/Academy Hills community area has been subject to scattered development since at least as early as the 1900s but remained primarily occupied by the Dicalite Company a diatomite mining company and the Chadwick School through 1940s. Rapid postwar residential construction extended to the Palos Verdes Peninsula and was facilitated by the development of a post-World War II master plan for the economic growth of the South Bay at large by Los Angeles County increasing the population of the Peninsula by nearly 10 times. By 1972, nearly all open residential lots in the Westfield/Academy Hills community area had been developed with single-family residences, except land on the northern boundary of the community, which was developed with condominiums between 1975 and 1978. By 1982, the majority of the community was developed at its current state.

The Westfield/Academy Hills community area at one time had multiple unnamed drainages running through it, some of which still exist, and is currently located approximately 2.5 miles north of Machado Lake and approximately 7.75 miles west of the Los Angeles River. The Pacific Ocean is approximately three miles west and two miles south of the community area and is situated at the base of the Palos Verdes Peninsula. Early topographic maps show ephemeral unnamed streams traversing the community area. The community area has and does currently include multiple natural landmarks capable of depositing sediment. Despite significant development over the last 110+ years, the community area has a low to moderate potential for unknown intact archaeological material deposits to exist within and/or be buried under natural sediment. Depending on the depth of construction in a particular area and possible deposit of fill soils or eroded soils, the potential to encounter unknown intact archaeological material deposits cannot be ruled out throughout the community area.

No formal or informal cemeteries were identified within the community area as a result of reviewing historic maps and photographic aerials, County records and historic archives.

1938 Kirkman-Harriman Historical Map. Review of the 1938 Kirkman-Harriman Historical Map revealed that no Native American villages are shown to have existed within the community area and the nearest village is illustrated to have existed approximately 2.25 miles northwest. The community area is located within a mountainous area labeled “Palos Verdes” with “Pt. Vicente” illustrated approximately three miles southwest. The nearest water way, an unnamed tributary, is located 1.5 miles northeast of the community area and the closest road, the “Old Salt Road”, approximately 1.15 miles north.

Analysis

The Project is intended to guide growth and development within the identified communities in the Project area and focuses on land use and policy issues that are specific to the unique characteristics of each community. No specific development is proposed as part of the Project that could directly destroy or adversely change the significance of an archaeological resource pursuant to Section 15064.5. However, implementation of South Bay Area Plan would result in changes to land use designations and zones, which would facilitate additional future development. Some of the future projects that would be facilitated by the Project would involve earthwork to demolish, renovate, and construct on properties within the Project area. Such activities could require grading and/or construction in native soils, such as earthwork for ground preparation, construction of foundations and driveways and installation of trenching for utilities and landscaping. It is not expected that all of these activities would occur in engineered fill and/or previously disturbed soils, and this analysis anticipates that native/undisturbed soils would be impacted by future development activities.

As detailed in Section 4.5.1.1, Regulatory Setting, there are existing State regulations in place to identify, assess impacts to, and protect archaeological resources. Additionally, the South Bay Area Plan includes goals and policies that promote the identification, preservation, and revitalization of cultural and historic resources as described in Section 4.5.2.3, Land Use Changes, Goals, and Policies, which may include archaeological resources in the Project area. However, even with compliance with applicable regulations, there is a potential to cause a substantial adverse change in the significance of both known and unknown archaeological resources through the reasonably foreseeable future property development that may occur on existing properties in the Project area.

MM-4.5-2 would require that known archaeological resources are appropriately considered prior to implementation of any future project-specific activities. If known archaeological resources are identified or unknown archaeological resources are inadvertently discovered during ground disturbing activities, MM-4.5-2 would require that the archaeological resources are appropriately considered, evaluated and treated. An Archaeological Resources Work Plan (ARWP) would be required, construction worker archaeological resources sensitivity training must be conducted, monitoring would be required in accordance with the ARWP, and protocols for archaeological resources discoveries set forth in a Phase III Archaeological Resources Data Recovery and Treatment Plan must be followed.

While background research, pedestrian surveys, archaeological assessments, evaluations, and avoidance of known resources are common mitigation measures for projects in which there are impacts to known archaeological resources, these measures do not ensure that all impacts from future development projects would be mitigated to a level of less than significant. Future non-discretionary projects that would be implemented under the South Bay Area Plan would be subject to the federal, state and local regulations mentioned above; however, these non-discretionary projects would not necessarily be subject to CEQA review, additional environmental assessments, or mitigation measures. As such, even with implementation of existing regulations, applicable South Bay Area Plan goals and policies, and MM 4.5-2, potential impacts relative to archaeological resources would be significant and unavoidable because it is not possible to ensure the successful preservation of all archaeological resources where new development may occur.

Threshold 4.5-3 Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Significant and Unavoidable Impact. The paleontological resources that were identified through the records search and background research conducted for paleontological resources described in Section 4.5.2.1, Methodology, are summarized below. The following provides a breakdown of paleontological resources identified as a result of the NHMLA paleontological resources records search, as well as the results of the geological map and paleontological literature review. These results have informed the analysis with respect to where known paleontological resources are located as well as determining areas within which unknown, buried paleontological resources potentially exist. Numerical geological ages are from Cohen et al. (2023).

Alondra Park/El Camino Village

Geological Map Review. According to surficial geological mapping by Dibblee and Minch (2007) at a 1:24,000 scale, the Alondra Park/El Camino Village community is underlain by late Pleistocene (approximately 11,700 to 129,000 years ago) terrestrial alluvial deposits (map unit Qae) (Figure 4.5-1).

NHMLA Paleontological Records Search. No paleontological resource localities were identified within the proposed Alondra Park/El Camino Village community as a result of the NHMLA paleontological records search. However, the museum reported two nearby fossil localities from the same or similar geological units that underlies the Alondra Park/El Camino Village community on the surface and/or at depth. Fossil locality LACM (Los Angeles County Museum) VP (vertebrate paleontology) 3266 produced uncatalogued vertebrates from an unnamed, Pleistocene geological unit from at approximately 15 to 18 feet below the ground surface (bgs) in West Athens (NHMLA 2023 – Confidential Appendix F-3). LACM VP 1295, 1334, and 4206 yielded fossil horse (*Equus*), bison (*Bison*), canine (*Canis*), birds (*Mancalla*, *Parapavo*, *Aves*), rabbit (*Sylvilagus*, *Leporidae*), mammoth (*Mammuthus*), rodent (*Thomomys*, *Microtus*, *Sciuridae*, *Rodentia*), ground sloth (*Paramylodon*), turtle (*Clemmys*) from an unknown depth bgs northeast of the community .

The Alondra Park/El Camino Village community is underlain on the surface by late Pleistocene, terrestrial alluvial deposits, which have high paleontological resource sensitivity or potential throughout their vertical extent, where undisturbed by weathering, human-induced disturbances, and/or bioturbation.

Del Aire/Wiseburn

Geological Map Review. According to surficial geological mapping by Dibblee and Minch (2007) at a 1:24,000 scale, the majority of the Del Aire/Wiseburn community is underlain by late Pleistocene older alluvium (map unit Qoa), with late Pleistocene old sand dune deposits (map unit Qos) mapped in the west-central and southern portions of the Project site (Figure 4.5-1).

NHMLA Paleontological Records Search. As a result of the NHMLA records search, no paleontological resource localities were identified within the proposed Del Aire/Wiseburn community ; however, the museum reported multiple fossil localities nearby the community area from the same or similar geological units that underlie the Del Aire/Wiseburn community on the surface and/or at depth. Fossil locality LACM VP 4942 produced mammoth (*Mammuthus*), bison (*Bison*), and hare (*Lepus*) from an unnamed, Pleistocene, terrestrial geological unit from 16 feet bgs just north of the community in Westchester, California (NHMLA 2023 – Confidential Appendix F-3). Also in Westchester, LACM VP 3789 and 7332 yielded mammoth (*Mammuthus*) from 14 feet bgs and 40 feet bgs, respectively. Additional nearby fossil localities include LACM VP 1295, 1334, and 4206 fossil horse (*Equus*), bison

(*Bison*), canine (*Canis*), birds (*Mancalla*, *Parapavo*, *Aves*), rabbit (*Sylvilagus*, *Leporidae*), mammoth (*Mammuthus*), rodent (*Thomomys*, *Microtus*, *Sciuridae*, *Rodentia*), ground sloth (*Paramylodon*), turtle (*Clemmys*) from an unknown depth bgs east-northeast of the community (NHMLA 2023 – Confidential Appendix F-3).

The Del Aire/Wiseburn community is underlain on the surface by terrestrial, Pleistocene older alluvial deposits and old sand dune deposits, which have high paleontological resource sensitivity or potential throughout their vertical extent, where undisturbed by weathering, human-induced disturbances, and/or bioturbation (Figure 4.5-1).

Hawthorne Island

Geological Map Review. According to surficial geological mapping by Dibblee and Minch (2007) at a 1:24,000 scale, the Hawthorne Island community is underlain by late Pleistocene (approximately 11,700 to 129,000 years ago) terrestrial alluvial deposits (map unit Qae) (Figure 4.5-1).

NHMLA Paleontological Records Search. No paleontological resource localities were identified within the proposed Hawthorne Island community as a result of the NHMLA paleontological records search. However, the museum reported multiple nearby fossil localities from the same or similar geological units that underlie the Hawthorne Island community on the surface and/or at depth. Fossil locality LACM VP 3266 produced uncatalogued vertebrates from an unnamed, Pleistocene geological unit from at approximately 15 to 18 feet below the ground surface (bgs) in West Athens (NHMLA 2023 – Confidential Appendix F-3). LACM VP 1295, 1334, and 4206 yielded fossil horse (*Equus*), bison (*Bison*), canine (*Canis*), birds (*Mancalla*, *Parapavo*, *Aves*), rabbit (*Sylvilagus*, *Leporidae*), mammoth (*Mammuthus*), rodent (*Thomomys*, *Microtus*, *Sciuridae*, *Rodentia*), ground sloth (*Paramylodon*), turtle (*Clemmys*) from an unknown depth bgs northeast of the community .

The Hawthorne Island community is underlain on the surface by late Pleistocene, terrestrial alluvial deposits, which have high paleontological resource sensitivity or potential throughout their vertical extent, where undisturbed by weathering, human-induced disturbances, and/or bioturbation (Figure 4.5-1).

La Rambla

Geological Map Review. According to surficial geological mapping by Dibblee et al. (1999) at a 1:24,000 scale, the La Rambla community is underlain by late Pleistocene older alluvium (map unit Qoa) and the following informal members of the late to middle Miocene (approximately 5.33 million years ago [mya] to 12.63 mya), marine Monterey Formation: Valmonite Diatomite (map unit Tmv), Diatomite in San Pedro Area (map unit Tmad), and the upper portion of the Altimira Shale (map unit Tma).

NHMLA Paleontological Records Search. As a result of the NHMLA records search, no paleontological resource localities were identified within the proposed La Rambla community ; however, the museum did report nearby fossil localities from Pleistocene terrace deposits and the Monterey Formation. The nearest Pleistocene locality, LACM IP 42798, produced the invertebrate, *Calicantharus fortis* from an unknown depth bgs just to the southwest of the community (NHMLA 2023 – Confidential Appendix F-3). The next closest Pleistocene locality LACM VP 7138 yielded fossil sea duck (*Chendytes*), albatross (*Diomedea*), and mastodon (*Mammut*) from an unnamed Pleistocene geological unit at an unknown depth, just to the east of the community . Finally, the NHMLA reported a fossil horse (*Equus*) from fossil locality LACM VP 3251 situated to the east of the community in southwestern Long Beach. The horse was discovered and collected from an unknown depth bgs (NHMLA 2023 – Confidential Appendix F-3).

In addition to the Pleistocene fossil localities reported by the NHMLA, the museum reported three Miocene Monterey Formation fossil localities just to the west of the community . LACM VP 7472 – 7474 produced fossil fishes,

including members of the herring family (*Ganolytes*, *Xyne*; Clupeidae) and drumfish (*Lompoquia*), from the Altamira Shale unit in the subsurface to a depth of 46 feet bgs during grading and augering for the project (NHMLA 2023 – Confidential Appendix F-3).

The La Rambla community is underlain on the surface by late Pleistocene, terrestrial alluvial deposits and the late to middle Miocene Monterey Formation. The late Pleistocene terrestrial alluvial deposits likely transition to Pleistocene marine or the Miocene marine Monterey Formation in the subsurface. Both marine and terrestrial Pleistocene alluvial deposits and the Monterey Formation have high paleontological resource sensitivity or potential throughout their vertical extent, where undisturbed by weathering, human-induced disturbances, and/or bioturbation (Figure 4.5-1).

Lennox

Geological Map Review. According to surficial geological mapping by Dibblee and Minch (2007) at a 1:24,000 scale, the Lennox community is underlain by late Pleistocene (approximately 11,700 to 129,000 years ago) terrestrial alluvial deposits (map units Qae and Qoa) (Figure 4.5-1).

NHMLA Paleontological Records Search.

As a result of the NHMLA records search, no paleontological resource localities were identified within the proposed Lennox community ; however, they did report nearby fossil localities from unnamed Pleistocene, terrestrial geological units. The closest fossil locality LACM VP 4942 produced mammoth (*Mammuthus*), bison (*Bison*), and hare (*Lepus*) from a Pleistocene, terrestrial geological unit at 16 feet bgs just northwest of the community in Westchester, California (NHMLA 2023 – Confidential Appendix F-3). Also in Westchester, LACM VP 3789 and 7332 yielded mammoth (*Mammuthus*) from 14 feet bgs and 40 feet bgs, respectively. Finally, LACM VP 3264 produced an unidentified fossil elephant (Proboscidea) near Los Angeles International Airport from 25 feet bgs (NHMLA 2023 – Confidential Appendix F-3).

The Lennox community is underlain on the surface by late Pleistocene, terrestrial alluvial deposits, which have high paleontological resource sensitivity or potential throughout their vertical extent, where undisturbed by weathering, human-induced disturbances, and/or bioturbation (Figure 4.5-1).

West Carson

Geological Map Review. According to surficial geological mapping by Dibblee et al. (1999) at a 1:24,000, the West Carson community is underlain by Holocene (<11,700 years ago) and late Pleistocene, terrestrial alluvial deposits (map units Qa and Qae) (Figure 4.5-1).

NHMLA Paleontological Records Search. The NHMLA records search results letter indicated the museum has four fossil localities from within the West Carson community . LACM IP (Invertebrate Paleontology) 1186, 4806, and 147 produced miscellaneous invertebrate fossils, including *Tarus peralis* and *Odostomia*, from the Pleistocene Palos Verdes Sand at an unrecorded depth bgs (NHMLA 2023 – Confidential Appendix F-3). LACM IP 20338 yielded miscellaneous invertebrates (*Podesmus*, *Tarras*, *Nassarius* [*Nassurius*], and others) within the community from the Pleistocene San Pedro Formation at an unknown depth bgs.

Other fossil localities nearby the West Carson community include LACM VP 3823 and LACM IP 21125, which are situated along Sepulveda Boulevard near Harbor Freeway, just east of the community . These localities produced

camel (Camelidae) and uncatalogued invertebrate specimens collected from an unidentified Pleistocene geological unit at 12 – 14 feet bgs (NHMLA 2023 – Confidential Appendix F-3).

The terrestrial, Holocene alluvial deposits present within the community have low paleontological resource sensitivity or potential on the surface that increases with depth bgs, where sediments become old enough to contain fossils. Terrestrial, Pleistocene alluvial deposits mapped on the surface of the community have high paleontological resource sensitivity or potential, where undisturbed by weathering, human-induced disturbances, and/or bioturbation (Figure 4.5-1). The Pleistocene marine geological units (the Palos Verdes Sand, San Pedro Formation, and unnamed Pleistocene marine units) that are present at variable depths bgs within the community also have high paleontological resource sensitivity or potential, where undisturbed by weathering, human-induced disturbances, and/or bioturbation.

Westfield/Academy Hills

Geological Map Review. According to surficial geological mapping by Dibblee et al. (1999) at a 1:24,000 scale, the Westfield/Academy Hills community is underlain by Holocene alluvial and landslide deposits (map units Qa and Qls), late Pleistocene older alluvium (map unit Qoa), the late Miocene Malaga Mudstone (map unit Tmg), and two informal members of the late to middle Miocene, marine Monterey Formation: the Valmonite Diatomite (map unit Tmv) and the upper portion of the Altimira Shale (map unit Tma) (Figure 4.5-1).

NHMLA Paleontological Records Search. The NHMLA records search results letter indicated the museum has one fossil locality from within the Westfield/Academy Hills community. Fossil locality, LACM VP 7925, produced a fossil sperm whale (Physeteridae) from the Altimira Shale at an unknown depth bgs (NHMLA 2023 – Confidential Appendix F-3). Other nearby localities include eight fossil localities from the Lomita Marl, which is a middle Pleistocene, marine geological unit deposited approximately 400,000 to 570,000 years ago in the region. LACM VP 5048 yielded the following Lomita Marl taxa from an unknown depth bgs near the Palos Verdes Estates and Walteria corporate boundary: Mackerel shark (*Isurus*) and invertebrates, including lucines (*Lucinoma*, *Epilucina*), tower shell (*Turritella*), spindle snail (*Barbarofusus*), turrid snail (*Antiplanes*), turban snail (*Pomaulax*), triton (*Fusitriton*), tellin (*Macoma*), frog shells (*Crossata*), corrugated clam (*Humilaria*), scallop (*Chlamys*), and flasejingle (*Pododesmus*) (NHMLA 2023 – Confidential Appendix F-3). LACM IP 42754 – 42759 and LACM IP 42789 Lomita Marl localities produced dwarf turbans (*Homalopoma luridum*), scallop (*Chlamys opuntia*), venus clam (*Saxidomus nuttali*, *Globivenus fordi*), horse clam (*Tresus nuttali*), carditid (*Glans carpenteri*), bittersweet (*Glycymeris septentrionalis*), turban snail (*Chlorostoma funebrals*), moon snail (Naticidae), cockle (*Nemocardium centifilosum*), lucines (*Epilucina californica*), whelk (*Kelletia kelletii*), murex snail (*Acanthinucella spirata*), and other unsorted specimens west of Buckskin Lane from an unknown depth bgs. The museum also reported one Monterey Formation vertebrate fossil locality near the Westfield/Academy Hills community. LACM VP yielded a baleen whale (Cetotheriidae) from the surface, south of Kingsfield Road (NHMLA 2023 – Confidential Appendix F-3).

Analysis

The Project is intended to guide regional-level growth and development within the identified communities in the Project area and focuses on land use and policy issues that are specific to the unique characteristics of each community. No direct development is proposed, and the Project would not directly destroy or adversely change in the significance of a unique paleontological resource or site or geologic feature. However, implementation of South Bay Area Plan would result in changes to land use designations and zones, which would facilitate additional future development. Some of the future projects that would be facilitated by the Project would involve the earthwork to demolish, renovate, and construct on properties within the Project area. Such activities could require grading and/or

construction in native soils, such as earthwork for ground preparation, construction of foundations and driveways and installation of trenching for utilities and landscaping. It is not expected that all of these activities would occur in engineered fill and/or previously disturbed soils, and this analysis anticipates that native/undisturbed soils would be impacted by future development activities.

As detailed in Section 4.5.1.1, Regulatory Setting, there are existing state policies and regulations in place to identify, assess impacts to, and protect unique paleontological or geological resources. Additionally, as described in Section 4.5.2.3, Land Use Changes, Goals, and Policies would aim to preserve historic resources, which may include paleontological resources, in the Project area. However, even with compliance with applicable regulations and implementation of proposed policies, there is a potential for future projects implemented under the South Bay Area Plan to cause a substantial adverse change in the significance of both known and unknown paleontological resources through the reasonably foreseeable future property development that may occur on existing properties in the Project area.

As required under MM-4.5-3, project applicants would be required to retain a qualified paleontologist to conduct a Natural History Museum of Los Angeles County (NHMLA) records search to determine the potential for project impacts to paleontological resources. If necessary, the County shall require applicants for new projects to submit a Paleontological Resources Assessment Report to determine the potential for fossil recovery.

If potential impacts to paleontological resources are identified, additional requirements may include a Paleontological Resources Recovery Plan, construction worker paleontological resources sensitivity training, paleontological monitoring, and paleontological resources discoveries protocols. Even though background research, paleontological assessments, evaluations, construction monitoring, and avoidance of known resources are common mitigation measures for projects in which there are potential impacts to paleontological resources, these measures do not ensure that all impacts from future development projects would be mitigated to a level less than significant. Future non-discretionary projects that would be implemented under the South Bay Area Plan would be subject to the state regulations mentioned above; however, these non-discretionary projects would not necessarily be subject to CEQA review, additional environmental assessments, or mitigation measures. As such, even with implementation of existing regulations, applicable South Bay Area Plan goals and policies, and MM-4.5-3, potential impacts relative to paleontological resources would be significant and unavoidable because it is not possible to ensure the successful preservation of all paleontological resources where new development may occur.

Threshold 4.5-4 Would the project disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant Impact. The Project is intended to guide regional-level growth and development within the identified communities of the Project area and focuses on land use and policy issues that are specific to the unique characteristics of each community. No direct development is proposed, and the Project would not directly disturb any human remains, including those interred outside of formal cemeteries. Implementation of South Bay Area Plan would result in changes to land use designations, which would facilitate additional future development. Some of the future projects that would be facilitated by the Project would involve the earthwork to demolish, renovate, and construct on properties within the Project area. Such activities could require grading and/or construction in native soils, such as earthwork for ground preparation, construction of foundations and driveways and installation of trenching for utilities and landscaping. It is not expected that all of these activities would occur in engineered fill and/or previously disturbed soils, and this analysis anticipates that native/undisturbed soils would be impacted by future development activities. Therefore, there is a potential to unexpectedly encounter human remains or disturb human burial grounds, including Native American burials and those interred outside of formal cemeteries, through the reasonably foreseeable future property development involving ground-disturbing activities.

As detailed in Section 4.5.1.1, Regulatory Setting, there are existing state and local regulations in place to identify, assess impacts to, and protect burials/human remains. All future development projects would be subject to these State and local regulations related to the discovery of human remains during ground-disturbance activities, such as the HSC Section 7050.5, PRC Section 5097.98, and CCR Section 15064.5(e), which outlines the procedures that must be followed when human remains are discovered, as well as County Code Section 2.22.030 that outlines the responsibilities of the County Coroner. Human burials have specific provisions for treatment in accordance with PRC Section 5097, which authorizes the NAHC to resolve any disputes related to the disposition of Native American Burials. PRC Section 5097.98 mandates the process to be followed in the event of a discovery of any human remains. California Health and Safety Code (HSC) Section 7050.5 requires that if human remains are discovered, disturbance of the site must halt and remain halted until the County Coroner has investigated and made recommendations to the person responsible for the excavation, or to his or her authorized representative.

The County Coroner must determine whether the remains are Native American and if yes, must notify the NAHC within 24 hours, who will, in turn, notify the person the NAHC identifies as the MLD of the human remains. The MLD then has 48 hours to make recommendations regarding the disposition of the remains after notification from NAHC. Therefore, compliance with these regulations would ensure that potential impacts related to the discovery of previously unidentified human remains would be less than significant.

4.5.2.5 Cumulative Impact Analysis

Where a lead agency concludes that the cumulative effects of a project, as defined by CEQA, taken together with the impacts of other closely related past, present, and reasonably foreseeable future projects are significant, the lead agency then must determine whether the project's incremental contribution to such significant cumulative impact is "cumulatively considerable" (and thus significant in and of itself). The cumulative study area used to assess potential cumulative cultural resources impacts includes the entirety of Los Angeles County and considers the future buildout of applicable local and regional plans. The full list of related plans applicable to the Project's cumulative analyses is provided in Section 2.5, Cumulative Impact Analysis, in Chapter 2 Environmental Setting of this Draft PEIR.

Threshold 4.5-1. Development of cumulative projects have the potential to cumulatively affect historical resources if such projects adversely alter or demolish historical resources that may be interrelated, such as historical resources that are part of an historic district. Because all historical resources are unique and nonrenewable members of finite classes, projects that demolish or alter certain historical resources have the potential to erode a class of historical resources that could result in a cumulatively significant effect on historical resources.

Over time, population growth and its accompanying development throughout Los Angeles County has resulted in the demolition and alteration of structures, buildings, districts, and/or landscapes constructed during the early settlement days of the region, which continues to this day. It is then reasonable to expect that future development throughout Los Angeles County would continue this trend, as new development always has the potential to remove or alter historical resources on a project-specific basis. Even with existing federal, state, and local regulations in place designed to protect historical resources, and even with project-specific mitigation designed to reduce impacts to historical resources, it is still possible that adherence to regulations and adoption of all feasible mitigation may not adequately avoid or reduce incremental impacts to historical resources below a level of significance. Compliance with MM-4.5-1 would reduce project-level impacts to the collective resource base by requiring proper treatment and documentation of the affected resources, thereby reducing a project's contribution to cumulative impacts, except in cases when a historical resource is demolished or altered in such a way that it would no longer convey its historic significance, despite the implementation of mitigative treatments. Therefore, even with

implementation of MM-4.5-1, the Project's incremental contribution to cumulative historical resource impacts could be cumulatively considerable.

Threshold 4.5-2. The development of cumulative projects has the potential to cumulatively affect known and unknown archaeological resources. Because all archaeological resources are unique and nonrenewable resources, projects that demolish or alter certain archaeological resources have the potential to erode a general cultural landscape to which the archaeological resources belong. Over time, population growth and its accompanying development throughout Los Angeles County has resulted in the destruction of archaeological resources during the early settlement days of the region and continues to this day. Therefore, implementation of potential projects under the South Bay Area Plan area could result in a cumulatively significant effect on archaeological resources. Cumulative projects located throughout Los Angeles County would have the potential to result in a cumulative impact associated with the loss of archaeological resources through the physical demolition, destruction, relocation, or alteration of a resource or its immediate surroundings such that the significance of a resource would be materially impaired. Even with existing state regulations in place designed to protect archaeological resources, individual archaeological resources would still have the potential to be impacted as a result of new development or redevelopment allowable under cumulative projects and the Project. Therefore, even with implementation of MM-4.5-2, the Project's incremental contribution to cumulative archaeological resource impacts would be cumulatively considerable.

Threshold 4.5-3. Potential cumulative impacts to paleontological resources would result from projects that combine to create an environment where fossils, exposed on the surface, are vulnerable to destruction by earthmoving equipment, looting by the public, and natural causes such as weathering and erosion. Over time, population growth and its accompanying development throughout Los Angeles County has resulted in the destruction of paleontological resources during the early settlement days of the region, which continues to this day. The majority of impacts to paleontological resources are site-specific and are therefore generally mitigated on a project-by-project basis, as cumulative projects would incorporate individual mitigation for site-specific geological units present on each individual project site. However, cumulative projects located throughout Los Angeles County would have the potential to result in a cumulative impact associated with the loss of paleontological resources through the physical demolition, destruction, relocation, or alteration of a resource. Even with existing state regulations in place designed to protect paleontological resources, individual paleontological resources would still have the potential to be impacted as a result of new development or redevelopment allowable under cumulative projects and the Project. Therefore, even with implementation of MM-4.5-3, the Project's incremental contribution to cumulative paleontological resource impacts would be cumulatively considerable.

Threshold 4.5-4. With existing state and local regulations in place designed to address discovery of human remains, the Project's incremental contribution to cumulative impacts to human remains would not be cumulatively considerable.

4.5.2.6 Mitigation Measures

MM-4.5-1 **Historic Architectural Resources.** During subsequent project-level environmental review, the County shall determine if any potential historical building, structure, or district is present; conduct records search from applicable data repositories; check GIS "Historical Resource" layer to identify properties listed in/eligible for listing in the National, California and/or County Registers; conduct site inspections, as appropriate; and consider all relevant information available for the property to determine its historical significance.

If necessary, the County shall require applicants of new projects to submit a Phase I and/or Phase II Historic Resources Assessment (HRA) report to evaluate the significance of resources greater than 45 years of age. The report shall be prepared by an architectural historian meeting the Professional Qualification Standards of the Secretary of the Interior (SOI), in accordance with SOI standards and guidelines. The HRA shall include background, archival and historic research; site surveys; detailed physical description of identified resources; photographs; a historical significance evaluation in consideration of County, California Register of Historic Resources (CRHR), and National Register of Historic Places (NRHP) designation criteria and integrity requirements; an assessment of project impacts to historical resources; recommendations of mitigative treatment; and the preparation/recordation of the appropriate California Department of Parks and Recreation (DPR) 523 forms, as applicable.

If project impacts to historic architectural resources are potentially significant, the County shall require the project to incorporate appropriate measures to avoid or minimize those impacts. Additional measures may include, but are not limited to, the following:

- If a future project involves alterations or modifications to historic architectural resources, the project design and proposed work shall conform to SOI standards for the Treatment of Historic Properties to reduce or avoid impacts to historic resources. The project applicant shall retain a qualified architectural historian to advise on the final project design, recommend mitigative actions, specify performance standards, and oversee the construction activities related to the historical resources to ensure the project is constructed in compliance with specified mitigation performance standards and SOI standards.
- If a future project involves the demolition or material impairment of an historical resource that cannot be mitigated through SOI Standards compliance, the project applicant shall submit an archival Historic American Building Survey (HABS), Historic American Engineering Record (HAER), or Historic American Landscape Survey (HALS) documentation, as appropriate, to the County for review and approval prior to the issuance of any grading permit. The HABS/HAER/HALS documentation shall be prepared by a qualified architectural historian and may include an architectural and historical narrative; archival drawings and/or measured drawings; and large-format photography. All reports resulting from implementation of this mitigation measure shall be submitted to County Planning and filed with the South Central Coastal Information Center (SCCIC).

MM-4.5-2 **Archaeological Resources.** During subsequent project-level environmental review, the County shall consider all relevant information available for the property to determine potential project impacts to archaeological resources. If necessary, the County shall require applicants for new projects to submit a Phase I Archaeological Report to identify and evaluate archaeological resources that may be impacted by the project. The report must be prepared by a qualified archaeologist meeting Secretary of the Interior (SOI) Professional Qualification Standards. The report shall include archival search of historic records; records search of applicable data repositories, including CHRIS database; pedestrian surveys; identification of archaeological resources within or near the project site; assessment of potential project impacts to archaeological resources; recommendations for archaeological monitoring, if appropriate; and completion/recordation of the California Department of Parks and Recreation (DPR) 523 forms for

all identified archaeological resources, as applicable. A Phase II Archaeological Report for testing and evaluation may be required based on the results and recommendations of the Phase I Report.

If project impacts to archaeological resources are determined to be potentially significant, the County shall require the project to incorporate appropriate measures to avoid or minimize impacts to archaeological resources. Additional measures may include, but are not limited to, the following:

Archaeological Resources Work Plan. Prior to issuance of grading permit, the project applicant shall retain a qualified archaeologist meeting SOI's Professional Qualification Standards to prepare and submit an Archaeological Resources Work Plan (ARWP) to the County for review and approval. The purpose of this plan is to document the actions and procedures to be followed by the project to avoid or minimize impacts to archaeological resources. If potential impacts to tribal cultural resources are identified during project level review (e.g. records search, archaeological reports, AB 52 consultation, if applicable), the ARWP shall also address tribal cultural resources, in consultation with local Native American Tribes. The ARWP shall include, but is not limited to, the following elements:

- A description of the roles and responsibilities of the archaeologist, the reporting relationships between construction managers and the archaeologist, and the notification procedures.
- Maps identifying locations where archaeological and/or Native American monitoring is required; duration of monitoring; and documentation of monitoring activities, including daily log of monitoring activities, location and results.
- Detailed procedures to follow if cultural resources are inadvertently discovered during construction, including stop-work requirement within no less than a 50-foot radius of the find; documentation of all recovered resources on California Department of Parks and Recreation 523 forms; and inspection and evaluation of the resource for listing in the national, state, and local register.
- Detailed plan for the collection of archaeological data, including sampling techniques and data management protocols.
- Methodology for testing and evaluation of archaeological resources encountered.
- Detailed treatment plan to avoid or minimize impacts to significant archaeological resources, including preservation and/or data recovery to the satisfaction of County Planning.
- Detailed plan for reporting recovered resources and treatment results, including submission of reports to applicable agencies.

Construction Worker Archaeological Resources Sensitivity Training. Prior to the commencement of project ground-disturbing activities, a qualified archaeologist, as previously defined, shall present an archaeological resources sensitivity training to project construction personnel. If project was subject to tribal notification/consultation, the archaeologist shall invite interested Tribes, a minimum of two weeks before the training session, to participate in and present Native American

perspectives during the training sessions. The archaeologist shall inform construction personnel about the types of cultural resources that could be encountered; the proper procedures to follow in the event of an archaeological discovery; potential penalties for failing to adhere to applicable laws and regulations; and confidentiality of discoveries. Project applicant shall provide the training agenda, materials and attendance records to the County within five business days of request.

Archaeological Resources Monitoring. If required by the AWRP, during grading and excavation activities, a qualified Archaeological Monitor, as defined in the ARWP, shall be present to monitor ground-disturbing activities. Should archaeological resources be encountered, the Archaeological Monitor shall have the authority to halt ground-disturbing activities and immediately notify the Archaeologist of the find. The Archaeologist shall implement the evaluation and mitigation protocols described in the ARWP.

In the event Native American archaeological resources are encountered during construction, Native American monitoring shall be provided thereafter for any ground-disturbing activities. However, if impacts to tribal cultural resources are determined potentially significant during project level review, a Native American Monitor shall be required at the outset to monitor all ground-disturbing activities. The Archaeologist and/or Native American Monitor shall prepare a final report documenting all recovered archaeological resources, the significance of the resources, and the treatment of the recovered resources to the County, SCCIC, and NAHC (if applicable).

Archaeological Resources Discoveries. If archaeological resources are encountered during construction, all ground-disturbing activities shall cease within no less than 50 feet of the find. The Archaeologist can determine, based on the initial assessment of the discovery, whether the 50-foot buffer shall be reduced or increased. The Archaeologist shall evaluate the recovered archaeological resources for significance. If the resource is found significant pursuant to CEQA, avoidance and preservation in place shall be the preferred manner of mitigating impacts. If avoidance is infeasible, the Archaeologist shall develop and oversee the execution of a Phase III Archaeological Resources Data Recovery and Treatment Plan. The plan shall include: a detailed research design; justification for data recovery or other treatment methods depending on the nature of the resource's eligibility; excavation methodology; and, reporting and curation requirements. The archaeologist shall prepare a final report that includes documentation of all recovered resources, a full evaluation of their significance, and treatment of the recovered resources.

When assessing significance and developing treatment for recovered resources that are Native American in origin, the County shall consult and coordinate with local Native American tribes. The County shall consider tribal preferences when making a determination on the disposition of Native American archaeological resources, which may include but is not limited to curation at an accredited or nonaccredited repository; onsite or offsite reburial; and/or donation to a local Tribe.

The project applicant shall curate all significant non-Native American, historic-period archaeological material, or portions thereof at the recommendation of the Archaeologist and approval by the County, at a repository accredited by the American Association of Museums that meets the standards outlined in 36 CFR Section 79.9. If no accredited repository accepts the collection, then the project applicant may curate it at a nonaccredited repository as long as it meets the minimum standards set forth in 36 CFR Section 79.9. If neither an accredited nor a nonaccredited repository accepts the collection, then the project applicant may offer the collection to a public, nonprofit

institution with a research interest in the materials, or to a local school or historical society in the area for educational purposes.

All reports resulting from implementation of this measure shall be completed and submitted to County Planning for review and approval. Once approved by the County, the report shall be submitted to the South Central Coastal Information Center (SCCIC) and interested Tribes.

MM-4.5-3 **Paleontological Resources.** During subsequent project-level environmental review, the County shall require applicants for new projects to retain a Qualified Paleontologist to conduct a Natural History Museum of Los Angeles County (NHMLA) records search to determine the potential for project impacts to paleontological resources. If necessary, the County shall require applicants for new projects to submit a Paleontological Resources Assessment Report that is prepared by a Qualified Paleontologist meeting the Society of Vertebrate Paleontology (SVP 2010) standards. The report shall include methods and results of the paleontological resources assessment, including review of geological map and paleontological literature; records search through appropriate fossil repositories, including the NHMLA; pedestrian surveys if exposed ground exists within the project site that is underlain by a geologic unit with High or Undetermined Paleontological Resources Sensitivity or Potential or as required by the Qualified Paleontologist; and, if necessary, recommendation for monitoring requirements (including depths, frequency, and reporting) with maps that outline where monitoring is required within the project site. Monitoring shall follow SVP (2010) Guidelines: no monitoring of ground-disturbing activities within units of Low or No Paleontological Resources Sensitivity or Potential and monitoring of all ground-disturbing activities (with depths specified) within units of High Paleontological Resources Sensitivity or Potential, unless the Qualified Paleontologist's report identifies previous disturbances or the use of construction methods which do not warrant monitoring. For project sites underlain by geological units with Undetermined Paleontological Resources Sensitivity or Potential, monitoring shall occur at the initiation of excavation if the qualified paleontologist deems it necessary based on preconstruction surveys and literature review. The report also shall stipulate whether screen washing is necessary to recover small specimens following SVP (2010) Guidelines and determine whether unique geologic features are present onsite.

If project impacts to paleontological resources are determined to be potentially significant, the County shall require the project to incorporate appropriate measures to avoid or minimize impacts to paleontological resources. Additional measures may include, but are not limited to, the following:

Paleontological Resources Recovery Plan. If paleontological resources are discovered during earthmoving activities, a Qualified Paleontologist meeting Society of Vertebrate Paleontology (SVP 2010) standards shall prepare and submit a Paleontological Resources Recovery Plan (PRRP) to the County for review and approval. The recovery plan shall include, but is not limited to, sampling and fossil recovery procedures, museum curation for any scientifically significant specimen recovered, and a report of findings. Recommendations in the recovery plan as approved by the County shall be implemented before construction activities can resume at the site where the paleontological resources were discovered.

All reports and plans resulting from implementation of this measure shall be submitted to County Planning and filed with the NHMLA.

Construction Worker Paleontological Resources Sensitivity Training. Prior to the commencement of project ground-disturbing activities, a Qualified Paleontologist shall present a paleontological resources sensitivity training (or may be provided via digital recording) to project construction personnel. The paleontologist shall inform construction personnel about the laws protecting paleontological resources; the types of paleontological resources that could be encountered; the proper procedures to follow in the event of a paleontological discovery; and safety precautions to be taken when working with paleontological monitors. The project applicant shall provide the training agenda, materials, and attendance records to the County within five business days of request.

Paleontological Monitoring. During grading and excavation activities, a qualified Paleontological Monitor shall be present to monitor the earth-moving activities in accordance with the project paleontological assessment report or the PRRP. Should paleontological resources be encountered, the Paleontological Monitor shall have the authority to halt ground-disturbing activities; and immediately notify the Paleontologist of the find; and inspect, document, and salvage the find as necessary. The Qualified Paleontologist shall prepare and submit a final report summarizing monitoring results to the County and NHMLA.

Paleontological Resources Discoveries Protocols. If fossils are discovered during earthmoving activities, the Paleontological Monitor shall be authorized to halt the ground-disturbing activities within an appropriate buffer area determined by the Paleontological Monitor. The paleontologist shall implement the PRRP and oversee the collection of sediment samples and exposed fossils for processing and evaluation. Any fossils encountered and recovered shall be prepared to the point of identification, catalogued, and curated at a public, nonprofit institution with a research interest in the material and with retrievable storage, such as the Natural History Museum of Los Angeles County, if such an institution agrees to accept the fossils. Accompanying notes, maps, and photographs shall also be filed at the repository. If no institution accepts the fossil collection, it may be donated to a local school or other interested organization in the area for educational purposes. The paleontologist shall prepare a final report on the collected fossils. The report shall contain an appropriate description of the fossils, treatment, and curation. A copy of the report shall be filed with the County and NHMLA along with field notes and any other supporting documentation.

4.5.2.7 Significance Conclusion

Threshold 4.5-1. Even with implementation of MM-4.5-1, the Project could indirectly cause a substantial adverse change in the significance of an historical resource pursuant to Section 15064.5, and even with mitigation, impacts would be **significant and unavoidable** and cumulatively considerable.

Threshold 4.5-2. Even with implementation of MM-4.5-2, the Project could indirectly cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5, and even with mitigation, impacts would be **significant and unavoidable** and cumulatively considerable.

Threshold 4.5-3. Even with implementation of MM-4.5-3, the Project could indirectly destroy a unique paleontological resource or site or unique geologic feature, even with mitigation, and impacts would be **significant and unavoidable** and cumulatively considerable.

Threshold 4.5-4. Impacts relative to human remains would be **less than significant** due to regulations currently in place. Impacts would not be cumulatively considerable.

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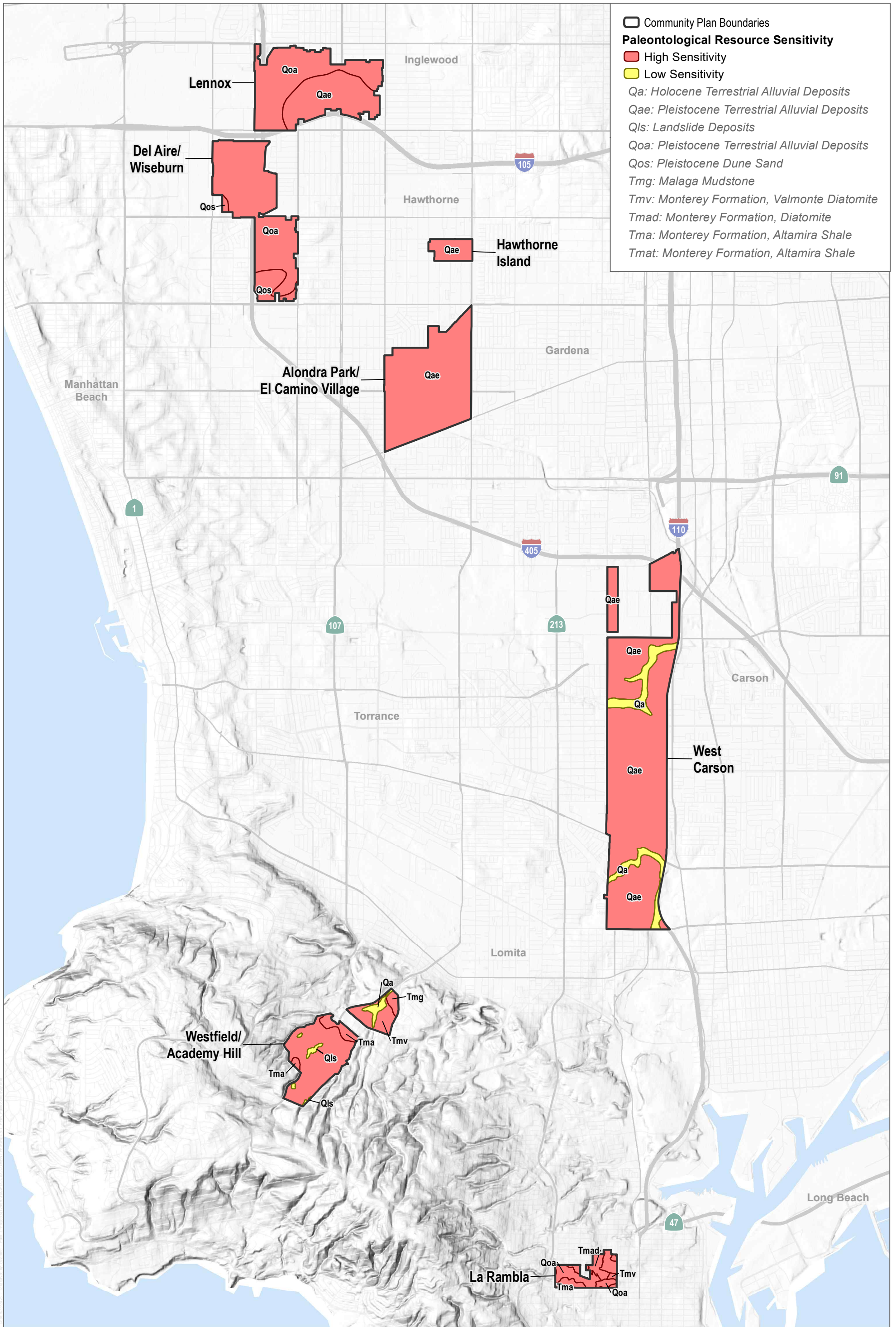
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SOURCE: Open Street Map; CGS Seismic Hazards Program

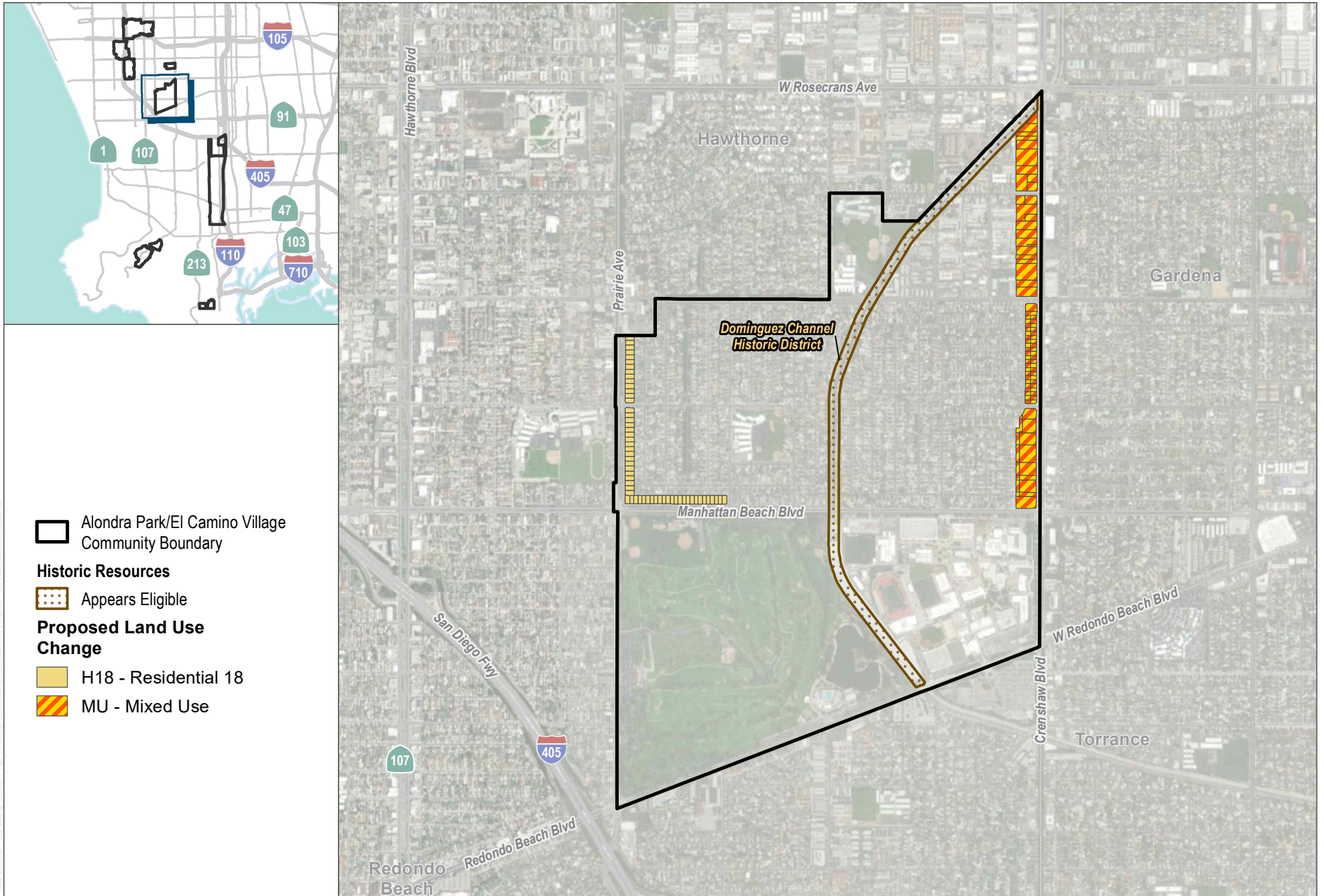


FIGURE 4.5-1

Paleontological Resource Sensitivity

Los Angeles County South Bay Area Plan Project

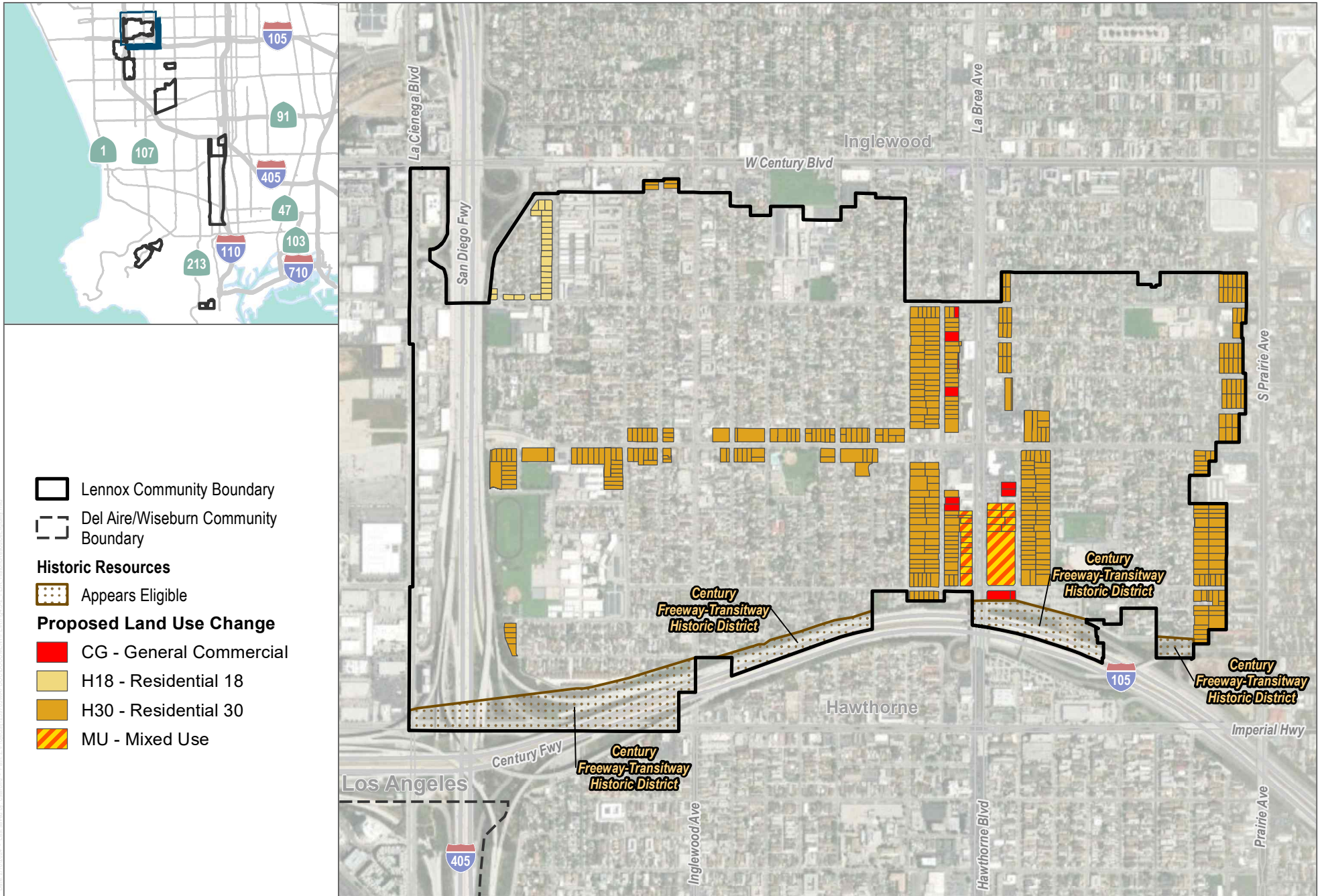
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SOURCE: FEMA; Open Street Map 2019

FIGURE 4.5-2A
 Designated/Eligible Historic Properties within the Project Area - Alondra Park/El Camino Village
 Los Angeles County South Bay Area Plan Project

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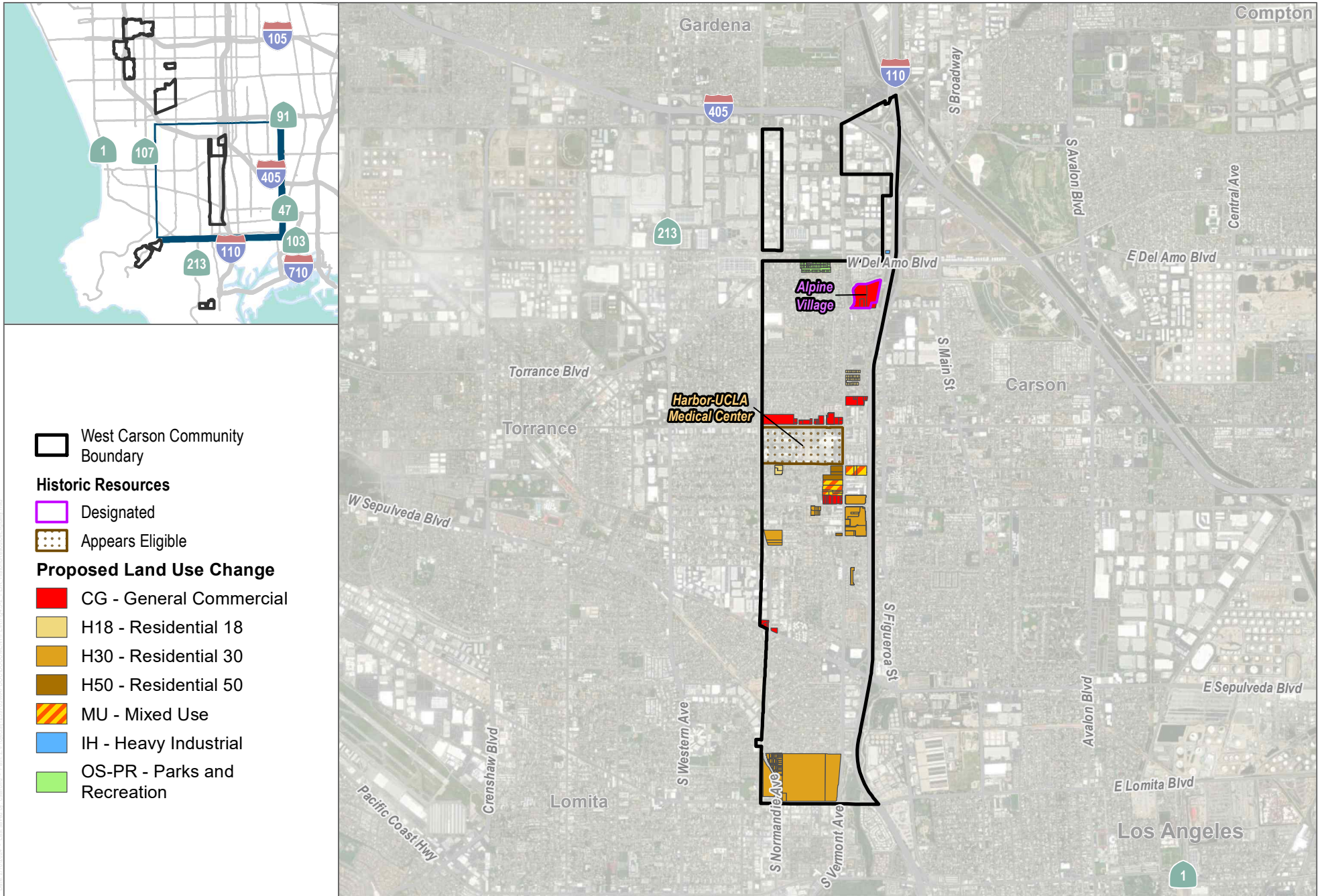


SOURCE: FEMA; Open Street Map 2019



FIGURE 4.5-2B
 Designated/Eligible Historic Properties within the Project Area - Lennox

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SOURCE: FEMA; Open Street Map 2019

FIGURE 4.5-2C
 Designated/Eligible Historic Properties within the Project Area - West Carson
 Los Angeles County South Bay Area Plan Project

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4.6 Energy

This section of the Draft PEIR analyzes the potential impacts from the implementation of the South Bay Area Plan (Project) on energy. The analysis includes the existing energy conditions to present the environmental baseline for the Project and an analysis of potentially wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction and operation and compliance with state or local plans for renewable energy or energy efficiency. The analysis is based, in part, on review of information from the California Energy Commission (CEC), California Public Utilities Commission (CPUC), California Air Resources Board (CARB), Environmental Protection Agency (EPA), the transportation impact analysis (Section 4.17, Transportation, of this Draft PEIR) and information provided in the following technical appendix:

Appendix D Air Quality and Greenhouse Gas Emissions Modeling, prepared by Dudek

Other sources consulted are listed in Section 4.6.3, References.

Comments received in response to the Notice of Preparation (NOP) are summarized in Table 1-1, Notice of Preparation and Comment Letters Summary, included in Chapter 1, Introduction, of this Draft PEIR. A copy of the NOP is included in Appendix A-1 and the comment letters received in response to the NOP are included in Appendix A-2 of this Draft PEIR.

4.6.1 Environmental Setting

Although the focus of many of the federal and state regulations is on the reduction of air pollutants and GHG emissions, one co-benefit of implementation of these standards is a reduced demand for energy resources. As such, this section only presents regulations that pertain to energy that are not included in either Chapter 4.3 (Air Quality) or Chapter 4.8 (Greenhouse Gas Emissions) of this PEIR, or that are specifically referenced in the energy impact determinations herein.

4.6.1.1 Regulatory Setting

Federal

Federal Energy Policy and Conservation Act

In 1975, Congress enacted the Federal Energy Policy and Conservation Act, which established the first fuel economy standards for on-road motor vehicles in the United States. Pursuant to the act, the National Highway Traffic Safety Administration (NHTSA) is responsible for establishing additional vehicle standards. In 2012, new fuel economy standards for passenger cars and light trucks were approved for model years 2017 through 2021 (77 FR 62624–63200). Fuel economy is determined based on each manufacturer's average fuel economy for the fleet of vehicles available for sale in the United States.

Energy Policy Act of 1992 and 2005

The Energy Policy Act of 1992 was passed to reduce the country's dependence on foreign petroleum and improve air quality. The act includes several parts intended to build an inventory of alternative fuel vehicles (AFVs) in large, centrally fueled fleets in metropolitan areas. The act 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 also included in the act. Federal tax deductions are allowed for businesses and individuals to cover the incremental cost of AFVs. The Energy Policy Act also requires states to consider a variety of incentive programs to help promote AFVs. The Energy Policy Act provides 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 clean renewable energy and rural community electrification; and establishes a federal purchase requirement for renewable energy.

In January 2005, the new Energy Policy Act was signed into law. It addresses energy production in the United States, including energy efficiency, renewable energy, oil and gas, coal, Tribal energy, nuclear matters and security, vehicles and motor fuels, including ethanol, hydrogen, electricity, energy tax incentives, hydropower and geothermal energy, and climate change technology. The Energy Policy Act provides loan guarantees for entities that develop or use innovative technologies that avoid the by-production of greenhouse gases. Another provision of the Energy Policy Act is the Renewable Fuel Standard (RFS), which increases the amount of biofuel that must be mixed with gasoline sold in the United States.

Energy Independence and Security Act of 2007

On December 19, 2007, the Energy Independence and Security Act of 2007 (EISA) was signed into law. In addition to setting increased corporate average fuel economy (CAFE) standards for motor vehicles, the EISA facilitates the reduction of national GHG emissions by requiring the following:

- Increasing the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard (RFS) that requires fuel producers to use at least 36 billion gallons of biofuel in 2022.
- Prescribing or revising standards affecting regional efficiency for heating and cooling products, procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances.
- Requiring approximately 25% greater efficiency for light bulbs by phasing out incandescent light bulbs between 2012 and 2014; requiring approximately 200% greater efficiency for light bulbs, or similar energy savings, by 2020.
- While superseded by the U.S. Environmental Protection Agency (EPA) and NHTSA actions described previously, establishing miles per gallon targets for cars and light trucks and directing the NHTSA to establish a fuel economy program for medium-and heavy-duty trucks and create a separate fuel economy standard for trucks.

This federal legislation requires ever-increasing levels of renewable fuels (the RFS) to replace petroleum (EPA 2023). The U.S. Environmental Protection Agency (EPA) is responsible for developing and implementing regulations to ensure that transportation fuel sold in the United States contains a minimum volume of renewable fuel. The RFS program regulations were developed in collaboration with refiners, renewable fuel producers, and many other stakeholders.

The RFS program was created under the Energy Policy Act of 2005 and established the first renewable fuel volume mandate in the United States. As required under the act, the original RFS program (RFS1) required 7.5 billion gallons of renewable fuel to be blended into gasoline by 2012. Under the EISA, the RFS program was expanded in several key ways that laid the foundation for achieving significant reductions of greenhouse gas (GHG) emissions through the use of renewable fuels, for reducing imported petroleum, and for encouraging the development and expansion of our nation's renewable fuels sector. The updated program ("RFS2") includes the following:

- EISA expanded the RFS program to include diesel, in addition to gasoline.
- EISA increased the volume of renewable fuel required to be blended into transportation fuel from 9 billion gallons in 2008 to 36 billion gallons by 2022.
- EISA established new categories of renewable fuel and set separate volume requirements for each one.
- EISA required the EPA to apply lifecycle GHG performance threshold standards to ensure that each category of renewable fuel emits fewer GHGs than the petroleum fuel it replaces.

Additional provisions of the EISA address energy savings in government and public institutions, promoting research for alternative energy, additional research in carbon capture, international energy programs, and the creation of green (environmentally beneficial) jobs.

Intermodal Surface Transportation Efficiency Act of 1991

The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 promoted the development of intermodal transportation systems to maximize mobility and address national and local interests in air quality and energy. ISTEA contained factors for metropolitan planning organizations to address in developing transportation plans and programs, including some energy-related factors. To meet the new ISTEA requirements, metropolitan planning organizations adopted policies defining the social, economic, energy, and environmental values guiding transportation decisions.

Transportation Equity Act for the 21st Century

The Transportation Equity Act for the 21st Century was signed into law in 1998 and builds on the initiatives established in the ISTEA legislation (previously discussed). The Transportation Equity Act authorizes highway, highway safety, transit, and other efficient surface transportation programs. The act continues the program structure established for highways and transit under ISTEA, such as flexibility in the use of funds, emphasis on measures to improve the environment, and focus on a strong planning process as the foundation of transportation decisions. The Transportation Equity Act also provides for investment in research and its application to maximize the performance of the transportation system through, for example, deployment of intelligent transportation systems to help improve operations and management of transportation systems and vehicle safety.

State

Warren-Alquist Act

The California Legislature passed the Warren–Alquist Act in 1974, which created the CEC. The legislation also incorporated the following three key provisions designed to address the demand side of the energy equation:

- The act directed the CEC to formulate and adopt the nation’s first energy conservation standards for both buildings constructed and appliances sold in California.
- The act removed the responsibility of electricity demand forecasting from the utilities, which had a financial interest in high-demand projections, and transferred it to a more impartial CEC.
- The CEC was directed to embark on an ambitious research and development program, with a particular focus on fostering what were characterized as non-conventional energy sources.

State of California Energy Action Plan

The CEC and CPUC approved the first State of California Energy Action Plan in 2003. The plan established shared goals and specific actions to ensure the provision of adequate, reliable, and reasonably priced electrical power and natural gas supplies; it also identified cost-effective and environmentally sound energy policies, strategies, and actions for California’s consumers and taxpayers. In 2005, the CEC and CPUC adopted a second Energy Action Plan to reflect various policy changes and actions of the prior 2 years.

At the beginning of 2008, the CEC and CPUC determined that it was not necessary or productive to prepare a new energy action plan. This determination was based, in part, on a finding that the state’s energy policies have been significantly influenced by the passage of Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006 (discussed below). Rather than produce a new energy action plan, the CEC and CPUC prepared an “update” that examines the state’s ongoing actions in the context of global climate change.

AB 32 and SB 32

In 2006, the State Legislature enacted AB 32, the California Global Warming Solutions Act of 2006. AB 32 requires California to reduce its GHG emissions to 1990 levels by 2020. In 2016, the Legislature enacted Senate Bill (SB) 32, which extended the horizon year of the state’s codified GHG reduction planning targets from 2020 to 2030, requiring California to reduce its GHG emissions to 40% below 1990 levels by 2030. In accordance with AB 32 and SB 32, the California Air Resources Board (CARB) prepares scoping plans to guide the development of statewide policies and regulations for the reduction of GHG emissions. Many of the policy and regulatory concepts identified in the scoping plans focused on increasing energy efficiencies, using renewable resources, and reducing the consumption of petroleum-based fuels (such as gasoline and diesel). As such, the state’s GHG emissions reduction planning framework creates co-benefits for energy-related resources.

California Building Standards

The California Building Standards Code was established in 1978 and serves to enhance and regulate California’s building standards. While not initially promulgated to reduce GHG emissions, Part 6 of Title 24 specifically established Building Energy Efficiency Standards that are designed to ensure that new and existing buildings in California achieve energy efficiency and preserve outdoor and indoor environmental quality. These energy efficiency standards are reviewed every 3 years by the Building Standards Commission and the California Energy Commission (CEC) and revised if necessary (California Public Resources Code Section 25402[b][1]). The regulations receive input from members of industry, as well as the public, to “reduce the wasteful, uneconomic, inefficient, or unnecessary consumption of energy” (California Public Resources Code Section 25402). These regulations are carefully scrutinized and analyzed for technological and economic feasibility (California Public Resources Code Section 25402[d]) and cost effectiveness (California Public Resources Code Section 25402[b][2–3]). As a result, these standards save energy, increase electricity supply reliability, increase indoor comfort, avoid the need to construct new power plants, and help preserve the environment. The current Title 24 standards are the 2022 Title 24 building energy efficiency standards, which became effective January 1, 2023.

In addition to CEC’s efforts, in 2008, the California Building Standards Commission adopted the nation’s first green building standards. The California Green Building Standards Code (Part 11 of Title 24), which is commonly referred to as California’s Green Building Standards (CALGreen), establishes minimum mandatory standards and voluntary standards pertaining to the planning and design of sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and interior air quality.

Senate Bill 1368

On September 29, 2006, Governor Arnold Schwarzenegger signed into law SB 1368 (Perata, Chapter 598, Statutes of 2006). The law limits long-term investments in baseload generation by the state's utilities to those power plants that meet an emissions performance standard jointly established by the CEC and the CPUC.

The CEC has designed regulations that:

- Establish a standard for baseload generation owned by, or under long-term contract to publicly owned utilities, of 1,100 pounds carbon dioxide (CO₂) per megawatt-hour. This would encourage the development of power plants that meet California's growing energy needs while minimizing their emissions of GHGs;
- Require posting of notices of public deliberations by publicly owned utilities on long-term investments on the CEC website. This would facilitate public awareness of utility efforts to meet customer needs for energy over the long-term while meeting the state's standards for environmental impact; and
- Establish a public process for determining the compliance of proposed investments with the emissions performance standard (EPS) (Perata, Chapter 598, Statutes of 2006).

AB 1493

Adopted in 2002 by the state legislature, Assembly Bill (AB) 1493 ("Pavley" regulations) required that the CARB develop and adopt, no later than January 1, 2005, regulations to achieve the maximum feasible and cost-effective reduction of GHG emissions from motor vehicles.

The first California request to implement GHG standards for passenger vehicles, known as a waiver request, was made in December 2005 and was denied by the EPA in March 2008. That decision was based on a finding that California's request to reduce GHG emissions from passenger vehicles did not meet the Clean Air Act requirement of showing that the waiver was needed to meet "compelling and extraordinary conditions."

The EPA granted California the authority to implement GHG emission reduction standards for new passenger cars, pickup trucks, and sport utility vehicles on June 30, 2009. On September 24, 2009, CARB adopted amendments to the Pavley regulations that reduce GHG emissions in new passenger vehicles from 2009 through 2016. These amendments are part of California's commitment to a nationwide program to reduce new passenger vehicle GHGs from 2012 through 2016. CARB's September 2009 amendments will allow for California's enforcement of the Pavley rule while providing vehicle manufacturers with new compliance flexibility. The amendments also prepare California to harmonize its rules with the federal rules for passenger vehicles.

It is expected that the Pavley regulations will reduce GHG emissions from California passenger vehicles by about 22% in 2012 and about 30% in 2016, all while improving fuel efficiency and reducing motorists' costs.

EO S-1-07

Issued on January 18, 2007, Executive Order (EO) S-1-07 sets a declining Low Carbon Fuel Standard for GHG emissions measured in CO₂-equivalent (CO₂e) grams per unit of fuel energy sold in California. The target of the Low Carbon Fuel Standard is to reduce the carbon intensity of California passenger vehicle fuels by at least 10% by 2020. The carbon intensity measures the amount of GHG emissions in the lifecycle of a fuel, including extraction/feedstock production, processing, transportation, and final consumption, per unit of energy delivered. CARB adopted the implementing regulation in April 2009. The regulation is expected to increase the production of

biofuels, including those from alternative sources, such as algae, wood, and agricultural waste. In addition, the Low Carbon Fuel Standard would drive the availability of plug-in hybrid, battery electric, and fuel-cell power motor vehicles. The Low Carbon Fuel Standard is anticipated to lead to the replacement of 20% of the fuel used in motor vehicles with alternative fuels by 2020.

SB 375

In August 2008, the legislature passed, and on September 30, 2008, Governor Schwarzenegger signed, SB 375 (Steinberg), which addresses GHG emissions associated with the transportation sector through regional transportation and sustainability plans. Regional GHG reduction targets for the automobile and light-truck sector for 2020 and 2035, as determined by CARB, are required to consider the emission reductions associated with vehicle emission standards (see SB 1493), the composition of fuels (see EO S-1-07), and other CARB-approved measures to reduce GHG emissions. Regional metropolitan planning organizations will be responsible for preparing a Sustainable Communities Strategy (SCS) within their Regional Transportation Plan (RTP). The goal of the SCS is to establish a development plan for the region, which, after considering transportation measures and policies, will achieve, if feasible, the GHG reduction targets. If an SCS is unable to achieve the GHG reduction target, a metropolitan planning organization must prepare an alternative planning strategy demonstrating how the GHG reduction target would be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies. SB 375 provides incentives for streamlining CEQA requirements by substantially reducing the requirements for “transit priority projects,” as specified in SB 375, and eliminating the analysis of the impacts of certain residential projects on global warming and the growth-inducing impacts of those projects when the projects are consistent with the SCS or alternative planning strategy.

In September 2010, CARB adopted the SB 375 targets for the regional metropolitan planning organizations. The targets for the SCAG are an 8% reduction in emissions per capita by 2020 and a 13% reduction by 2035. Achieving these goals through adoption of a SCS is the responsibility of the metropolitan planning organizations. SCAG prepared its RTP/SCS, which was adopted by the SCAG Regional Council on April 4, 2012. The plan quantified a 9% reduction by 2020 and a 16% reduction by 2035. On June 4, 2012, the CARB executive officer issued an executive order accepting SCAG’s quantification of GHG reductions and the determination that the SCS would achieve the GHG emission reduction targets established by CARB. On April 7, 2016, SCAG adopted the 2016–2040 RTP/SCS (SCAG 2016), which looks to build on the success of the 2012–2035 RTP/SCS. Targets for SCAG region in the updated plan includes an 8% per capita reduction in GHG emissions from automobiles and light trucks by 2020, an 19% reduction by 2035, and a 21% reduction by 2040 compared with 2005 levels (SCAG 2020).

SCAG has developed Connect SoCal, the 2020–2045 RTP/SCS, which is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. Connect SoCal charts a path toward a more mobile, sustainable, and prosperous region by making connections between transportation networks, planning strategies, and the people whose collaboration can improve the quality of life for Southern Californians. Connect SoCal embodies a collective vision for the region’s future and is developed 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 SCAG 2020–2045 RTP/SCS was adopted on September 3, 2020.

Truck and Bus Regulation, On-Road Heavy-Duty Diesel Vehicles (In-use) Regulation

On December 12, 2008, CARB approved the Truck and Bus Regulation to significantly reduce PM, and NO_x emissions from existing diesel vehicles operating in California. Amendments to this regulation were approved by CARB on April 25, 2014.

The regulation applies to nearly all diesel fueled, dual-fueled, or alternative diesel-fueled trucks and buses with a gross vehicle weight rating (GVWR) greater than 14,000 pounds that are privately or federally owned and for privately and publicly owned school buses. The purpose of this regulation is to reduce emissions of diesel PM, NO_x, and other criteria pollutants from in-use diesel-fueled vehicles.

Heavier trucks and buses with a GVWR greater than 26,000 pounds must comply with a schedule by engine model year or owners can report to show compliance with more flexible options. Starting January 1, 2012, heavier trucks were required to meet the engine model year schedule. Fleets that comply with the schedule must install the best available PM filter on 1996 model year and newer engines and replace the vehicle 8 years later. Trucks with 1995 model year and older engines must be replaced starting in 2015. Replacements with a 2010 model year or newer engines meet the final requirements, but owners can also replace with used trucks that have a future compliance date on the schedule. For example, a replacement with a 2007 model year engine complies until 2023. By 2023, all trucks and buses must have 2010 model year engines with few exceptions. No reporting is required if complying with this schedule (CARB 2014).

Advanced Clean Car Program

The Advanced Clean Cars (ACC) I program (January 2012) is an emissions-control program for model years 2015 through 2025. The program combines the control of smog- and soot-causing pollutants and GHG emissions into a single coordinated package of regulations: the Low-Emission Vehicle (LEV) regulation for criteria air pollutant and GHG emissions and a technology forcing regulation for zero-emission vehicles (ZEV) that contributes to both types of emission reductions (CARB 2021a). The package includes elements to reduce smog-forming pollution, reduce GHG emissions, promote clean cars, and provide the fuels for clean cars. To improve air quality, CARB has implemented new emission standards to reduce smog-forming emissions beginning with 2015 model year vehicles. It is estimated that in 2025 cars will emit 75 percent less smog-forming pollution than the average new car sold in 2015. The ZEV program will act as the focused technology of the ACC I program by requiring manufacturers to produce increasing numbers of ZEVs and plug-in hybrid EVs in the 2018 to 2025 model years.

The ACC II program is currently in development to establish the next set of LEV and ZEV requirements for model years after 2025 to contribute to meeting federal ambient air quality ozone standards and California's carbon neutrality standards (CARB 2021a). The main objectives of ACC II are:

1. Maximize criteria and GHG emission reductions through increased stringency and real-world reductions.
2. Accelerate the transition to ZEVs through both increased stringency of requirements and associated actions to support wide-scale adoption and use.

An ACC II rulemaking package, which will consider technological feasibility, environmental impacts, equity, economic impacts, and consumer impacts, is anticipated to be presented to CARB for consideration in June 2022. However, as detailed previously, EPA and NHTSA published the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule, which revokes California's authority to set its own GHG emissions standards and set ZEV mandates in California. Since California and 22 other states, as well as the District of Columbia and four cities, filed suit against the EPA

and a petition for reconsideration of the SAFE Rule, the ACC II rulemaking's course may vary depending on the results of this ongoing litigation (EPA 2021).

Advanced Clean Trucks Program

The purpose of the ACT Regulation (June 2020) is to accelerate the market for zero-emission vehicles in the medium- and heavy-duty truck sector and to reduce emissions NO_x, fine particulate matter, TACs, GHGs, and other criteria pollutants generated from on-road mobile sources (CARB 2021b). Requiring medium- and heavy-duty vehicles to transition to zero-emissions technology will reduce health risks to people living in and visiting California and is needed to help California meet established near- and long-term air quality and climate mitigation targets. The regulation has two components including (1) a manufacturer sales requirement and (2) a reporting requirement:

1. **Zero-emission truck sales:** Manufacturers who certify Class 2b-8 chassis or complete vehicles with combustion engines will be required to sell zero-emission trucks as an increasing percentage of their annual California sales from 2024 to 2035. By 2035, zero-emission truck/chassis sales would need to be 55% of Class 2b – 3 truck sales, 75% of Class 4 – 8 straight truck sales, and 40% of truck tractor sales.
2. **Company and fleet reporting:** Large employers including retailers, manufacturers, brokers and others will be required to report information about shipments and shuttle services. Fleet owners, with 50 or more trucks, will be required to report about their existing fleet operations. This information will help identify future strategies to ensure that fleets purchase available zero-emission trucks and place them in service where suitable to meet their needs.

EO B-16-12

Governor Brown issued EO B-16-12 on March 23, 2012. The EO requires that state entities under the governor's direction and control support and facilitate the rapid commercialization of ZEVs. It orders CARB, the CEC, CPUC, and other relevant agencies work with the Plug-in Electric Vehicle Collaborative and the California Fuel Cell Partnership to establish benchmarks to help achieve the following by 2015:

- The state's major metropolitan areas will be able to accommodate ZEVs, each with infrastructure plans and streamlined permitting
- The state's manufacturing sector will be expanding ZEV and component manufacturing
- The private sector's investment in ZEV infrastructure will be growing
- The state's academic and research institutions will be contributing to ZEV research, innovation and education.

CARB, the CEC, and CPUC, are also directed to establish benchmarks to help achieve the following goals by 2020:

- The state's ZEV infrastructure will be able to support up to one million vehicles
- The costs of ZEV will be competitive with conventional combustion vehicles
- ZEVs will be accessible to mainstream consumers
- There will be widespread use of ZEVs for public transportation and freight transport
- Transportation sector GHG emissions will be falling as a result of the switch to ZEVs
- Electric vehicle charging will be integrated into the electricity grid
- The private sector's role in the supply chain for ZEV component development and manufacturing will be expanding.

Benchmarks are also to be established to help achieve the following goals by 2025:

- Over 1.5 million ZEVs will be on California roads and their market share will be expanding
- Californians will have easy access to ZEV infrastructure
- The ZEV industry will be a strong and sustainable part of California's economy
- California's clean, efficient vehicles will annually displace at least 1.5 billion gallons of petroleum fuels.

On a statewide basis, the EO establishes a target reduction of GHG emissions from the transportation sector equaling 80% less than 1990 levels by 2050.

CAP-and-Trade Program

To achieve the goals of AB 32, the *Climate Change Scoping Plan: A Framework for Change* included an early action to develop a California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system. The cap-and-trade regulation, which is a key element of California's climate plan, took effect in January 2012 and compliance obligation began in January 2013. The cap-and-trade program sets a statewide limit on sources responsible for 85% of California's GHG emissions and establishes a price signal needed to drive long-term investment in cleaner fuels and more efficient use of energy. The program is designed to provide covered entities the flexibility to seek out and implement the lowest-cost options to reduce emissions. The first phase of the cap-and-trade regulation included electricity generated in and imported into California, large combustion sources (i.e., generally those emitting more than 25,000 MT CO₂e per year), and certain industrial sectors. The second phase added providers of transportation fuels and other combustion fuels (e.g., natural gas, propane) to the cap-and-trade program. The regulation requires that emissions generated by these facilities and combustion of fuels be reduced over time under a declining "cap."

Renewable Energy Sources

Senate Bill (SB) 1078 established the California Renewables Portfolio Standard (RPS) Program and required that a retail seller of electricity purchase a specified minimum percentage of electricity generated by eligible renewable energy resources as defined in any given year, culminating in a 20% standard by December 31, 2017. These retail sellers include electrical corporations, community choice aggregators, and electric service providers. The bill relatedly required the CEC to certify eligible renewable energy resources, design and implement an accounting system to verify compliance with the RPS by retail sellers, and allocate and award supplemental energy payments to cover above-market costs of renewable energy.

SB 107 (2006) accelerated the RPS established by SB 1078 by requiring that 20% of electricity retail sales be served by renewable energy resources by 2010 (not 2017). Additionally, SB X1-2 (2011) requires all California utilities to generate 33% of their electricity from eligible renewable energy resources by 2020. Specifically, SB X1-2 sets a three-stage compliance period: by December 31, 2013, 20% had to come from renewables; by December 31, 2016, 25% had to come from renewables; and by December 31, 2020, 33% will come from renewables.

SB 350 (2015) expanded the RPS because it requires retail seller and publicly owned utilities to procure 50% of their electricity from eligible renewable energy resources by 2030, with interim goals of 40% by 2024 and 45% by 2027.

SB 100 (2018) accelerated and expanded the standards set forth in SB 350 by establishing that 44% of the total electricity sold to retail customers in California per year by December 31, 2024, 52% by December 31, 2027, and 60% by December 31, 2030 be secured from qualifying renewable energy sources. SB 100 also states that it is the

policy of the state that eligible renewable energy resources and zero-carbon resources supply 100% of the retail sales of electricity to California. This bill requires that the achievement of 100% zero-carbon electricity resources does not increase the carbon emissions elsewhere in the western grid and that the achievement not be achieved through resource shuffling.

Consequently, utility energy generation from non-renewable resources is expected to be reduced based on implementation of the 60% RPS in 2030. Therefore, any project's reliance on non-renewable energy sources would also be reduced.

AB 1007

AB 1007 (2005) required the CEC to prepare a statewide plan to increase the use of alternative fuels in California (State Alternative Fuels Plan). The CEC prepared the plan in partnership with the CARB and in consultation with other state agencies, plus federal and local agencies. The State Alternative Fuels Plan assessed various alternative fuels and developed fuel portfolios to meet California's goals to reduce petroleum consumption, increase alternative fuels use, reduce GHG emissions, and increase in-state production of biofuels without causing a significant degradation of public health and environmental quality.

Local

The following local/regional regulations pertaining to energy would apply to the Project.

Los Angeles County 2035 General Plan

The Los Angeles County 2035 General Plan (General Plan) provides the following goals and policies potentially relevant to the Project (County of Los Angeles 2015). The South Bay Area Plan would support and/or would not conflict with the implementation of the following goals and policies:

- | | |
|-----------------------|--|
| Policy AQ 3.2 | Reduce energy consumption in County operations by 20 percent by 2015. |
| Policy AQ 3.3 | Reduce water consumption in County operations. |
| Policy AQ 3.5 | Encourage energy conservation in new development and municipal operations. |
| Policy LU 11.4 | Encourage subdivisions to utilize sustainable design practices, such as maximizing energy efficiency through lot configuration; preventing habitat fragmentation; promoting storm water retention; promoting the localized production of energy; promoting water conservation and reuse; maximizing interconnectivity; and utilizing public transit. |
| Policy LU 11.8 | Encourage sustainable subdivisions that meet green neighborhood standards, such as Leadership in Energy and Environmental Design–Neighborhood Development (LEED-ND). |
| Policy M 4.15 | Reduce vehicle trips through the use of mobility management practices, such as the reduction of parking requirements, employer/institution based transit passes, regional carpooling programs, and telecommuting. |
| Policy M 7.3 | Encourage the use of sustainable transportation facilities and infrastructure technologies, such as liquid and compressed natural gas, and hydrogen gas stations, ITS, and electric car plug-in ports. |

- Policy C/NR 12.1** Encourage the production and use of renewable energy resources.
- Policy C/NR 12.2** Encourage the effective management of energy resources, such as ensuring adequate reserves to meet peak demands.

- Policy PS/F 2.1** Support water conservation measures.
- Policy PS/F 3.2** Support the increased production, distribution and use of recycled water, gray water, and rainwater harvesting to provide for groundwater recharge, seawater intrusion barrier injection, irrigation, industrial processes and other beneficial uses.

- Policy PS/F 5.4** Encourage solid waste management facilities that utilize conversion and other alternative technologies and waste to energy facilities.

Existing Community-Based and Specific Plans

The West Carson Transit Oriented District Specific Plan and the Vision Lennox Plan are the only existing community-based or specific plans applicable to the Project area. However, there are no applicable West Carson Transit Oriented District Specific Plan or Vision Lennox goals or policies pertaining to energy in the Project area.

Los Angeles County Code

Title 31, Green Building Standards Code. Section 100 (Adoption by Reference) of Title 31 (Green Building Standards Code) of the County Code establishes that the 2022 California Green Building Standards Code (discussed above), as published by the California Building Standards Commission, is adopted and incorporated by reference into Title 31 of the County Code. Section 101.4.3.6 (Energy) of Title 31 further establishes that provisions set forth within Part 6 of Title 24 of the California Code of Regulations (i.e., California Energy Code) shall apply to the minimum design and construction of buildings for energy efficiency. The provisions of Title 31 apply to the planning, design, operation, construction, use, and occupancy of newly constructed building or structure in the County's unincorporated areas. Pursuant to Section 101.4.1.2 (Conflicts with other codes), when the requirements of Title 31 conflict with the requirements of Titles 26 (Building Code), 27 (Electrical Code), 28 (Plumbing Code), 29 (Mechanical Code) or 30 (Residential Code) of the County Code, the most restrictive requirements shall prevail (County of Los Angeles 2022a).

Los Angeles County Climate Action Plans

The County adopted a Community Climate Action Plan (CCAP) in 2015, as part of the Los Angeles County 2035 General Plan (General Plan), to address the County's local GHG reduction goals for 2020 pursuant to AB 32 for unincorporated Los Angeles County. The purpose of the CCAP was to (1) establish a baseline emissions inventory and reduction needed to meet County goals, (2) identify specific actions that would measurably reduce GHG emissions consistent with AB 32, (3) establish a framework for implementing State and local level actions, and (4) provide a mechanism for ongoing tracking and updates to the CCAP. The 2015 CCAP horizon year end in 2020 and will be replaced by an update climate action plan.

The Los Angeles County 2045 Climate Action Plan (2045 CAP) is the current effort to update the CCAP. Through the 2045 CAP, it puts the County on a closer pathway to carbon neutrality by 2045. The 2045 CAP has not been adopted at the time of writing. The 2045 CAP will be considered by the Board of Supervisors in March 2024.

4.6.1.2 Existing Environmental Conditions

Electricity

According to the U.S. Energy Information Administration, California used approximately 247,250 gigawatt hours of electricity in 2021 (EIA 2023a). Electricity usage in California for different land uses varies substantially by the types of uses in a building, type of construction materials used in a building, and the efficiency of all electricity-consuming devices within a building. Due to the state's energy efficiency building standards and efficiency and conservation programs, California's electricity use per capita in the residential sector is lower than any other state except Hawaii (EIA 2022).

Southern California Edison (SCE) provides electricity to the unincorporated areas of Los Angeles County. SCE, a subsidiary of Edison International, serves approximately 180 cities in 11 counties across Central and Southern California. SCE administers various energy efficiency and conservation programs that may be available to residents, businesses, and other organizations in Los Angeles County. According to the California Public Utilities Commission (CPUC), approximately 84 billion kilowatt-hours (kWh) of electricity were used in SCE's service area in 2017. Demand forecasts anticipate that approximately 12.3 billion kWh of electricity would be used in SCE's service area in 2023 (CEC 2022a).

SCE receives electric power from a variety of sources. According to the 2021 SCE Power Content Label, eligible renewable energy accounts for 33.6% of SCE's overall energy resources, with biomass and biowaste at 2.3%, geothermal resources at 4.8%, wind power at 11.4%, eligible hydroelectric sources at 1%, and solar energy at 14.2% (CEC 2022b). Within Los Angeles County, annual electricity use in 2021 was approximately 65 billion kWh per year (CEC 2023a).

Natural Gas

According to the EIA, California used approximately 2,056,267 million cubic feet of natural gas in 2022 (EIA 2023b). The majority of California's natural gas customers are residential and small commercial customers (core customers). These customers account for approximately 35% of the natural gas delivered by California utilities (CPUC 2021). Large consumers, such as electric generators and industrial customers (noncore customers), account for approximately 65% of the natural gas delivered by California utilities (CPUC 2021). CPUC regulates California natural gas rates and natural gas services, including in-state transportation over transmission and distribution pipeline systems, storage, procurement, metering, and billing. Most of the natural gas used in California comes from out-of-state natural gas basins. Biogas (e.g., from wastewater treatment facilities or dairy farms) is just beginning to be delivered into the gas utility pipeline systems; however, the State has adopted regulations requiring its development to reduce statewide emissions of methane by 40% below 2013 levels by 2030 (CPUC 2022).

The Southern California Gas Company (SoCalGas) provides the County with natural gas service. SoCalGas' service territory encompasses approximately 20,000 square miles and more than 500 communities. In the California Energy Demand mid-energy demand scenario, natural gas demand is projected to have an annual growth rate of 0.03% in SoCalGas's service territory. The total capacity of natural gas available to SoCalGas in 2020 is estimated to be 3.8 billion cubic feet per day. In 2024, the total capacity available is also estimated to be 3.8 billion cubic feet per day¹ (California Gas and Electric Utilities 2020). This amount is approximately equivalent to 3.88 billion

¹ One cubic foot of natural gas has approximately 1,020 BTUs of natural gas or 1.02 kBTUs of natural gas.

thousand British thermal units (kBtu) per day or 38.8 million therms per day. In 2022, SoCalGas delivered approximately 2,820 million therms (282.0 billion kBtu) to Los Angeles County (CEC 2023b).

Petroleum

According to the EIA, California used approximately 605 million barrels of petroleum in 2021, with the majority (511 million barrels) used for the transportation sector (EIA 2023c). There are 42 U.S. gallons in a barrel, so this equates to a total daily use of approximately 14.4 million barrels of petroleum among all sectors and 12.2 million gallons for the transportation sector. Petroleum usage in California includes petroleum products such as motor gasoline, distillate fuel, liquefied petroleum gases, and jet fuel. At the federal and state levels, various policies, rules, and regulations have been enacted to improve vehicle fuel efficiency, promote the development and use of alternative fuels, reduce transportation-source air pollutants and greenhouse gas (GHG) emissions, and reduce vehicle miles traveled (VMT). Section 4.6.1.1 discusses in more detail both federal and state regulations that would help increase fuel efficiency of motor vehicles and reduce GHG emissions. Market forces have driven the price of petroleum products steadily upward over time, and technological advances have made use of other energy resources or alternative transportation modes increasingly feasible.

4.6.2 Environmental Impacts

4.6.2.1 Methodology

As described in Chapter 3, Project Description, the South Bay Area Plan is a policy document that does not include or propose any site-specific development that could directly result in construction or operational impacts to the environment. However, implementation of the South Bay Area Plan would encourage development in a manner consistent with the South Bay Area Plan, which would facilitate additional future development. Therefore, this Draft PEIR does not assess the site-specific construction and operation details of each future development within the Project area. Rather, it assesses the impacts associated with proposed land use changes and the associated overall effects of buildout of the South Bay Area Plan through 2045, where reasonably foreseeable physical changes to the environment could occur. Analysis at a parcel or site-specific level was not conducted because, unless otherwise noted within this assessment, the actual locations of project development (and its chronologic sequence or concurrence) that may be implemented in the future are speculative.

Therefore, since specifics for construction and operation of future development under the Project are not known, the California Emissions Estimator Model (CalEEMod) default values were assumed based on development land use type and size, as described in Section 4.3.2.1, Methodology of Section 4.3, Air Quality of this Draft PEIR. A brief overview of the methodology applied to assess the Project's potential energy-related impacts is provided below:

Electricity and Natural Gas

The estimation of operational electricity and natural gas consumption was based on CalEEMod land use defaults and units or total area (i.e., square footage) of the Project's land uses. The electricity and natural gas use from residential land uses is calculated in CalEEMod based on the Residential Appliance Saturation Study. For nonresidential buildings, CalEEMod energy intensity value (electricity or natural gas usage per square foot per year) assumptions were based on the California Commercial End-Use Survey database.

Petroleum

Potential impacts were assessed through projected traffic trip generation during construction and operation, as provided by the CalEEMod outputs that was prepared for the Project (Appendix D). Fuel consumption from construction equipment was estimated by converting the total CO₂ emissions from each construction phase to gallons using conversion factors for CO₂ to gallons of gasoline or diesel. The conversion factor for gasoline is 8.78 kilograms per metric ton CO₂ per gallon, and the conversion factor for diesel is 10.21 kilograms per metric ton CO₂ per gallon (The Climate Registry 2023). Heavy-duty construction equipment associated with construction activities and haul trucks involved in importing or exporting material to and from the site such as export of demolition material are assumed to use diesel fuel. It is assumed that construction workers would travel in the Project area in gasoline-powered vehicles. Fuel consumption from worker and vendor trips was estimated by converting the total CO₂ emissions from the construction phase to gallons using the conversion factors for CO₂ to gallons of gasoline or diesel. Worker vehicles are assumed to be gasoline fueled, and vendor/hauling vehicles are assumed to be diesel fueled. The fuel consumption resulting from the Project's operational phase would be attributable to vehicle travel within the Project area. Similar to construction worker and vendor trips, fuel consumption for operation was estimated by converting the total CO₂ emissions from the Project to gallons using the conversion factors for CO₂ to gallons of gasoline or diesel. The vehicles were assumed to be approximately 82% gasoline powered and 18% diesel powered for the Project.

4.6.2.2 Thresholds of Significance

In accordance with the County's Environmental Checklist Form (Initial Study) and Appendix G of the State CEQA Guidelines, the applicable thresholds of significance with regard to energy are listed below. A project may have a significant impact if it would:

Threshold 4.6-1: Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction and operation.

Threshold 4.6-2: Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

4.6.2.3 Land Use Changes, Goals, and Policies

As discussed in Section 3.3.3, Project-Related Growth, in Chapter 3, Project Description of this Draft PEIR, implementation of the Project would encourage future development in a manner consistent with the South Bay Area Plan (County of Los Angeles 2024), which would facilitate additional residential, mixed-use, and commercial, development based on the following:

1. The Project would redesignate parcels within the Project-area communities of Alondra Park/El Camino Village, Del Aire/Wiseburn, Lennox, La Rambla, and West Carson to allow for 9,853 additional dwelling units, which would result in approximately 30,745 additional Project-area residents. Under existing conditions, the sites affected are primarily designated as residential or commercial, and nearly all are occupied by existing development. The proposed General Plan land use redesignations are illustrated in the following figures in Chapter 3, Project Description, of this Draft PEIR: Figure 3-1a, Proposed General Plan Land Use, Alondra Park/El Camino Village; Figure 3-1b, Proposed General Plan Land Use, Del Aire/Wiseburn; Figure 3-1d, Proposed General Plan Land Use, La Rambla; Figure 3-1e, Proposed General Plan Land Use, Lennox; and Figure 3-1f, Proposed General Plan Land Use, West Carson.

2. The Project would allow for the development of ACUs on corner lots in residentially zoned areas as an accessory use to a primary residence within the Project area. It is projected that approximately 12 residentially-zoned corner lots in the Project area may develop ACU's, which would generate approximately 23 new jobs. For a distribution of the residential zones within the Project area where ACUs would be permitted on corner lots, please refer to the following figures in Chapter 2, Environmental Setting of this Draft PEIR: Figure 2-4a, Existing Zoning, Alondra Park/El Camino Village; Figure 2-4b, Existing Zoning, Del Aire/Wisburn; Figure 2-4c, Existing Zoning, Hawthorne Island; Figure 2-4d, Existing Zoning, La Rambla; Figure 2-4e, Existing Zoning, Lennox; Figure 2-4f, Existing Zoning, West Carson; and Figure 2-4g, Existing Zoning, Westfield/Academy Hills.
3. The Project would redesignate parcels in the communities of Alondra Park/El Camino Village, Del Aire/Wisburn, Lennox, La Rambla, and West Carson to facilitate new commercial development. In total, these proposed land use changes would facilitate approximately 777,697 square feet of additional commercial use and 1,417 new employees.

The South Bay Area Plan's areawide and community-specific goals and policies presented below are tailored towards the unique geographic, demographic, and social diversity in the unincorporated communities of the South Bay Planning Area and are consistent with the Los Angeles County General Plan goals and policies applicable to the topic of energy listed in Section 4.6.1.1, above.

Areawide Goals and Policies

Policy LU 3.3	Residential Trees. Encourage drought-tolerant landscaping and trees within residential uses' front yards to enhance greening and encourage low-impact development.
Goal COSE 1	Compact development patterns that reduce urban sprawl and incorporates urban greening.
Policy COSE 1.1	Sustainable Land Use and Transportation. Continue to support integrated land use and transportation planning practices that facilitate higher density and mixed-use environments with active transportation and transit infrastructure to reduce automobile dependence.
Goal COSE 4	A resilient Planning Area that integrates sustainable methods and techniques throughout open spaces, streetscapes, and other elements of the built environment.
Policy COSE 4.2	Climate-Resilience. Foster the design of climate-resilient streetscapes and outdoor public facilities that provide active and passive programmable environments for residents in the SBAP communities.
Policy COSE 4.3	Light Pavements. Encourage the use of light pavements for streets, driveways, and hardscaped open spaces to reflect the solar radiation that warms the surrounding environment and cool urban heat islands.
Policy COSE 4.4	Native Landscaping. Improve existing and future public and private open spaces, greenways, streets, and sidewalks with additional native trees and drought-

tolerant native plants to mitigate heat island effects, create comfort for users, and manage water usage.

- Policy COSE 4.5** Trees and Shade. Provide shade within parks and open spaces through covered outdoor structures, when possible, and additional tree plantings.
- Goal M 3** A mobility system that is supported by sustainable planning practices and Infrastructure investments that promote health and climate resilience, as well as innovative mobility options.
- Policy M 3.1** Sustainable Vehicles. Encourage the prioritization of slow-speed infrastructure improvements as part of SBCCOG’s Local Travel Network to support short trips and encourage the use of sustainable modes for neighborhood-based trips.
- Policy M 3.3** Zero-Emission Transportation Modes. Support shifts to lower- or zero-emission travel modes for local trips within the Planning Area to reduce GHGs and promote resiliency.
- Goal M 4** Complete and safe transportation networks and corridors that support walking, biking, and non-motorized trips to access housing, destinations, and amenities.
- Policy M 4.2** Accessible Destinations. Prioritize mobility improvements that link housing, transit, schools, parks, and other key public facilities, amenities, and destinations within the Planning Area communities.
- Goal PS 3** Sustainable and resilient public services, facilities, and other infrastructure that meets the needs of the SBAP communities while benefiting the environment and improving aesthetics.
- Policy PS 3.1** Greening in Infrastructure. Support the integration of street trees, sustainable pavements, bioretention, bioswales, and other “green streets” components within the public right-of-way to improve efficiencies and enhance climate resilience.
- Policy PS 3.2** Greening in County Projects. Implement greening through County-led and funded projects, such as new and upgraded parks, vegetation, bioswales, permeable pavements, green alleys, and green roofs and walls.
- Policy PS 3.3** Multi-benefit Projects. Encourage the development of multi-benefit projects as part of new public facilities and services or upgrades to existing areas to improve water quality and support resilience while also enhancing communities.
- Policy PS 3.5** Public-Private Partnerships. Promote the development of new green infrastructure projects through public-private partnerships, ensuring they align with sustainable practices and meet the evolving needs of the community.
- Policy PS 3.6** Trees. Protect existing mature street trees, avoid over-pruning and promote additional tree plantings within County-led and funded projects.

Community-Specific Goals and Policies

There are no community-specific goals and policies directly related to the topic of energy. There are transportation related goals and policies that would result in co-benefits that are discussed in Section 4.17, Transportation, of this Draft PEIR.

4.6.2.4 Impact Analysis

Threshold 4.6-1 Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction and operation?

Construction Use

Less Than Significant Impact. Future construction activities that would be reasonably foreseeable due to the proposed land use and policy changes set forth in the South Bay Area Plan would increase demands for electricity, natural gas, gasoline, and diesel consumption in the Project area, which are evaluated below.

Electricity. Energy use from construction of future residential, commercial, and mixed-use development would primarily occur in association with fuel use by vehicles and other equipment to conduct construction activities.

The electricity demand at any given time would vary throughout the construction period based on the construction activities being performed and would cease upon completion of construction. When not in use, electric equipment would be powered off to avoid unnecessary energy consumption. The electricity used for construction activities would be temporary and minimal; it would be within the supply and infrastructure service capabilities of SCE, and it would not require additional local or regional capacity. The electricity demand during construction is anticipated to be minimal as future projects would be built over time during the 20-year planning horizon. The electricity used for any potential future construction activities would be temporary and minimal.

Natural Gas. Natural gas is not anticipated to be required during Project construction because construction of new buildings and facilities typically do not consume natural gas. Peak energy demand specifically applies to electricity; because natural gas (and petroleum) are liquid, these energy resources do not have the same constraints as electricity supply. Nonetheless, any use of natural gas is anticipated to be sufficiently served by existing supply from SoCalGas and would not require additional local or regional capacity. Any minor amounts of natural gas that may be consumed because of construction would be temporary and negligible and would not have an adverse effect.²

Petroleum. Heavy-duty equipment associated with construction during development allowed for by the Project would rely on diesel fuel, as would vendor trucks involved in delivery of materials to the individual parcels within the Project area and haul trucks exporting demolition material or other materials off site or importing material. Construction workers would travel to and from each of the parcels within the Project area throughout the duration of construction. Appendix D lists the assumed equipment usage and vehicle trips.

² While no natural gas is anticipated to be used during construction as construction equipment is typically diesel-fueled, the possibility of natural gas use is acknowledged in the event a natural gas-fueled piece of equipment is used or a natural gas-fueled hot water boiler is used for pipe relining. However, as noted previously, all equipment was assumed to be diesel-fueled in CalEEMod.

Construction is estimated to occur intermittently over the planning horizon of the Project, which is 20 years. The estimated energy demand from the 5% development scenario was multiplied by the estimated number of years till Project buildout (i.e., 20 years) to estimate the annual petroleum consumption from construction.

The estimated diesel fuel usage from construction equipment, haul trucks, and vendor trucks, as well as estimated gasoline fuel usage from worker vehicles, is shown in Table 4.6-1.

Table 4.6-1. Total Proposed Project Construction Petroleum Demand

Project	Off-Road Equipment (diesel)	Haul Trucks (diesel)	Vendor Trucks (diesel)	Worker Vehicles (gasoline)
	Gallons			
Total for one year	56,264	10,560	16,040	50,402
Total over 20 years	1,085,294	211,200	320,807	1,008,048

Source: Appendix D.

In summary, construction associated with the potential future development facilitated by the Project over 20 years is conservatively anticipated to consume 1,008,048 gallons of gasoline and 1,406,091 gallons of diesel. Each year, it is anticipated that implementation of the Project would consume on average 50,402 gallons of gasoline and 70,305 gallons of diesel.³

Notably, the Project would be subject to CARB’s In-Use Off-Road Diesel Vehicle Regulation that applies to certain off-road diesel engines, vehicles, or equipment greater than 25 horsepower. The regulation (1) imposes limits on idling, requires a written idling policy, and requires a disclosure when selling vehicles; (2) requires all vehicles to be reported to CARB (using the Diesel Off-Road Online Reporting System) and labeled; (3) restricts the adding of older vehicles into fleets starting on January 1, 2014; and (4) requires fleets to reduce their emissions by retiring, replacing, or repowering older engines or installing Verified Diesel Emission Control Strategies (i.e., exhaust retrofits). The fleet must either show that its fleet average index was less than or equal to the calculated fleet average target rate, or that the fleet has met the Best Achievable Control Technology requirements. Overall, the Project would not be unusual as compared to overall local and regional demand for energy resources and would not involve characteristics that require equipment that would be less energy-efficient than at comparable construction sites in the region or state.

Additionally, any future development facilitated by the Project would be required to adhere to all federal, state, and local requirements for energy efficiency, including the latest Title 24 standards. Considering these requirements, the Project would not result in the inefficient, wasteful, or unnecessary consumption of building energy. Therefore, construction impacts would be less than significant, and no mitigation is required.

Operational Use

Less Than Significant Impact. Future operation of development that would be reasonably foreseeable due to the proposed land use and policy changes set forth in the South Bay Area Plan would increase demands for electricity, natural gas, gasoline, and diesel consumption in the Project area, which are evaluated below.

³ For disclosure only, by comparison, California as a whole consumes approximately 29 billion gallons of petroleum per year. Countywide total petroleum use by on-road vehicles only (i.e., not including construction off-road equipment) is expected to be 1.4 billion gallons per year in 2030 (EIA 2023).

Electricity. Project operation would require electricity for multiple purposes including, but not limited to, building heating and cooling, lighting, appliances, and electronics. Additionally, the supply, conveyance, treatment, and distribution of water would indirectly result in electricity usage. CalEEMod was used to estimate project emissions from electricity uses (see Appendix D for calculations). Default electricity generation rates in CalEEMod were used based on the proposed land use and climate zone. The increase in electricity demand for the future potential buildout of the additional 9,951 dwelling units, 12 ACUs (totaling approximately 10,200 square feet), and approximately 775,519 square feet of commercial space, is presented in Table 4.6-2.⁴

Table 4.6-2. Project Annual Operational Electricity Demand Summary

Land Use	Electricity Demand (kWh/year)
Residential	36,478,715
Accessory commercial units	100,178
Commercial	8,548,019
Total Project Electricity Demand	45,126,912

Notes: Appendix D.
mWh = megawatt hours.

As shown in Table 4.6-2, the increase in potential development is estimated to have a total electrical demand of approximately 45 million kilowatt-hours per year. The energy demand calculations do not consider all the potential future energy-saving regulations and code requirements that are currently unknown for the Project buildout year of 2045. For example, Title 24 2022 standards which would increase the required amount of solar for non-residential spaces compared to the 2019 standards. As such, the Project's electricity use would likely be lower than the calculations presented above. Additionally, the applicable Title 24 standards would further ensure that the energy demands would not be inefficient, wasteful, or otherwise unnecessary. Therefore, impacts would be less than significant.

Natural Gas. The operation of the residential, ACUs, commercial, and mixed-use spaces would require natural gas for various purposes, including building heating and cooling, service water heating, and appliances. Default natural gas usage rates in CalEEMod for the proposed land use and climate zone were used. Table 4.6-3 presents the increase in natural gas demand for the future potential buildout of the additional 9,951 dwelling units, 12 ACUs (totaling approximately 10,200 square feet), and approximately 775,519 square feet of commercial space.⁵

⁴ For the purpose of energy demand modeling, the anticipated buildout of the Project was assumed to be approximately 9,951 additional dwelling units, 12 additional accessory commercial units (ACUs) (net increase of 10,200 square feet of ACUs) and 775,519 square feet of commercial building square footage. Since completion of the energy demand modeling, the anticipated buildout of the Project has been revised to approximately 9,853 additional dwelling units (representing a reduction of approximately 98 dwelling units), 10,200 additional square feet of ACUs (no change), and 777,697 additional square feet of commercial use (representing an increase of approximately 2,178 square feet). A dwelling unit is assumed to be approximately 1,000 square feet, on average. Therefore, since completion of the energy demand modeling, the net total building square footage for the Project has been reduced by approximately 95,822 square feet. Operational energy demand from the Project has a linear correlation with the total buildout of the Project. Thus, because the total anticipated building square footage of the Project has decreased, energy demand would also decrease compared to what is shown in this analysis. Therefore, this analysis provides a conservative estimate of potential energy demand as a result of the Project.

⁵ As previously discussed, for the purpose of energy demand modeling, the anticipated buildout of the Project was assumed to be approximately 9,951 additional dwelling units, 12 additional ACUs (net increase of 10,200 square feet of ACUs) and 775,519 square feet of commercial building square footage. Since completion of the energy demand modeling, the anticipated buildout of the Project has been revised to approximately 9,853 additional dwelling units (representing a reduction of approximately 98 dwelling units), 10,200 additional square feet of ACUs (no change), and 777,697 additional square feet of commercial use (representing an increase of approximately 2,178 square feet). A dwelling unit is assumed to be approximately 1,000 square feet,

Table 4.6-3. Project Annual Operational Natural Gas Demand Summary

Land Use	Natural Gas Demand (mBTU/year)
Residential	110,524,194
Accessory commercial units	61,078
Commercial	6,879,134
Total Project Natural Gas Demand	117,482,395

Notes: Appendix D.
mBTU = million British Thermal Units.

As shown in Table 4.6-3, the increase in residential, commercial, and mixed-use space and is estimated to have a total electrical demand of 117,482,395 Thousand British Thermal Units per year. Any future development facilitated by the Project is subject to statewide mandatory energy requirements as outlined in Title 24, Part 6, of the California Code of Regulations. Prior to development at individual parcel sites, applicants would ensure that the proposed development would meet Title 24 requirements applicable at that time. Thus, the natural gas consumption related to development facilitated by the Project would not be considered inefficient or wasteful, and impacts would be less than significant.

Petroleum. During operations, the majority of fuel consumption resulting from the future development facilitated by the Project would involve the use of motor vehicles, as well as fuels used for alternative modes of transportation that may be used by residents, employees and visitors of the future development. Petroleum fuel consumption associated with motor vehicles traveling to and from future development is a function of the VMT as a result of operation of the development of the Project. Fuel estimates for the future potential buildout of an additional 9,951 dwelling units, 12 ACUs (totaling approximately 10,200 square feet), and approximately 775,519 square feet of commercial space are provided in Table 4.6-4.⁶

Table 4.6-4. Project Annual Operational Petroleum Demand Summary

Land Use	Annual VMT	Estimated Annual Fuel Consumption (Gallons)		
		Gasoline	Diesel	Total
Project	19,912,815	6,683,517	783,741	7,483,265

Notes: Appendix D.
VMT = Vehicle miles traveled.

on average. Therefore, since completion of the energy demand modeling, the net total building square footage for the Project has been reduced by approximately 95,822 square feet. Operational energy demand from the Project has a linear correlation with the total buildout of the Project. Thus, because the total anticipated building square footage of the Project has decreased, energy demand would also decrease compared to what is shown in this analysis. Therefore, this analysis provides a conservative estimate of potential energy demand as a result of the Project.

⁶ As previously discussed, for the purpose of energy demand modeling, the anticipated buildout of the Project was assumed to be approximately 9,951 additional dwelling units, 12 additional ACUs (net increase of 10,200 square feet of ACUs) and 775,519 square feet of commercial building square footage. Since completion of the energy demand modeling, the anticipated buildout of the Project has been revised to approximately 9,853 additional dwelling units (representing a reduction of approximately 98 dwelling units), 10,200 additional square feet of ACUs (no change), and 777,697 additional square feet of commercial use (representing an increase of approximately 2,178 square feet). A dwelling unit is assumed to be approximately 1,000 square feet, on average. Therefore, since completion of the energy demand modeling, the net total building square footage for the Project has been reduced by approximately 95,822 square feet. Operational energy demand from the Project has a linear correlation with the total buildout of the Project. Thus, because the total anticipated building square footage of the Project has decreased, energy demand would also decrease compared to what is shown in this analysis. Therefore, this analysis provides a conservative estimate of potential energy demand as a result of the Project.

Totals may not sum due to rounding.

As summarized in Table 4.6-4, the potential buildout of the future development facilitated by the Project would result in annual VMT of approximately 19,912,815 annually and an estimated increase in annual fuel demand of 7,483,265 gallons of petroleum per year. Fuel would be provided by current and future commercial vendors. The Project does not propose uses or operations that would inherently result in excessive and wasteful vehicle trips and VMT or associated excess and wasteful vehicle energy consumption.

Enhanced fuel economies realized pursuant to federal and state regulatory actions, and related transition of vehicles to alternative energy sources (e.g., electricity, natural gas, biofuels, hydrogen cells) would likely decrease future gasoline fuel demands per VMT. Additionally, the general location of the parcels subject to proposed land use changes proximate to regional and local roadway systems tends to reduce VMT within the region, acting to reduce regional vehicle energy demands. Furthermore, approval of the Project itself, as a policy document update, would not change these regulations related to transportation energy consumption. Therefore, transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary and impacts would be less than significant.

Renewable Energy Potential. As part of the Project's planning process, the County considered how the Project could potentially increase its reliance on renewable energy sources to meet the Project's anticipated energy demand. Consistent with the CEC's definition of eligible renewables, energy sources that were considered for their potential to power the Project include biomass, geothermal, solar, wind, and small hydroelectric facilities.

Given the Project's location in an urban area and the nature of the Project, there are anticipated considerable site constraints at a parcel level including potential limited land availability, incompatibility with onsite and surrounding land uses for large scale power generation facilities, unknown interconnection feasibility, compatibility with utility provider systems, and no known water or geothermal resources to harness, that would eliminate the potential for biomass, geothermal, and hydroelectric renewable energy to be installed within the Project area. Regarding wind power, due to the urban nature of the Project area parcels and surrounding land uses, wind turbines are generally anticipated to not be feasible as it represents an incompatible use due to the height of the wind turbine blades and the need to avoid nearby obstacles.⁷

Regarding solar power, the future development allowed by the Project is anticipated to include solar power, which at a minimum, is anticipated to be provided for newly built or modified low-rise residential buildings, and non-residential buildings are anticipated to be solar-ready to comply with Title 24 building energy efficiency standards. As solar power technology improves in the future and regulations require additional solar, it is reasonable to assume that additional solar power may be provided to the future development allowed for by the Project. In addition, the potential for installation of battery storage in future developments, if determined to be a feasible and compatible land use of the site, could also be provided, but is unknown at this time of the scale and level of adoption.

In summary, future development under the Project is anticipated to include the onsite renewable energy source (i.e., solar) that is determined to be feasible for the Project area and type of development; however, incorporation of solar energy was not included in the quantification and CalEEMod outputs. Therefore, this analysis provides a conservative assessment of energy use. Further, this analysis assumes that the Project would likely not include the onsite renewable energy sources and are anticipated to be infeasible.

⁷ A general rule of thumb is to install a wind turbine on a tower with the bottom of the rotor blades at least 30 feet above anything within a 500-foot horizontal radius and to be sited upwind of buildings and trees (APA 2011; NREL 2015).

Summary. As explained above, the Project would use renewable energy onsite as determined to be feasible and would not result in wasteful, inefficient, or unnecessary consumption of energy resources, including electricity, natural gas, or petroleum during Project construction or operation. Impacts would be less than significant.

Threshold 4.6-2 Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less Than Significant Impact. Part 6 of Title 24 of the California Code of Regulations and all applicable rules and regulations presented in Section 4.6.2 would reduce energy demand and increase energy efficiency related to future residential development facilitated by the Project. Part 6 of Title 24 of the California Code of Regulations establishes energy efficiency standards for residential and non-residential buildings constructed in California to reduce energy demand and consumption. Part 6 is updated periodically (every 3 years) to incorporate and consider new energy efficiency technologies and methodologies. Title 24 also includes Part 11, CALGreen. Furthermore, the Project includes Areawide South Bay Area Plan Goal COSE 4, Goal PS 3, and Policy COSE 4.2, which, if implemented through future development over time, would reduce energy demand through sustainable planning practices. Furthermore, Policy LU 3.3 and Policy COSE 4.4, for example, would encourage drought-tolerant landscaping and trees for future development projects to include within the Project area. In addition to the areawide policies discussed above, there are proposed community-specific goals and policies supporting safe and accessible active transportation infrastructure that could potentially lower VMT associated with the Project; see Section 4.17, Transportation, of this Draft PEIR, for more discussion.

Additionally, as discussed in Section 4.8 of this Draft PEIR, various existing regional and local plans would reduce energy use including SCAG's 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy, and CARB's Scoping Plan. Furthermore, approval of the Project itself, as a policy document, would not change these regulations and would not provide any goals, policies, or programs that would conflict with or obstruct a state, regional or local plan for renewable energy or energy efficiency. Therefore, impacts would be less than significant.

4.6.2.5 Cumulative Impact Analysis

Where a lead agency concludes that the cumulative effects of a project, taken together with the impacts of other closely related past, present, and reasonably foreseeable future projects are significant, the lead agency then must determine whether the project's incremental contribution to such significant cumulative impact is "cumulatively considerable" (and thus significant in and of itself) (State CEQA Guidelines Section 15130[a]). The cumulative study area used to assess potential cumulative energy impacts includes the entirety of Los Angeles County and considers the future buildout of applicable local and regional plans. The full list of related plans applicable to the Project's cumulative analyses is provided in Section 2.5, Cumulative Impact Analysis, in Chapter 2, Environmental Setting of this Draft PEIR.

Threshold 4.6-1. Cumulative projects that could exacerbate the Project's impacts include projects within Los Angeles County that could result in wasteful, inefficient, or unnecessary use of energy. As such, existing and projected cumulative development under approved planning documents (e.g., the 2020-2045 RTP/SCS, and General Plan) has been reviewed for consideration of energy efficiency. Buildout of the cumulative study area would be required to conform to current federal, state, and local energy conservation standards, including the California Energy Code Building Energy Efficiency Standards (24 CCR Part 6), the CALGreen Code (24 CCR Part 11), and SB 743. As a result, the Project, in combination with other cumulative development projects, would not cause a wasteful use of energy or other non-renewable natural resources. The Project would result in less than significant impacts to energy resources related to wasteful, inefficient, or unnecessary consumption of energy resources,

during Project construction and operation, and the Project's incremental contribution to impacts would not be cumulatively considerable.

Threshold 4.6-2. Conflicts with a state or local plan for renewable energy or energy efficiency are project-specific and not cumulative in nature; in other words, despite the number of past, present, and reasonably foreseeable future projects in the study area, they would not necessarily compound to create cumulative renewable energy or energy efficiency conflicts. The Project would facilitate development that is consistent with the intent of the SCAG RTP/SCS goals and policies, and the County's General Plan and Housing Element. Further, the South Bay Area Plan contains area-wide and community-specific goals and policies that would further support statewide and Countywide efforts for energy efficiency. The Project would result in less than significant impacts related to potential conflicts with state or local plans for renewable energy or energy efficiency, and the Project's incremental contribution to impacts would not be cumulatively considerable.

4.6.2.6 Mitigation Measures

No mitigation measures are required.

4.6.2.7 Significance Conclusion

Threshold 4.6-1: The Project would result in **less than significant** environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction and operation. Impacts would not be cumulatively considerable.

Threshold 4.6-2: The Project would result in **less than significant** impacts regarding potential conflicts with or obstruction a state or local plan for renewable energy or energy efficiency. Impacts would not be cumulatively considerable.

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4.7 Geology and Soils

This section of the Draft PEIR analyzes the potential impacts from the implementation of the South Bay Area Plan (Project) on geology and soils. The analysis includes an evaluation of potential impacts related to seismicity, fault rupture, seismically induced ground failure, soil erosion, and unstable soils. A description of the existing geology and soils resources in the unincorporated communities of the South Bay Planning Area (Project area) and surrounding areas is also provided in this section to present the environmental baseline for the Project. The analysis is based, in part, on County of Los Angeles Department of Regional Planning documents, including the 2014 Los Angeles County General Plan Update Draft Environmental Impact Report (County of Los Angeles 2014a). In addition, the analysis is based on publicly available information from the California Geological Survey (CGS), U.S. Geological Survey, Southern California Earthquake Data Center, California Department of Water Resources, and Los Angeles County Department of Public Works, as specified in Section 4.7.3, References.

4.7.1 Environmental Setting

4.7.1.1 Regulatory Setting

Federal

No federal laws, plans, or policies related to geology and soils are applicable to the proposed Project.

State

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act (California Public Resources Code, Section 2621) was enacted by the State of California in 1972 to address the hazard of surface faulting to structures for human occupancy. The Alquist-Priolo Earthquake Fault Zoning Act was a direct result of the 1971 San Fernando Earthquake in Southern California, which was associated with extensive surface fault ruptures that damaged homes, commercial buildings, and other structures. The primary purpose of the Alquist-Priolo Earthquake Fault Zoning Act is to prevent the construction of buildings intended for human occupancy on the surface traces of active faults. Structures considered for human occupancy are those that are intended for supporting or sheltering any use or occupancy, which is expected to have a human occupancy rate of more than 2,000 person-hours per year (14 CFR, Section 3601). The Alquist-Priolo Earthquake Fault Zoning Act is also intended to provide citizens with increased safety and minimize the loss of life during and immediately following earthquakes by facilitating seismic retrofitting to strengthen buildings against ground shaking.

The Alquist-Priolo Earthquake Fault Zoning Act requires the State Geologist to establish Earthquake Fault Zones around the surface traces of active faults and to issue appropriate maps to assist cities and counties in planning, zoning, and building regulation functions. Maps are distributed to all affected cities and counties for the controlling of new or renewed construction and are required to sufficiently define potential surface rupture or fault creep. The State Geologist is charged with continually reviewing new geologic and seismic data and revising existing zones and delineating additional earthquake fault zones when warranted by new information.

Local agencies must enforce the Alquist-Priolo Earthquake Fault Zoning Act in the development permit process, where applicable, and may be more restrictive than state law requires. According to the Alquist-Priolo Earthquake Fault

Zoning Act, before a project can be permitted, cities and counties shall require a geologic investigation, prepared by a licensed geologist, to demonstrate that buildings will not be constructed across active faults. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back a minimum of 50 feet. The Alquist-Priolo Earthquake Fault Zoning Act and its regulations are presented in CGS Special Publication 42, Fault-Rupture Hazard Zones in California.

There are no Alquist-Priolo Earthquake Fault Zones that traverse any of the communities within the South Bay Planning Area.

Seismic Hazards Mapping Act

In order to address the effects of strong ground shaking, liquefaction, landslides, and other ground failures due to seismic events, the State of California passed the Seismic Hazards Mapping Act of 1990 (California Public Resources Code [PRC], Sections 2690–2699). Under the Seismic Hazards Mapping Act, the State Geologist is required to delineate “seismic hazard zones.” Cities and counties must regulate certain development projects within these zones until the geologic and soil conditions of the project site are investigated and appropriate mitigation measures, if any, are incorporated into development plans. The State Mining and Geology Board provides additional regulations and policies to assist municipalities in preparing the safety elements of their general plans and encourage land use management policies and regulations to reduce and mitigate those hazards to protect public health and safety.

Under California PRC, Section 2697, cities and counties shall require, prior to the approval of a project located in a seismic hazard zone, a geotechnical report defining and delineating any seismic hazard. Each city or county shall submit one copy of each geotechnical report, including mitigation measures, to the State Geologist within 30 days of its approval. California PRC, Section 2698, does not prevent cities and counties from establishing policies and criteria that are stricter than those established by the State Mining and Geology Board.

State publications supporting the requirements of the Seismic Hazards Mapping Act include CGS Special Publication 117A, Guidelines for Evaluating and Mitigating Seismic Hazards in California, and Special Publication 118, Recommended Criteria for Delineating Seismic Hazard Zones in California. The objectives of Special Publication 117A are to assist in the evaluation and mitigation of earthquake-related hazards for projects within designated zones of required investigations and to promote uniform and effective statewide implementation of the evaluation and mitigation elements of the Seismic Hazards Mapping Act. Special Publication 118 implements the requirements of the Seismic Hazards Mapping Act in the production of Probabilistic Seismic Hazard Maps for the state.

Seismic Hazard Zones for liquefaction are only present in the West Carson community of the South Bay Planning Area.

California Building Code

The state regulations protecting structures from geo-seismic hazards are contained in the California Building Code (CBC) (24 CCR, Part 2), which is updated on a triennial basis. These regulations apply to public and private buildings in the state. The 2022 CBC, effective January 1, 2023, is based on the current (2021) International Building Code and enhances the sections dealing with existing and new structures. Many of the recent CBC and IBC updates are related to enhanced fire-safety measures; however, changes set forth in the 2019 CBC requiring seismic-resistant construction design to meet more stringent technical standards have been retained in the 2022 CBC.

Chapters 16 and 16A of the 2022 CBC include structural design requirements governing seismically resistant construction, including (but not limited to) factors and coefficients used to establish seismic site class and seismic occupancy category for the soil/rock at the building location and the proposed building design. Chapters 18 and 18A include (but are not limited to) the requirements for foundation and soil investigations (Sections 1803 and 1803A); excavation, grading, and fill (Sections 1804 and 1804A); damp-proofing and water-proofing (Sections 1805 and 1805A); allowable load-bearing values of soils (Sections 1806 and 1806A); the design of foundation walls, retaining walls, embedded posts and poles (Sections 1807 and 1807A), and foundations (Sections 1808 and 1808A); and design of shallow foundations (Sections 1809 and 1809A) and deep foundations (Sections 1810 and 1810A). Chapter 33 of the 2029 CBC includes (but is not limited to) requirements for safeguards at work sites to ensure stable excavations and cut or fill slopes (Section 3304).

California Division of Occupational Safety and Health

The Division of Occupational Safety and Health, better known as Cal/OSHA, protects and improves the health and safety of working men and women in California. Cal/OSHA Regulations (Title 8 of the California Code of Regulations, Chapter 4, Division of Industrial Safety, Subchapter 4, Construction Safety Orders, Article 6, Excavations, Section 1541.1, Requirements for Protective Systems), includes protections to avoid excavation cave-ins, design of sloping and benching systems, and design of support systems.

Construction General Permit (State Water Resources Control Board Order WQ 2022-0057-DWQ)

For stormwater discharges associated with construction activity in the state, the State Water Resources Control Board has adopted the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit) to avoid and minimize water quality impacts attributable to such activities. California State Water Resources Control Board Order WQ 2022-0057-DWQ became effective on September 1, 2023 and supersedes Order 2009-0009-DWQ. In accordance with National Pollutant Discharge Elimination System (NPDES) Phase I Permit requirements, the Construction General Permit applies to all projects in which construction activity disturbs one acre or more of soil. Construction activity subject to this permit includes clearing, grading, and disturbances to the ground, such as stockpiling and excavation. The Construction General Permit requires the development and implementation of a stormwater pollution prevention plan (SWPPP), which would include and specify water quality best management practices (BMPs) designed to prevent pollutants from contacting stormwater and keep all products of erosion from moving off site into receiving waters. Routine inspection of all BMPs is required under the provisions of the Construction General Permit, and the SWPPP must be prepared and implemented by qualified individuals as defined by the State Water Resources Control Board.

Local

Los Angeles County Code

The Los Angeles County Code consists of the regulatory, penal, and administrative ordinances for the County. Components of the County Code that are applicable to the subject of geology and soils are identified below.

Title 22- Planning and Zoning. Chapter 22.104- Hillside Management Areas, was established to ensure that development preserves and enhances the physical integrity and scenic value of Hillside Management Areas (HMAs), to provide open space, and to be compatible with and enhance community character. These goals are to be accomplished by: (1) locating development outside of HMAs to the extent feasible; (2) locating development in the portions of HMAs with the fewest hillside constraints; and (3) using sensitive hillside design techniques tailored to

the unique site characteristics. The HMA Ordinance and Hillside Design Guidelines (Title 22- Appendix I, Hillside Design Guidelines) implement the policies of the General Plan by ensuring that hillside development projects use sensitive and creative engineering, architectural, and landscaping site design techniques. HMAs are defined as areas with 25 percent or greater natural slopes. The Hillside Design Guidelines are required for development in HMAs, unless exempted under the provisions of the ordinance. In hillside areas with less than 25% percent slope, use of the guidelines is optional but encouraged. A Sensitive Hillside Design Measures Checklist is used by applicants to determine whether the Hillside Design Guidelines would be applicable.

Title 26- Building Code. In addition to the adoption of the current CBC by reference, the Los Angeles County Building Code also contains rules and regulations that govern activities that could result in soil erosion or slope instability. These rules and regulations are organized as Title 26, Appendix J–Grading, where provisions for excavation, grading, and earthwork construction have been established; permitting procedures are set forth; and plan approval and grading inspection protocols and procedures have been identified. Section J110 of this appendix also contains provisions for construction-related erosion control, including the preparation of cut-and-fill slopes and the implementation of erosion control measures such as check dams, cribbing, riprap, or other devices or methods.

The Building Code also includes seismic safety requirements for certain building types, such as older concrete tilt-up buildings and unreinforced masonry bearing wall buildings (refer to Title 26, Chapters 95 and 96). The stated goal of Chapter 95 is to promote public safety and welfare by reducing the risk of death or injury that could result from earthquake damage to certain types of older buildings during moderate or strong earthquakes and provides systematic procedures and standards for identification of such concrete tilt-up wall buildings, and time periods under which these buildings are required to be structurally analyzed and anchored. Where analysis finds deficiencies, this Chapter requires the building to be strengthened or demolished. The purpose of Chapter 96 is to promote public safety and welfare by reducing the risk of death or injury otherwise resulting from earthquake damage to certain buildings constructed before March 20, 1933, which have insufficient resistance to moderate or strong earthquakes.

County of Los Angeles Municipal Separate Storm Sewer System Permit

The Project area is subject to the waste discharge requirements of NPDES Permit No. CAS004001 and the County of Los Angeles Municipal Separate Storm Sewer System (MS4) Permit (Order No. R4-2012-0175), which was amended by Order R4-2012-0175-A01 on September 8, 2016. The Los Angeles County Flood Control District, Los Angeles County, and 84 incorporated cities in Los Angeles County (except Long Beach) are permittees under the MS4 Permit. The permit contains requirements that are necessary to improve efforts to reduce the discharge of pollutants in stormwater runoff to the maximum extent practicable and achieve water quality standards. This permit requires that runoff is addressed during the major phases of urban development (planning, construction, and operation) in order to reduce the discharge of pollutants from stormwater to the maximum extent practicable, effectively prohibit non-stormwater discharges, and protect receiving waters. The MS4 Permit also includes construction requirements for implementation of minimum construction site BMPs for erosion, sediment, non-stormwater management, and waste management on construction sites.

Los Angeles County 2035 General Plan

The Safety Element of the County’s General Plan provides the following goals and policies potentially relevant to the subject of geology and soils for proposed Project. The South Bay Area Plan would support and/or would not conflict with the implementation of the following goals and policies (County of Los Angeles 2022):

- Goal S 1** An effective regulatory system that prevents or minimizes personal injury, loss of life and property damage due to seismic and geotechnical hazards.
 - Policy S 1.1** Discourage development in Seismic Hazard and Alquist-Priolo Earthquake Fault Zones.
 - Policy S 1.2** Prohibit the construction of structures for human occupancy adjacent to active faults unless a comprehensive fault study that addresses seismic hazard risks and proposes appropriate actions to minimize the risk is approved.
 - Policy S 1.3** Require developments to mitigate geotechnical hazards, such as soil instability and landslides, in Hillside Management Areas through siting and development standards.
 - Policy S 1.4** Support the retrofitting of unreinforced masonry structures and soft-story buildings to help reduce the risk of structural and human loss due to seismic hazards.

The Conservation and Natural Resources Element of the General Plan provides the following goals and policies potentially relevant to the subject of geology and soils for the proposed Project. The South Bay Area Plan would support and/or would not conflict with the implementation of the following goal and policies:

- Goal C/NR 13** Protect visual and scenic resources.
 - Policy C/NR 13.5** Encourage required grading to be compatible with the existing terrain.
 - Policy C/NR 13.8** Manage development in HMAs to protect their natural and scenic character and minimize risks from natural hazards, such as fire, flood, erosion, and landslides.

Existing Community Based Plans and Specific Plans

The West Carson Transit Oriented District Specific Plan and the Vision Lennox Plan are the only existing community-based or specific plans applicable to the Project area. However, there are no applicable West Carson Transit Oriented District Specific Plan or Vision Lennox goals or policies pertaining to geology and soils in the Project area.

4.7.1.2 Existing Environmental Conditions

Regional Geology

Physiography

The South Bay Planning Area is located within the northernmost Peninsular Ranges Geomorphic Province (California Geological Survey, 2002). Northwest trending mountain ranges and valleys that extend over 900 miles from the tip of the Baja California Peninsula to the Transverse Ranges (i.e. the San Bernardino and San Gabriel Mountains in

southern California) characterize this geomorphic province. Regionally, the Peninsular Ranges are bounded to the east by the Colorado Desert and the west by the continental shelf and offshore islands (Santa Catalina, Santa Barbara, San Nicholas, and San Clemente) (CGS 2002). Regional mountain ranges in the Peninsular Ranges geomorphic province include the Santa Ana, San Jacinto, and Santa Rosa Mountains. Geologically, these mountains are dominated by Mesozoic, plutonic igneous and metamorphic rocks that are part of the Peninsular Ranges batholith (Southern California batholith) (Jahns 1954).

The South Bay Planning Area lies within the Los Angeles Basin, which is about 50 miles long and 20 miles wide. The basin is bound on the north by the Santa Monica Mountains and the Elysian, Repetto, and Puente Hills, and on the east and southeast by the Santa Ana Mountains and San Joaquin Hills. The basin's low land surface slopes gently south or seaward toward the Pacific Ocean, but it is interrupted by the Coyote Hills near the northeast margin; by a line of elongated low hills and mesas to the south and west that extends from Newport Bay northwest to Beverly Hills; and by the Palos Verdes Peninsula at the southwest perimeter. The basin sediment consists of alluvium deposited over millions of years. The South Bay Planning Area is in the central portion of the Los Angeles Basin, which is underlain by over 1,000 feet of alluvial sediments that have been deposited since the Pliocene period. Underlying these alluvial deposits are Pliocene age marine sediments deposited during a time when a shallow sea covered much of southern California (County of Los Angeles 2014a).

The hills bordering the central portion of the Los Angeles Basin are characterized by a complex sequence of Cretaceous to Pleistocene age marine and nonmarine sedimentary rocks. Localized igneous intrusive rocks attest to the complex geologic history of the area. The broad alluvial deposits forming much of the Los Angeles Basin to the south are sourced from the erosion of the hills in the Santa Monica Mountains, north of the South Bay Planning Area (Los Angeles County 2014a).

Faults and Seismicity

The Los Angeles Basin, as well as most of southern California, is in a complex zone of faults and folds resulting from forces occurring along a bend within the boundary between the Pacific and North American tectonic plates. Numerous generally east-west to northwest trending faults have formed as a result of these north-south forces acting within this area. The major faults in the vicinity of the Los Angeles Basin are characterized by a combination of blind thrusting, which is a rupture below the uppermost layers of rock and would not be present on the surface; right-lateral strike-slip, which is a displacement in a trend or bearing where the north or east side of the fault moves right and the south or west side moves left; and reverse faulting, where the rock layer above the fault moves up (USGS 2015).

Surface fault rupture can occur during significant seismic events. The process generally involves the sudden failure and displacement of the earth's surface along a fault trace or fault zone. The magnitude and geometry of such ground displacement is highly variable. In general, strike-slip faults such as the San Andreas Fault and Newport-Inglewood Fault are more likely to produce lateral (i.e., strike-slip) offsets in the ground surface, with one side of the fault plane or zone "sliding" past the opposing side. Similarly, faults that generally fail under compressional stress, such as thrust or reverse faults, are more prone to vertical offsets in the ground surface. In either case, buildings or other human-made structures that are on the surface above the fault can experience serious damage or catastrophic failure during a strong earthquake (CGS 2018).

The CGS classifies faults as:

- Holocene-active faults, which are faults that have moved during the past approximate 11,700 years. These faults are capable of surface rupture and are also known as active faults.
- Pre-Holocene faults, which are faults that have not moved in the past 11,700 years. This class of fault may be capable of surface rupture but is not regulated under the Alquist-Priolo Special Studies Zones Act of 1972. Pre-Holocene faults are also known as potentially active faults.
- Age-undetermined faults, which are faults where the recency of fault movement has not been determined (CGS 2018). Age-undetermined faults are also known as inactive faults.

This fault classification is consistent with criteria of the Alquist-Priolo Earthquake Fault Zoning Act of 1972 (see Section 4.7.1. Regulatory Setting, for information about this act).

Most of the larger earthquakes in the region have been associated with large surface faults, such as the 1971 San Fernando Earthquake, which occurred on the San Fernando Fault Zone, and the 1933 Long Beach Earthquake, which occurred on the Newport-Inglewood Fault Zone. The latter fault zone is marked by a northwest trending zone of faults and folds that form a chain of low eroded scarps and elongated hills and terraces, which extend from Newport Bay to Beverly Hills. Several moderate to large earthquakes in the region have also occurred on deep-seated buried thrust faults, such as the 1994 Northridge earthquake and the 1987 Whittier Narrows earthquake.

The Alquist-Priolo Earthquake Fault Zoning Act of 1972 provided for the delineation of Earthquake Fault Zones along known active surface faults. There are no Holocene-active faults or associated Earthquake Fault Zones that intersect any of the communities of the South Bay Planning Area, as shown on Figure 4.7-1, Active Fault Zones. However, the Palos Verdes fault zone is located just to the north of the Westfield/Academy Hills community of the South Bay Planning Area.

Nonetheless, all of the communities in the South Bay Planning Area are within what is considered a highly active seismic area and susceptible to experiencing substantive seismic effects including ground shaking. According to probabilities estimated by the U.S. Geological Survey, the Los Angeles Region has a 60% chance of experiencing a 6.7 magnitude or greater earthquake by 2045 (USGS 2015). An earthquake of this magnitude would be capable of causing substantive damage especially in structures that are not built to current seismic standards.

Liquefaction and Lateral Spreading

Liquefaction is a loss of soil strength due to a buildup of pore-water pressure during severe ground shaking. Liquefaction is associated primarily with loose (low density), saturated, fine- to medium-grained, cohesionless soils (e.g., sandy soils). Liquefaction typically occurs in areas saturated liquefiable soils occur within depths of less than 50 feet. Lateral spreading is a phenomenon related to liquefaction in which large blocks of intact, non-liquefied soil move downslope on a liquefied soil layer. For lateral spreading to occur, a liquefiable soil zone must be laterally continuous, unconstrained laterally in at least one direction and free to move along sloping ground. According to mapping compiled as part of the Seismic Hazards Zonation Program, the only community of the South Bay Planning Area that includes soils susceptible to liquefaction are located in the West Carson community, as shown on Figure 4.7-2, Liquefaction Zones.

Landslides

The propensity for landslides (earthquake-induced or non-earthquake induced) is greatest in hilly areas with steep slopes and bedrock or soils that are prone to mass movement. Landslides occur as falls, topples, spreads, slides, or flows. Falls are masses of soil or rock that dislodge from steep slopes and free-fall, bounce, or roll downslope.

Topples move by the forward pivoting of a mass around an axis below the displaced mass. Lateral spreads occur in association with liquefaction, as described above. Slides displace masses of material along one or more discrete planes. In rotational sliding, the slide plane is curved and the mass rotates backwards around an axis parallel to the slope, whereas in transitional sliding the failure surface is more or less planar and the mass moves parallel to the ground surface. Flows mobilize as a deforming, viscous mass without a discrete failure plane. More than one form of movement may occur during a failure, in which case the movement is classified as complex if movements occur sequentially and composite if they do not occur sequentially.

As illustrated on Figure 4.7-3, Landslide Zones, potential landslide zones are not present in any of the South Bay Planning Area communities with the exception of the Westfield/Academy Hills community. The topography throughout most of the remainder of the South Bay Planning Area communities is relatively flat to gently sloping. The Westfield/Academy Hills community includes rolling hills with elevations that generally range between 275 and 900 feet above mean sea level.

Regional Subsidence

Land subsidence is a settling or sudden sinking of a geological surface due to subsurface movement of earth materials. The principal causes of subsidence in California are aquifer-system compaction, drainage and decomposition of organic soils, and oil and gas extraction. Effects of land subsidence include damage to buildings and infrastructure such as roads and canals, increased flood risk in low-lying areas, and lasting damage to groundwater aquifers and aquatic ecosystems. Based on a review of a USGS subsidence map, the only community located partially within an identified area of regional ground subsidence is the West Carson community (USGS 2023). This area of subsidence is associated with groundwater withdrawal as the source factor for causing the subsidence.

Expansive Soil

Expansive soils are those in which soils with high clay content that are also prone to expansion when wet and contraction when dry, known as “shrink-swell,” which can over time result in damage to building foundations, pavement, and underground utilities. These soils can disrupt supply lines (i.e., roads, power lines, railways, and bridges) and damage structures. Patios, driveways, and walkways may also crack and heave as the underlying expansive soils become wet and swell. Clay-rich, expansive soils are common and located throughout the Project area.

Soil Erosion

Soil erosion is typically a function of slope steepness, amount of vegetation, and soil type. Soil erosion can be accelerated beyond natural rates in areas with depleted plant cover. Loose sandy soils are also more susceptible to erosion than firm, clay rich soils. With the exception of the Westfield/Academy Hills community, the communities are generally fully developed, predominantly covered in impervious surfaces with relatively minor areas of exposed soils that would be susceptible to erosion. The Westfield/Academy Hills community is also mostly developed, but does by comparison include both more topographic variety and more areas of exposed soils with minimal vegetation.

Local Geology

The following are summaries of geologic conditions specific to each of the South Bay Planning Area communities.

Alondra Park/El Camino Village. According to geologic mapping compiled by the California Geologic Survey (CGS), the Alondra Park/El Camino Village community is predominantly underlain by older alluvium, lake playa and terrace deposits, although the northern tip of the community is mapped as alluvium, lake, playa, and terrace deposits that are unconsolidated and can also be semi-consolidated (CGS 2023a). The concrete-lined Dominguez Channel cuts through the community beginning at the northeast corner of the community. As illustrated in Figure 4.7-1, Active Fault Zones, no Pre-Holocene active faults, Holocene active faults or Alquist-Priolo Earthquake Fault Zones traverse the community. As illustrated in Figure 4.7-2, Liquefaction Zones, there are also no liquefaction zones present in this community, except for a small portion of the southern boundary edge within the Inglewood Liquefaction Zone. The topography of the community is relatively flat to gently sloping and as illustrated in Figure 4.7-3, Landslide Zones, does not include areas susceptible to landslides or slope instability.

Del Aire/Wiseburn. According to CGS geologic mapping, the Del Aire and Wiseburn communities are predominantly underlain by older alluvium, lake playa and terrace deposits (CGS 2023a). As illustrated in Figure 4.7-1, Active Fault Zones, no Pre-Holocene active faults, Holocene active faults, or Alquist-Priolo Earthquake Fault Zones traverse East Rancho Dominguez. However, the Charnock Fault, a Pre-Holocene Fault, intersects the northwest corner of the Del Aire community (CGS 2023b). As illustrated in Figures 4.7-2, Liquefaction Zones and 4.7-3, Landslide Zones both communities are not mapped in either liquefaction potential or landslide areas.

Hawthorne Island. According to CGS geologic mapping the Hawthorne Island community is mapped as alluvium, lake, playa, and terrace deposits that are unconsolidated and can also be semi-consolidated (CGS 2023a). As illustrated in Figure 4.7-1, Active Fault Zones, no Pre-Holocene active faults, Holocene active faults, or Alquist-Priolo Earthquake Fault Zones traverse Hawthorne Island. As illustrated in Figure 4.7-2, Liquefaction Zones, the entire community is located outside of a potential liquefaction zone. As illustrated in Figure 4.7-3, Landslide, the topography of most of the community is relatively flat to gently sloping and includes no potential landslide areas.

La Rambla. According to CGS geologic mapping the La Rambla community is mapped as Miocene marine sandstone, shale, siltstone, conglomerate, and breccia (rock that consists of angular fragments cemented together), that are moderately to well consolidated (CGS 2023a). As illustrated in Figure 4.7-1, Active Fault Zones, no Pre-Holocene active faults, Holocene active faults, or Alquist-Priolo Earthquake Fault Zones traverse La Rambla. As illustrated in Figures 4.7-2, Liquefaction Zones and 4.7-3, Landslide Zones, the community is not located in either a potential liquefaction or landslide hazard area.

Lennox. According to CGS geologic mapping, the Lennox community is predominantly underlain by older alluvium, lake playa and terrace deposits (CGS 2023a). As illustrated in Figure 4.7-1, Active Fault Zones, no Pre-Holocene active faults, Holocene active faults, or Alquist-Priolo Earthquake Fault Zones traverse the Lennox community. As illustrated in Figure 4.7-2, Liquefaction Zones, none of the Lennox community is in a potential liquefaction zone. As illustrated in Figure 4.7-3, Landslide Zones, no landslide prone areas, including seismically induced landslide areas, are identified in the community. The topography is relatively flat to gently sloping.

West Carson. According to CGS geologic mapping, the West Carson Community is predominantly underlain by older alluvium, lake playa and terrace deposits (CGS 2023a). As illustrated in Figure 4.7-1, Active Fault Zones, no Pre-Holocene active faults, Holocene active faults, or Alquist-Priolo Earthquake Fault Zones traverse the West Carson community. As illustrated in Figure 4.7-2, Liquefaction Zones, there are some potential liquefaction zones associated with deposits related to historic natural drainages. As illustrated in Figure 4.7-3, Landslide Zones, the topography within West Carson is relatively flat to gently sloping. No landslide prone areas, including seismically induced landslide areas, have been identified in the community.

Westfield/Academy Hills. According to CGS geologic mapping the Westfield/Academy Hills community is mapped as Miocene marine sandstone, shale, siltstone, conglomerate, and breccia (rock that consists of angular fragments cemented together), that are moderately to well consolidated (CGS 2023a). As illustrated in Figure 4.7-1, Active Fault Zones, no Pre-Holocene active faults, Holocene active faults, or Alquist-Priolo Earthquake Fault Zones traverse the Westfield/Academy Hills community, however the Cabrillo Fault, a strand of the Palos Verdes fault runs through the southern portion of the community covering portions of East Vale Road and Sunnyridge Road near the southern boundary of the community. While the Cabrillo Fault has had surface rupture during the Holocene offshore, the onshore portion of the fault has not (SCEDC 2023). The Palos Verdes fault is also relatively close at approximately 0.25 miles to the northeast. However, like the Cabrillo segment, the onshore segment of the Palos Verdes fault has not had Holocene displacement, only the offshore segment. As illustrated in Figures 4.7-2, Liquefaction Zones, the community is not located in a potential liquefaction hazard area according to the Seismic Hazards Zonation Program. However, mapping does indicate areas within the Westfield/Academy Hills community that are susceptible to earthquake-induced landslides, particularly on the slopes on either side of Crenshaw Boulevard and the northwestern and southeastern community boundaries (Figure 4.7-3).

4.7.2 Environmental Impacts

4.7.2.1 Methodology

As described in Chapter 3, Project Description, the South Bay Area Plan is a policy document that does not include or propose any site-specific development that could directly result in construction or operational impacts to the environment. However, implementation of the South Bay Area Plan would encourage development in a manner consistent with the South Bay Area Plan, which would facilitate additional future development. Therefore, this Draft PEIR does not assess the site-specific construction and operation details of each future development within the Project area. Rather, it assesses the impacts associated with changes to existing land uses and the associated overall effects of buildout of the South Bay Area Plan through 2045, where reasonably foreseeable physical changes to the environment could occur. Analysis at a parcel or site-specific level was not conducted because, unless otherwise noted within this assessment, the actual locations of project development (and its chronologic sequence or concurrence) that may be implemented in the future are speculative.

The following analysis evaluates the Project's potential impacts with regard to geology and soils, taking into account state-mandated construction methods, as specified in California Safety and Health Administration regulations (Title 8 of the California Code of Regulations), the Los Angeles County Building Code (Title 26), and the CBC (24 CCR, Part 2), as described in Section 4.7.1.1, Regulatory Setting.

The analysis below has been written against the backdrop of CEQA case law addressing the scope of analysis required in EIRs for potential impacts resulting from existing environmental hazards such as geological hazards in the vicinity of a site for a proposed project. In *California Building Industry Association v. Bay Area Air Quality Management District* (2015) 62 Cal.4th 369, 377 (“CBIA”), the California Supreme Court held that “agencies subject to CEQA generally are not required to analyze the impact of existing environmental conditions on a project’s future users or residents.” (Italics added.) For this reason, the court found the following former language from CEQA Guidelines Section 15126.2, subdivision (a), to be invalid: “[A]n EIR on a subdivision astride an active fault line should identify as a significant effect the seismic hazard to future occupants of the subdivision. The subdivision would have the effect of attracting people to the location and exposing them to the hazards found there.” (Id. at p. 390.)

The court did not hold, however, that CEQA never requires consideration of the effects of existing environmental conditions on the future occupants or users of a proposed project. But the circumstances in which such conditions may be considered are narrow: “when a proposed project risks exacerbating those environmental hazards or conditions that already exist, an agency must analyze the potential impact of such hazards on future residents or users. In those specific instances, it is the project’s impact on the environment—and not the environment’s impact on the project—that compels an evaluation of how future residents or users could be affected by exacerbated conditions.” (Id. at pp. 377-378, italics added.) Because this exception to the general rule would presumably never apply to existing seismic hazards, the court concluded that this particular topic was outside the scope of CEQA. (Id. at p. 390.) These considerations are reflected in the significance thresholds set forth below, which consider the extent to which the proposed project would “[d]irectly or indirectly cause potential substantial adverse effects[.]”

The method used to determine significance of potential impacts is a comparison of the general areas for the proposed Project’s rezoning program against the location of seismic hazards, such as active fault zones, landslide zones, and liquefaction zones. If areas proposed for rezoning are located within an Alquist-Priolo Earthquake Fault Zone, the CBC and Los Angeles County Building Code would require that a project-specific fault investigation be completed for new construction, or major renovations, to address any potential fault-related hazards. Similarly, regardless of whether the rezoned area is located in an area of potential liquefaction or seismically induced landslides, a project-specific geotechnical investigation would be required for new construction or major renovations. However, seismic-, faulting-, and landslide-related impacts would only be considered significant in the event that Project-related construction or operation causes, or exacerbates the potential for faulting/seismicity/landslides to occur.

Similarly, for a determination of significance of impacts unrelated to seismic hazard zones (e.g., subsidence, expansive soils, collapsible soils), the analysis considers the proposed Project’s buildout with respect to compliance with existing CBC and Los Angeles County Building Code regulations. However, non-seismic related geologic/soils impacts would only be considered significant in the event that Project-related construction or operation causes, or exacerbates the potential for such impacts to occur.

4.7.2.2 Thresholds of Significance

In accordance with the County’s Environmental Checklist Form (Initial Study) and Appendix G of the State CEQA Guidelines, the applicable thresholds of significance with regard to geology and soils are listed below. A project may have a significant impact if it would:

Threshold 4.7-1: Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

- i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault. Refer to Division of Mines and Geology Special Publication 42.
- ii. Strong seismic ground shaking.
- iii. Seismic-related ground failure, including liquefaction and lateral spreading.
- iv. Landslides

Threshold 4.7-2: Result in substantial soil erosion or the loss of topsoil.

- Threshold 4.7-3:** 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.
- Threshold 4.7-4:** Be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code (1994), creating substantial risks to life or property.
- Threshold 4.7-5:** Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.
- Threshold 4.7-6:** Conflict with the Hillside Management Area Ordinance (L.A. County Code, Title 22, Ch.22.104).

4.7.2.3 Land Use Changes, Goals, and Policies

As discussed in Section 3.3.3, Project-Related Growth, in Chapter 3, Project Description of this Draft PEIR, implementation of the Project would encourage future development in a manner consistent with the South Bay Area Plan (County of Los Angeles 2024), which would facilitate additional residential, commercial, and mixed-use development based on the following:

1. The Project would redesignate parcels within the Project-area communities of Alondra Park/El Camino Village, Del Aire/Wiseburn, Lennox, La Rambla, and West Carson to allow for residential development at higher densities than currently permitted. Under existing conditions, the sites affected are primarily designated as residential or commercial, and nearly all are occupied by existing development. The Project would facilitate development of approximately 9,853 additional dwelling units within the Project area. The proposed General Plan land use redesignations are illustrated in the following figures in Chapter 3, Project Description, of this Draft PEIR: Figure 3-1a, Proposed General Plan Land Use, Alondra Park/El Camino Village; Figure 3-1b, Proposed General Plan Land Use, Del Aire/Wiseburn; Figure 3-1d, Proposed General Plan Land Use, La Rambla; Figure 3-1e, Proposed General Plan Land Use, Lennox; and Figure 3-1f, Proposed General Plan Land Use, West Carson.
2. The Project would amend applicable sections of the County Code to allow for the development of neighborhood-scale commercial uses (i.e., Accessory Commercial units [ACUs]) on corner lots within the Project area's residential-only zones. The ACUs would be an accessory use to a primary residence and would be limited to one ACU per corner-residential lot. It is projected that approximately 12 parcels in the Project area may develop ACUs, totaling an estimated 10,200 square feet of ACUs. For a distribution of the residential zones within the Project area where ACUs would be permitted on corner lots, please refer to the following figures in Chapter 2, Environmental Setting of this Draft PEIR: Figure 2-4a, Existing Zoning, Alondra Park/El Camino Village; Figure 2-4b, Existing Zoning, Del Aire/Wiseburn; Figure 2-4c, Existing Zoning, Hawthorne Island; Figure 2-4d, Existing Zoning, La Rambla; Figure 2-4e, Existing Zoning, Lennox; Figure 2-4f, Existing Zoning, West Carson; and Figure 2-4g, Existing Zoning, Westfield/Academy Hills.
3. The Project would redesignate parcels in the communities of Alondra Park/El Camino Village, Del Aire/Wiseburn, Lennox, La Rambla, and West Carson to facilitate new commercial development. In total, the proposed land use changes would facilitate approximately 777,697 square feet of additional commercial use.

The South Bay Area Plan does not propose any land use or zoning changes to parcels currently zoned or designated as open space. Instead, the Project would facilitate changes to development type/intensity (e.g., from commercial to mixed-use and residential to more dense residential, potentially with ACUs) on parcels that already support and/or are zoned for development. Potential future development would predominantly consist of infill development within previously disturbed and/or developed parcels.

Areawide Goals and Policies

There are no proposed areawide goals and policies related to geology and soils.

Community-Specific Goals and Policies

There are no community-specific goals related to the topic of geology and soils.

4.7.2.4 Impact Analysis

Threshold 4.7-1(i) 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, 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.

No Impact. As illustrated in Figure 4.7-1, Active Fault Zones, no Alquist-Priolo Zones intersect any of the South Bay Area Plan communities. While surface fault rupture is not necessarily limited to the confines of a Alquist-Priolo Zone, they are considered the areas most susceptible to experience surface displacement. Therefore, based on the location of the communities and absence of any intersecting Alquist-Priolo Zones, the likelihood of experiencing fault rupture is very low and the proposed Project would not otherwise directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault. As a result, there would be no impact.

Threshold 4.7-1(ii) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

Less Than Significant Impact. All of the South Bay Planning Area communities are located in a seismically active part of southern California, with numerous Holocene-active faults, including the Newport-Inglewood, Palos Verdes, and Cabrillo faults, which traverse the southern portion of the Los Angeles Basin. The Project is a policy document that does not propose any new development, but as described above, would result in the reasonably foreseeable future construction of new buildings. Strong seismically induced ground shaking can be expected to affect future development. Conformance with the CBC and Los Angeles County Building Code would reduce impacts to new development associated with strong seismically induced ground shaking in accordance with stringent seismic design criteria.

The CBC sets forth structural design parameters for buildings to withstand seismic shaking without substantial structural damage. Section 1803 of the CBC requires preparation of a site-specific geotechnical investigation to assess the degree of potential seismic hazards and recommend appropriate design/mitigation measures. The

Los Angeles County Building Code implements the 2022 CBC and contains standards and regulations relating to seismic safety and construction standards for building foundations. Conformance with the CBC, as required by state law, and the County Building Code, would minimize the potential for damage of new structures and their foundations. The continuation of design review and code enforcement to meet current seismic standards is the primary mitigation strategy to avoid or reduce damage from an earthquake. Further, Policy S 1.4 of the County's General Plan Safety Element is intended to help reduce risks of structural and human losses due to seismic hazards by supporting retrofitting of unreinforced masonry structures and soft-story buildings. In addition, future developments would be required to go through County building plan check review to ensure compliance with state and County building code requirements. The building plan check review also includes a detailed, site-specific geotechnical investigation that would calculate the seismic design parameters to reduce hazards to people and structures arising from ground shaking. As a result, the proposed Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking. Impacts would be less than significant.

Threshold 4.7-1(iii) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction and lateral spreading?

Less Than Significant Impact. Potentially liquefiable soils have been identified in the West Carson community (see Figure 4.7-2, Liquefaction Zones); however, liquefaction potential could exist in other areas as well and is dependent on site specific conditions. As discussed under Threshold 4.7-1(ii), the Project does not propose any new development, but strong seismically induced ground shaking could adversely affect potential development on candidate parcels identified under the proposed Project wherever liquefiable soils are present. Conformance with the CBC and the County Building Code requirements would reduce impacts associated with seismic-related ground failure within these potential development areas of the South Bay Area Plan which include requirements for evaluating site specific soils for liquefaction potential, and any areas within the liquefaction hazard zones from the Seismic Hazard Zonation Program are required to adhere to Special Publication 118A. Standard geotechnical engineering procedures, soil testing, and proper design can identify and mitigate liquefiable soils through site preparations (e.g., removal of liquefiable soils and replacement with engineered fills) and/or foundation design (e.g., deep foundation systems that are set into deeper more competent materials). By using the most up-to-date standards, potential damage related to liquefaction and lateral spreading, including differential settlement, would be minimized such that less than significant impacts would occur. These engineering practices could include densification of soils, soil reinforcement, and drainage/dewatering to reduce pore water pressure within the soil. Further, Policy S 1.3 of the County's General Plan Safety Element requires developments to mitigate geotechnical hazards, such as soil instability and landslides, in Hillside Management Areas through siting and development standards. In addition, given the nature of the residential, commercial, and mixed-use land uses, future development would not cause or exacerbate the potential for seismically related ground failure to occur. As a result, the proposed Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic related ground failure. Impacts would be less than significant.

Threshold 4.7-1(iv) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

Less Than Significant Impact. The propensity for landslides (earthquake-induced or non-earthquake induced) is greatest in hilly areas with steep slopes and bedrock or soils that are prone to mass movement. As illustrated on

Figure 4.7-3, Landslide Zones, no potential landslide zones in accordance with the Seismic Hazards Program are present in any of the communities. However, the City of Los Angeles's data indicates that areas of the Westfield/Academy Hills community (see Figure 4.7-4, Landslide Zones Westfield/Academy Hills) include areas that are susceptible to landslides (City of Los Angeles 2023). In the absence of proper grading and excavation techniques, excavating into a hillside during construction or placement of structures within or immediately adjacent to steep slopes could potentially trigger a landslide, which in turn could endanger people and property in the vicinity of the site. With respect to future redevelopment and/or new construction associated with the Project, compliance with the CBC and County Building Code related to grading, including completion of a final design level geotechnical report, would minimize the potential for slope instability to occur such that less than significant impacts would occur. The site-specific geotechnical report, which would include, as appropriate, a slope stability analysis and provide remedial measures to address any potential slope instability. In addition, new construction would be subject to the County's HMA Ordinance and Hillside Design Guidelines, which implement the policies of the General Plan by ensuring that hillside development projects use sensitive and creative engineering, architectural, and landscaping site design techniques. In hillside areas with less than a 25% slope, use of the guidelines is optional but encouraged. The County provides a Sensitive Hillside Design Measures Checklist, used by applicants to determine whether the Hillside Design Guidelines would be applicable. Further, Policy S 1.3 of the County's General Plan Safety Element requires developments to mitigate geotechnical hazards, such as soil instability and landslides, in Hillside Management Areas through siting and development standards. As a result, implementation of the proposed Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides. Impacts are considered less than significant.

Threshold 4.7-2 Would the project result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. Although the Project area communities consist primarily of developed urban land uses, future construction activities in association with any of the zoning changes or new ACUs, may include excavation, grading, and other soil-disturbing activities that could result in soil erosion or loss of topsoil during rain or high-wind events. For projects disturbing more than one acre of ground surface, the Construction General Permit requires the preparation and implementation of a SWPPP that would include erosion control and sediment control BMPs, such as sandbags, straw wattles, and covering of soil stockpiles, which would ensure that soil erosion and loss of topsoil on the construction site would be minimized. Specific developments as part of the South Bay Area Plan that disturb less than one acre of ground surface would be required to implement, at a minimum, the BMPs identified in the Los Angeles County MS4 Permit, which includes erosion control and sediment control strategies for small construction sites. Compliance with the Construction General Permit and MS4 Permit requirements would minimize impacts related to erosion and loss of topsoil during construction of specific developments completed under the South Bay Area Plan, resulting in less than significant impacts. Additionally, in accordance with existing implementation programs, such as the Green Streets LA Program and other County-approved green street and green alley projects, the County will continue to construct "green infrastructure" in appropriate Project-area locations. Green infrastructure is a stormwater management approach that incorporates vegetation (e.g., perennials, shrubs, trees), soil, and engineered systems (e.g., permeable pavements) to slow, filter, and cleanse stormwater runoff from impervious surfaces (e.g., streets, sidewalks) (Public Works 2023). Continued implementation of these programs will minimize the potential for soil erosion.

With respect to operations, the Project area is predominantly developed with very few pervious (undeveloped) surfaces. As such, future Project-facilitated development and redevelopment projects on proposed candidate parcels, whether residential parcels, commercial or on corner-residential lots in association with new ACUs, would generate little increase in runoff relative to the existing drainage system. All new development would also be subject

to the County's drainage control requirements. Therefore, the chance of soil erosion and topsoil loss occurring during operation of new developments is low. Compliance with the County's Low Impact Development Standards require future development projects under the South Bay Area Plan qualifying as a new development or a redevelopment project, to be designed to reduce off-site runoff rates and promote rainwater harvesting, thereby reducing erosion and hydrologic impacts downstream. As a result, the proposed Project would not result in substantial soil erosion or the loss of topsoil and impacts would be less than significant.

Threshold 4.7-3 Would the project 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?

Less Than Significant Impact. As described above, the proposed Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving liquefaction, lateral spreading, collapse, or landslides. Development of future projects on proposed candidate parcels, including corner-residential lots in association with new ACUs would be completed in conformance with the CBC and Los Angeles County Building Code, which would minimize seismic- and slope stability-related impacts, under currently accepted engineering practices, such that impacts would be less than significant. Grading and construction would be completed in accordance with recommendations of a project-specific geotechnical report, which would address any potential issues related to ground failure. While portions of the West Carson community are located within an identified subsidence area related to groundwater withdrawal, development associated with the proposed land use redesignations would not include any direct fluid withdrawal (i.e., groundwater or oil extraction), and would not directly nor indirectly exacerbate these regional conditions. Furthermore, while a small area near the southern boundary of Alondra Park/El Camino Village is also located within an identified subsidence area, the proposed zone change affecting the parcel in this area would reflect current on-the-ground uses and would not facilitate any new development or redevelopment activities. Although other future development/redevelopment facilitated as a result of Project implementation may be located on a geologic unit or soil that is unstable, compliance with current building codes would minimize any geologic impacts. In addition, future development sites would not become unstable as a result of the Project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. Impacts would be less than significant.

Threshold 4.7-4 Would the project be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code (1994), creating substantial risks to life or property?

Less Than Significant Impact. Future development on proposed Program candidate parcels could occur on soil types that pose constraints to structural development because of the presence of expansive soils. Expansive soils is one example in which soils with high clay content are prone to expansion and contraction, known as "shrink-swell," which can result in damage over time to building foundations, pavement, and underground utilities. These soils can disrupt supply lines (i.e., roads, power lines, railways, and bridges) and damage structures. Patios, driveways, and walkways may also crack and heave as the underlying expansive soils become wet and swell. These soils are undesirable for use as engineered fill or subgrade directly underneath foundations or pavement, and must be replaced with non-expansive engineered fill or require treatment to address their expansion potential. Grading and construction would be completed in accordance with recommendations of a project-specific final design level geotechnical report during building plan check review, which would address any potential issue related to expansive soils in accordance with building code requirements. Therefore, although the proposed Project could potentially result in future development on properties with soil constraints, such as expansive soils, with incorporation of

standard geotechnical engineering, in compliance with the Los Angeles County Building Code and CBC, the South Bay Area Plan would not create substantial direct or indirect risks to life or property and impacts would be less than significant.

Threshold 4.7-5 Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. All of the communities within the South Bay Area Plan are served by public sanitary sewer systems. Future developments pursuant to implementation of the Project would similarly include connections to sanitary sewers and would not use onsite septic or alternative wastewater treatment systems. As a result, no impacts would occur.

Threshold 4.7-6 Would the project conflict with the Hillside Management Area Ordinance (L.A. County Code, Title 22, Ch.22.104)?

Less Than Significant Impact. HMAs are defined as areas with 25% or greater natural slopes. County HMAs are located in the Palos Verdes Hills and are present within the Westfield/Academy Hills community as well as in La Rambla. The topography throughout the remainder of the Plan Area communities is relatively flat to gently sloping. As the Westfield/Academy Hills community would not include any changes to land use policy, the only development within the community could be one or two ACUs. However, in accordance with proposed land use changes in La Rambla, future projects on or immediately adjacent to HMAs could include residential and mixed use development (in addition to one or two ACUs within residential zones). In the absence of proper grading and excavation techniques, excavating into a hillside during construction could potentially trigger a landslide, which in turn could endanger people and property in the vicinity of the site. However, in compliance with the CBC and Los Angeles County Building Code, new construction on or immediately adjacent to any hillsides would be completed in accordance with the recommendations of a site-specific geotechnical investigation, which would include a slope stability analysis and remedial measures to address any potential slope instability. In addition, new construction within HMAs would be subject to the County's HMA Ordinance and Hillside Design Guidelines, which implement the policies of the General Plan by ensuring that hillside development projects use sensitive and creative engineering, architectural, and landscaping site design techniques. In hillside areas with less than 25% slope, use of the guidelines is optional but encouraged. The County also provides a Sensitive Hillside Design Measures Checklist used by applicants to determine whether the Hillside Design Guidelines would be applicable. As a result, the proposed Project would not conflict with the Hillside Management Area Ordinance and impacts would be less than significant.

4.7.2.5 Cumulative Impact Analysis

Where a lead agency concludes that the cumulative effects of a project, taken together with the impacts of other closely related past, present, and reasonably foreseeable probable future projects are significant, the lead agency then must determine whether the project's incremental contribution to such significant cumulative impact is "cumulatively considerable" (and thus significant in and of itself). The cumulative geographic study area used to assess potential cumulative geology and soils impacts includes the greater Los Angeles Basin which although includes areas of varying conditions is all considered within a region of seismic risks. Geology and soils impacts are generally site-specific, can change considerably over relatively short distances, and do not combine with other projects resulting in a cumulative impact. The full list of related plans applicable to this Project's cumulative

analyses is provided in Section 2.5, Cumulative Impact Analysis, in Chapter 2, Environmental Setting of the Draft PEIR.

Threshold 4.7-1. Potential cumulative impacts on geology and soils would only result from projects that combine in a manner to create geologic hazards. However, the vast majority of impacts from geologic hazards, such as surface fault rupture, seismically induced ground shaking, liquefaction, lateral spreading, landslides, subsidence, and expansive soils, are site-specific and are therefore addressed on a project-by-project basis and do not combine with other projects resulting in a cumulative impact. All current and future projects in the County (including adjacent jurisdictions) would be required to comply with the most recent version of the CBC and the County's HMA, as applicable, to ensure the safety of building occupants and avoid a cumulative geologic hazard. For example, Section 1803 of the CBC outlines specific instances when a geotechnical report is required based on soil conditions and construction methods. In addition, Section 1803 allows local building officials to require a geotechnical investigation for any project. Additionally, as needed, projects would incorporate individual mitigation or geotechnical requirements for site-specific geologic hazards present on each individual cumulative project site. Therefore, a cumulative impact related to site-specific geologic hazards would not occur and the proposed Project's incremental contribution to impacts associated with geologic hazards would not be cumulatively considerable.

Threshold 4.7-2. In the absence of proper erosion control features during construction, erosion related impacts associated with other closely related past, present, and reasonably foreseeable probable future projects could potentially combine to create cumulative significant impacts. Soil erosion can lead to downstream water quality impacts, which if combined could be cumulatively considerable. However, for cumulative projects disturbing more than one acre of ground surface, the Construction General Permit requires the preparation and implementation of a SWPPP that would include erosion control and sediment control BMPs, such as sandbags, straw wattles, and covering of soil stockpiles, which would ensure that soil erosion and loss of topsoil on the construction site would be minimized. Cumulative project sites that disturb less than one acre of ground surface would be required to implement, at a minimum, the BMPs identified in the Los Angeles County MS4 Permit, which includes erosion control and sediment control strategies for small construction sites. Therefore, the Project's incremental contribution to impacts related to soil erosion and loss of topsoil would not be cumulatively considerable.

Threshold 4.7-3. As discussed under Threshold 4.7-1 above, potential cumulative impacts on geology and soils would result from projects that combine to create geologic hazards. The majority of impacts from geologic hazards, including unstable soils, are site-specific and are therefore addressed on a project-by-project basis and do not combine with other projects resulting in a cumulative impact. Therefore, the Project's incremental contribution to impacts related to unstable soils would not be cumulatively considerable.

Threshold 4.7-4. As discussed under Threshold 4.7-1 above, potential cumulative impacts on geology and soils would result from projects that combine to create geologic hazards. The majority of impacts from geologic hazards, including expansive soils, are site-specific and are therefore addressed on a project-by-project basis and do not combine with other projects resulting in a cumulative impact. Therefore, the Project's incremental contribution to impacts related to expansive soils would not be cumulatively considerable.

Threshold 4.7-5. The communities of the South Bay Area Plan, and surrounding urban communities, are served by public sanitary sewer systems. Similar to the proposed Project, other closely related past, present, and reasonably foreseeable probable future projects include connections to the sanitary sewer system and would not use onsite or alternative wastewater treatment systems. As a result, there is no impact related to septic and alternative sanitary sewer or wastewater systems, thus, the proposed Project would not contribute to cumulative impact associated with wastewater systems.

Threshold 4.7-6. In compliance with the CBC and Los Angeles County Building Code, new construction on hillsides would be completed in accordance with the recommendations of a site-specific geotechnical investigation, which would include a slope stability analysis and remedial measures to address any potential slope instability, as applicable. In addition, new construction of ACUs within HMAs would be subject to the County's HMA Ordinance and Hillside Design Guidelines, as would other cumulative development in the area, which implement the policies of the General Plan by ensuring that hillside development projects use sensitive and creative engineering, architectural, and landscaping site design techniques. Therefore, the Project's incremental contribution to impacts related to development in a Hillside Management Area would not be cumulatively considerable.

4.7.2.6 Mitigation Measures

No mitigation measures are required.

4.7.2.7 Significance Conclusion

- Threshold 4.7-1.** The Project would not 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 and lateral spreading, or landslides, and impacts would be **less than significant** and would not be cumulatively considerable.
- Threshold 4.7-2.** The Project would result in **less than significant** impacts related to substantial soil erosion or the loss of topsoil. Impacts would not be cumulatively considerable.
- Threshold 4.7-3.** The Project would result in **less than significant** impacts related to location on a geologic unit or soil that is unstable, or that would become unstable as a result of the project. Impacts would not be cumulatively considerable.
- Threshold 4.7-4.** The Project would result in **less than significant** impacts related to location on expansive soil, as defined in Table 18-1B of the Uniform Building Code (1994). Impacts would not be cumulatively considerable.
- Threshold 4.7-5.** The Project would result in **no impact** related to soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems.
- Threshold 4.7-6.** The Project would result in **less than significant** impacts related to conflicts with the Hillside Management Area Ordinance. Impacts would not be cumulatively considerable.

4.7.3 References

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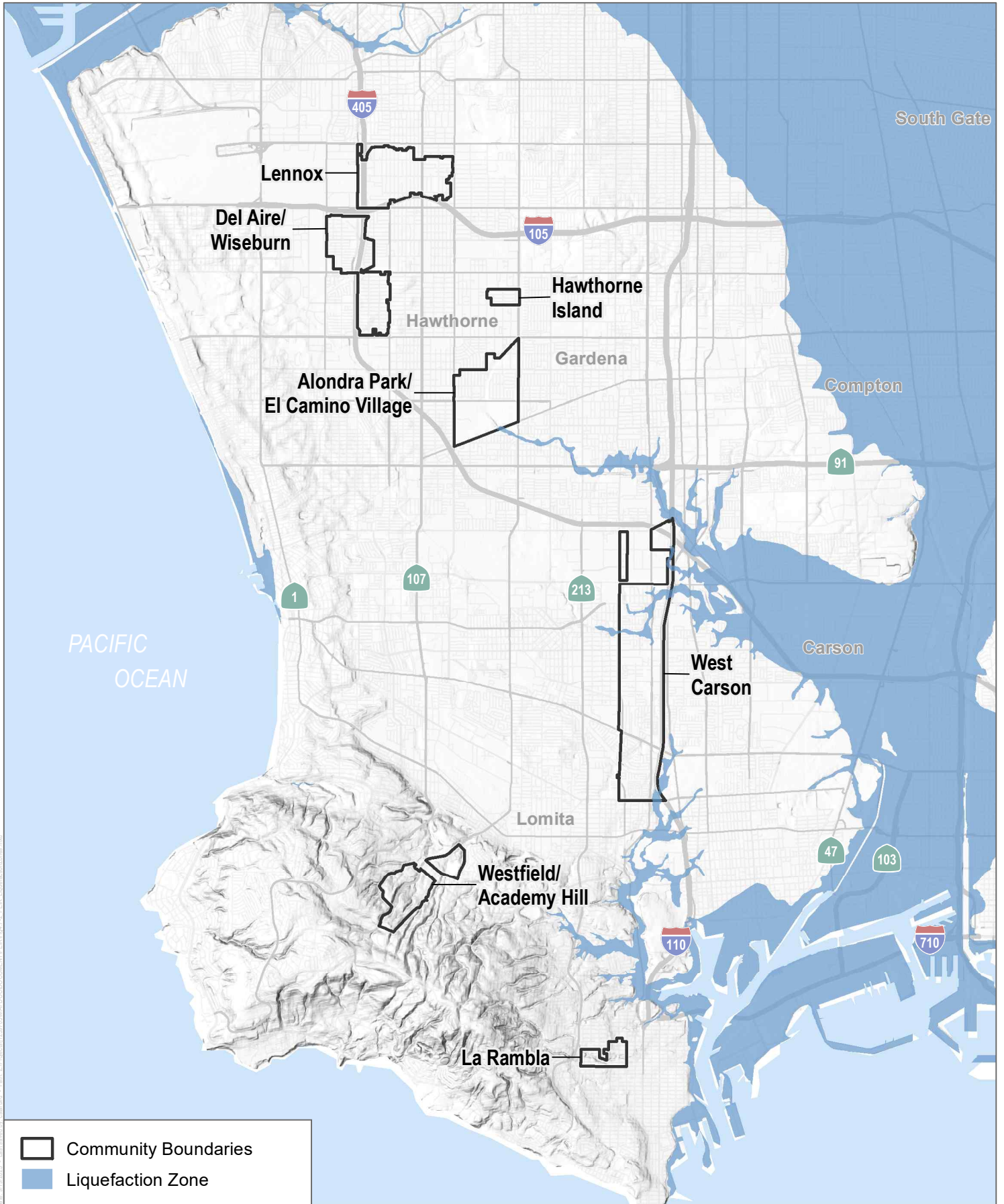
SOURCE: Open Street Map 2019; Los Angeles County

FIGURE 4.7-1

Holocene Active Fault Zones

Los Angeles County South Bay Area Plan Project

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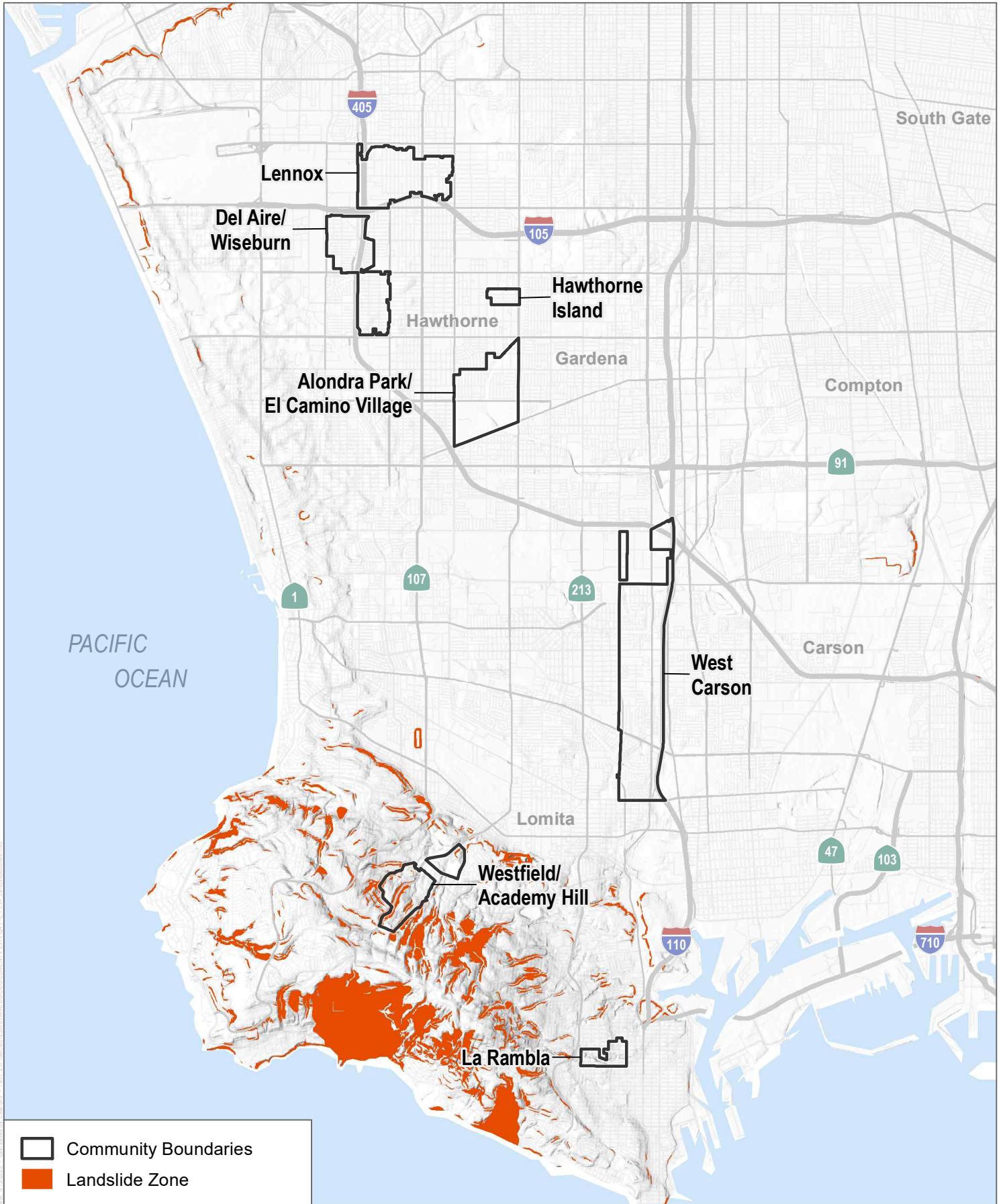
SOURCE: Open Street Map; CGS Seismic Hazards Program

FIGURE 4.7-2

Liquefaction Zones

Los Angeles County South Bay Area Plan Project

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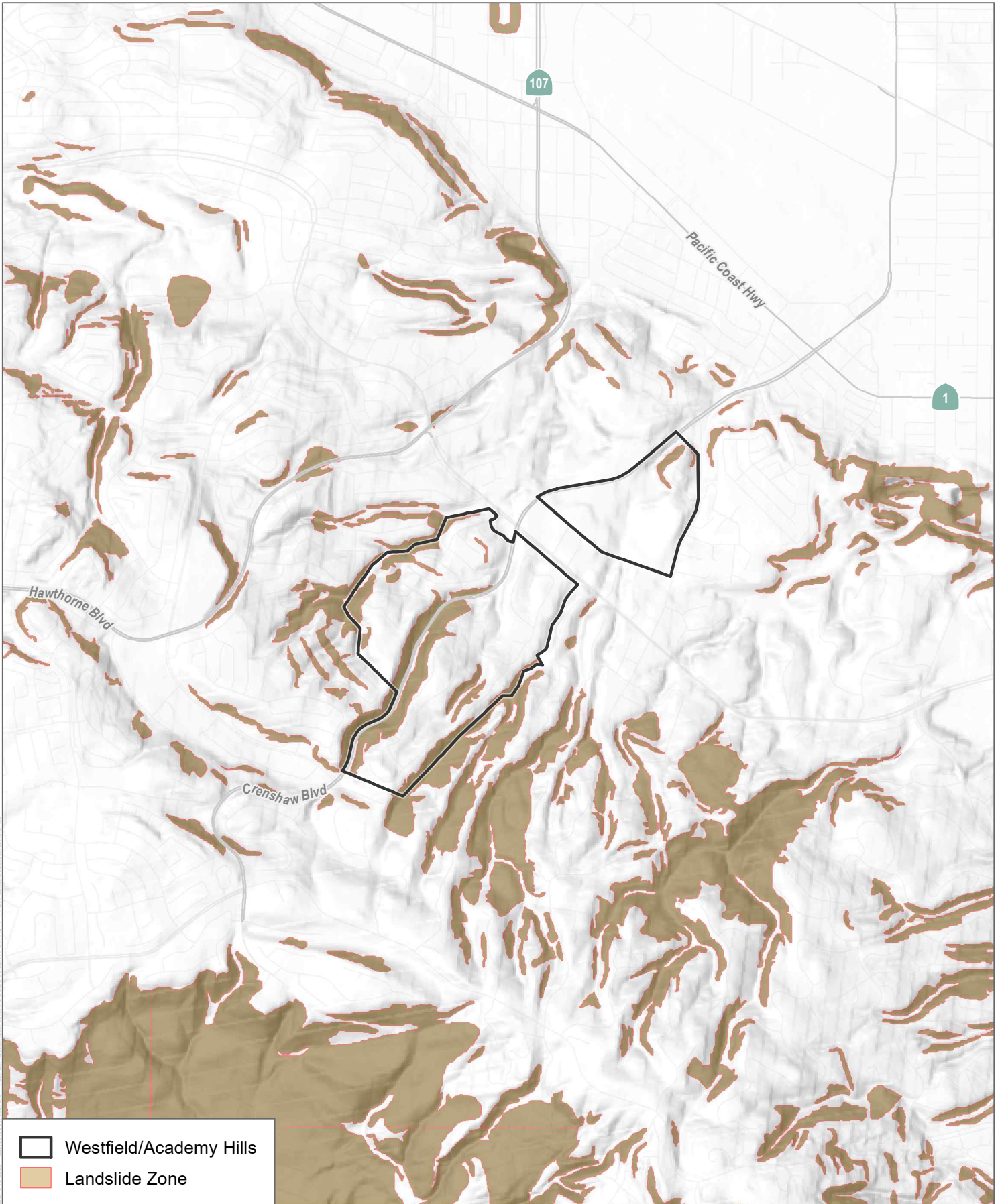


SOURCE: Open Street Map; CGS Seismic Hazards Program

FIGURE 4.7-3

Landslide Zones

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SOURCE: Open Street Map; City of Los Angeles Landslide Zones

FIGURE 4.7-4

Landslide Zones Westfield/Academy Hills

Los Angeles County South Bay Area Plan Project

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4.8 Greenhouse Gas Emissions

This section of the Draft PEIR analyzes the potential impacts from the implementation of the South Bay Area Plan (Project) Greenhouse Gas (GHG) emissions and contribution to climate. This section identifies associated regulatory requirements, evaluates potentially adverse impacts related to GHG emissions during construction and operation of the project related to implementation of the South Bay Area Plan on a programmatic level. The analysis is based, in part, on review of the Los Angeles County (County) 2035 General Plan, South Coast Air Quality Management District (SCAQMD) guidance, and information provided in the following technical analysis:

Appendix D Air Quality and Greenhouse Gas Emissions Modeling Data, Prepared By Dudek

Other sources consulted are listed in Section 4.8.3, References.

Comments received in response to the Notice of Preparation (NOP) are summarized in Table 1-1, Notice of Preparation and Comment Letters Summary, included in Chapter 1, Introduction, of this Draft PEIR. A copy of the NOP is included in Appendix A-1 and the comment letters received in response to the NOP are included in Appendix A-2 of this Draft PEIR.

4.8.1 Environmental Setting

4.8.1.1 Regulatory Setting

Federal

Massachusetts v. U.S. Environmental Protection Agency

On April 2, 2007, in *Massachusetts v. U.S. Environmental Protection Agency*, the U.S. Supreme Court ruled that CO₂ was a pollutant and directed the EPA administrator to determine whether GHG emissions from new motor vehicles cause or contribute to air pollution that may reasonably be anticipated to endanger public health or welfare, or whether the science is too uncertain to make a reasoned decision. In making these decisions, the EPA administrator is required to follow the language of Section 202(a) of the Clean Air Act. On December 7, 2009, the administrator signed a final rule with two distinct findings regarding GHGs under Section 202(a) of the Clean Air Act:

- The elevated concentrations of GHGs—CO₂, CH₄, N₂O, hydrofluorocarbons, perfluorocarbons, and SF₆—in the atmosphere threaten the public health and welfare of current and future generations. This is referred to as the “endangerment finding.”
- The combined emissions of GHGs—CO₂, CH₄, N₂O, and hydrofluorocarbons—from new motor vehicles and new motor vehicle engines contribute to the GHG air pollution that endangers public health and welfare. This is referred to as the “cause or contribute finding.”

These two findings were necessary to establish the foundation for regulation of GHGs from new motor vehicles as air pollutants under the Clean Air Act.

Energy Independence and Security Act

On December 19, 2007, President George W. Bush signed the Energy Independence and Security Act of 2007. Among other key measures, the act would do the following to aid in the reduction of national GHG emissions:

1. Increase the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard requiring fuel producers to use at least 36 billion gallons of biofuel by 2022.
2. Set a target of 35 miles per gallon (mpg) for the combined fleet of cars and light trucks by model year 2020 and direct the National Highway Traffic Safety Administration (NHTSA) to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for work trucks.
3. Prescribe or revise standards affecting regional efficiency for heating and cooling products and procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances.

EPA and National Highway Traffic Safety Administration Joint Final Rule for Vehicle standards

In response to the *Massachusetts v. EPA* U.S., the Supreme Court ruling discussed above, the Bush Administration issued Executive Order (EO) 13432 in 2007 directing the EPA, the Department of Transportation, and the Department of Energy to establish regulations that reduce GHG emissions from motor vehicles, non-road vehicles, and non-road engines by 2008. In 2009, the National Highway Traffic Safety Administration (NHTSA) issued a final rule regulating fuel efficiency and GHG emissions from cars and light-duty trucks for model year 2011; and, in 2010, the EPA and NHTSA issued a final rule regulating cars and light-duty trucks for model years 2012–2016 (75 FR 25324–25728). Most recently, in March 2022, NHTSA established new fuel economy standards that would require an industry-wide fleet average of approximately 49 miles per gallon for passenger cars and light trucks in model year 2026, by increasing fuel efficiency by 8% annually for model years 2024 and 2025, and 10% annually for model year 2026.

The Inflation Reduction Act of 2022

The Inflation Reduction Act was signed into law by President Biden in August 2022. The bill includes specific investment in energy and climate reform and is projected to reduce GHG emissions within the United States by 40% as compared to 2005 levels by 2030. The bill allocates funds to boost renewable energy infrastructure (e.g., solar panels and wind turbines), includes tax credits for the purchase of electric vehicles, and includes measures that will make homes more energy efficient.

State

The Statewide GHG emissions regulatory framework is summarized as follows by category: State climate change targets, building energy, renewable energy and energy procurement, mobile sources, solid waste, water, and other State regulations and goals. The following text describes executive orders (EOs), assembly bills (ABs), senate bills (SBs), and other regulations and plans that would directly or indirectly reduce GHG emissions. The State's adoption and implementation of various legislation demonstrates California's leadership in addressing the critical challenge of addressing climate change. Of importance, the proposed Project and/or users of the proposed Project would be required to comply with the various regulatory measures that would reduce GHG emissions, which would reduce the proposed Project's contribution to cumulative GHG emissions and associated climate change impacts.

State Climate Change Targets

The State has taken a number of actions to address climate change. These include EOs, legislation, and CARB plans and requirements. These are summarized as follows.

EO S-3-05. EO S-3-05 (June 2005) established California's GHG emissions reduction targets and laid out responsibilities among the State agencies for implementing the EO and for reporting on progress toward the targets. This EO established the following targets:

- By 2010, reduce GHG emissions to 2000 levels
- By 2020, reduce GHG emissions to 1990 levels
- By 2050, reduce GHG emissions to 80% below 1990 levels

EO S-3-05 also directed the California Environmental Protection Agency to report biannually on progress made toward meeting the GHG targets and the impacts to California due to global warming, including impacts to water supply, public health, agriculture, the coastline, and forestry.

AB 32. In furtherance of the goals established in EO S-3-05, the Legislature enacted AB 32 (Núñez and Pavley). The bill is referred to as the California Global Warming Solutions Act of 2006 (California Health and Safety Code Sections 38500–38599). AB 32 provided initial direction on creating a comprehensive multiyear program to limit California's GHG emissions at 1990 levels by 2020 and initiate the transformations required to achieve the State's long-range climate objectives.

EO B-30-15. EO B-30-15 (April 2015) identified an interim GHG-reduction target in support of targets previously identified under S-3-05 and AB 32. EO B-30-15 set an interim target goal of reducing GHG emissions to 40% below 1990 levels by 2030 to keep California on its trajectory toward meeting or exceeding the long-term goal of reducing GHG emissions to 80% below 1990 levels by 2050, as set forth in S-3-05. To facilitate achieving this goal, EO B-30-15 called for CARB to update the Climate Change Scoping Plan (Scoping Plan) to express the 2030 target in terms of MMT CO₂e. The EO also called for state agencies to continue to develop and implement GHG emission-reduction programs in support of the reduction targets.

SB 32 and AB 197

SB 32 and AB 197 (enacted in 2016) are companion bills. SB 32 codified the 2030 emissions reduction goal of EO B-30-15 by requiring CARB to ensure that Statewide GHG emissions are reduced to 40% below 1990 levels by 2030. AB 197 established the Joint Legislative Committee on Climate Change Policies, consisting of at least three members of the Senate and three members of the Assembly, to provide ongoing oversight over implementation of the state's climate policies. AB 197 also added two members of the Legislature to the Board as nonvoting members; requires CARB to make available and update (at least annually via its website) emissions data for GHGs, criteria air pollutants, and TACs from reporting facilities; and requires CARB to identify specific information for GHG emissions-reduction measures when updating the Scoping Plan.

EO B-55-18

EO B-55-18 (September 2018) establishes a Statewide policy for California 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. CARB will work with relevant State agencies to ensure that future Scoping Plans identify and recommend measures to achieve the carbon neutrality goal.

AB 1279

The Legislature enacted AB 1279, the California Climate Crisis Act, in September 2022. The bill declares the policy of the state to achieve net zero GHG emissions as soon as possible, but no later than 2045, and achieve and maintain net negative GHG emissions thereafter. Additionally, the bill requires that by 2045, statewide anthropogenic GHG emissions be reduced to at least 85% below 1990 levels.

Although AB 1279 establishes an overall policy to achieve net zero greenhouse gas emissions as soon as possible, but no later than 2045, recognizing the need to implement CO₂ removal and carbon capture, utilization and storage technologies, the Legislature established a specific target of 85% below 1990 levels by 2045 for anthropogenic GHG emissions. Therefore, the net zero target does not directly apply to development projects, but the 2045 target of 85% below 1990 levels represents the reductions required to contribute to accomplishing the State's overall net zero policy.

CARB's Climate Change Scoping Plan

One specific requirement of AB 32 is for CARB to prepare a "scoping plan" for achieving the maximum technologically feasible and cost-effective GHG emission reductions by 2020 (Health and Safety Code, Section 38561(a)), and to update the plan at least once every 5 years. In 2008, CARB approved the first scoping plan. The *Climate Change Scoping Plan: A Framework for Change (Scoping Plan)* included a mix of recommended strategies that combined direct regulations, market-based approaches, voluntary measures, policies, and other emission reduction programs calculated to meet the 2020 Statewide GHG emission limit and initiate the transformations needed to achieve the State's long-range climate objectives (CARB 2008).

In 2014, CARB approved the first update to the Scoping Plan. The First Update to the Climate Change Scoping Plan: Building on the Framework (First Update) defined the state's GHG emission reduction priorities for the next 5 years and laid the groundwork to start the transition to the post-2020 goals set forth in EO S-3-05 and EO B-16-2012 (CARB 2014). The First Update concluded that California was on track to meet the 2020 target but recommended that a 2030 mid-term GHG reduction target be established to ensure a continuum of action to reduce emissions. The First Update recommended a mix of technologies in key economic sectors to reduce emissions through 2050 including energy demand reduction through efficiency and activity changes; large-scale electrification of on-road vehicles, buildings, and industrial machinery; decarbonizing electricity and fuel supplies; and the rapid market penetration of efficient and clean energy technologies.

In December 2017, CARB released the 2017 Climate Change Scoping Plan Update (Second Update) for public review and comment (CARB 2017a). The Second Update builds on the successful framework established in the initial Scoping Plan and First Update, while identifying new technologically feasible and cost-effective strategies that will serve as the framework to achieve the 2030 GHG target and define the state's climate change priorities to 2030 and beyond. The strategies' known commitments include implementing renewable energy and energy efficiency (including the mandates of SB 350), increased stringency of the Low Carbon Fuel Standard, measures identified in the Mobile Source and Freight Strategies, measures identified in the proposed Short-Lived Climate Pollutant (SLCP) Plan, and increased stringency of SB 375 targets. To fill the gap in additional reductions needed to achieve the 2030 target, the Second Update recommends continuing the Cap-and-Trade Program and a measure to reduce GHGs from refineries by 20%. The Second Update was approved by CARB's Governing Board on December 14, 2017.

CARB adopted the 2022 Scoping Plan Update in December 2022. The 2022 Scoping Plan outlines the state's plan to reach carbon neutrality by 2045 or earlier, while also assessing the progress the state is making toward achieving GHG reduction goals by 2030. Per the Legislative Analyst's Office, the 2022 Scoping Plan identifies a more aggressive 2030 GHG goal. As it relates to the 2030 goal, perhaps the most significant change in the 2022 plan (as compared to previous Scoping Plans) is that it identifies a new GHG target of 48% below the 1990 level, compared to the current statutory goal of 40% below. Current law requires the state to reduce GHG emissions by at least 40% below the 1990 level by 2030 but does not specify an alternative goal. According to CARB, a focus on the lower target is needed to put the state on a path to meeting the newly established 2045 goal, consistent with the overall path to 2045 carbon neutrality. The carbon neutrality goal requires CARB to expand proposed actions from only the reduction of anthropogenic sources of GHG emissions to also include those that capture and store carbon (e.g., through natural and working lands, or mechanical technologies). The carbon reduction programs build on and accelerate those currently in place, including moving to zero-emission transportation; phasing out use of fossil gas use for heating homes and buildings; reducing chemical and refrigerants with high GWP; providing communities with sustainable options for walking, biking, and public transit; displacement of fossil-fuel fired electrical generation through use of renewable energy alternatives (e.g., solar arrays and wind turbines); and scaling up new options such as green hydrogen (CARB 2022a).

The 2022 Scoping Plan Update also emphasizes that there is no realistic path to carbon neutrality without carbon removal and sequestration, and to achieve the state's carbon neutrality goal, carbon reduction programs must be supplemented by strategies to remove and sequester carbon. Strategies for carbon removal and sequestration include carbon capture and storage from anthropogenic point sources, where CO₂ is captured as it leaves a facility's smokestack and is injected into geologic formations or used in industrial materials (e.g., concrete); and carbon dioxide removal from ambient air, through mechanical (e.g., direct air capture with sequestration) or nature-based (e.g., management of natural and working lands) applications.

The Scoping Plan recommends strategies for implementation at the statewide level to meet the goals of AB 32, SB 32, and the EOs; it also establishes an overall framework for the measures that will be adopted to reduce California's GHG emissions. A project is considered to not conflict with the statutes and EOs if it would meet the general policies in reducing GHG emissions to facilitate the achievement of the state's goals and would not impede attainment of those goals.

Senate Bill 605 and Senate Bill 1383

SB 605 (2014) requires CARB to complete a comprehensive strategy to reduce emissions of SLCPs in the state (California Health and Safety Code Section 39730) and SB 1383 (2016) requires CARB to approve and implement that strategy by January 1, 2018 (California Public Resources Code Sections 42652-43654). SB 1383 also establishes specific targets for the reduction of SLCPs (40% below 2013 levels by 2030 for CH₄ and HFCs, and 50% below 2013 levels by 2030 for anthropogenic black carbon) and provides direction for reductions from dairy and livestock operations and landfills. Accordingly, and as mentioned above, CARB adopted its SLCP Reduction Strategy in March 2017 (CARB 2017b). The SLCP Reduction Strategy establishes a framework for the statewide reduction of emissions of black carbon, methane, and fluorinated gases (CARB 2017b).

AB 1757

AB 1757 (September 2022) requires the California Natural Resources Agency (CNRA) to determine a range of targets for natural carbon sequestration, and for nature-based climate solutions that reduce GHG emissions for

future years 2030, 2038, and 2045. These targets are to be determined by no later than January 1, 2025, and are established to support the state's goals to achieve carbon neutrality and foster climate adaptation and resilience.

Building Energy

Title 24, Part 6

Title 24 of the California Code of Regulations was established in 1978 and serves to enhance and regulate California's building standards. While not initially promulgated to reduce GHG emissions, Part 6 of Title 24 specifically established Building Energy Efficiency Standards that are designed to ensure new and existing buildings in California achieve energy efficiency and preserve outdoor and indoor environmental quality. These regulations are carefully scrutinized and analyzed for technological and economic feasibility (California Public Resources Code, Section 25402(d)) and cost effectiveness (California Public Resources Code, Sections 25402(b)(2) and (b)(3)). As a result, these standards save energy, increase electricity supply reliability, increase indoor comfort, avoid the need to construct new power plants, and help preserve the environment.

The 2022 Title 24 standards improved upon the 2019 standards for new construction of, and additions and alterations to, residential and nonresidential buildings. CEC adopted the 2022 Title 24 Energy Code in August 2021 and the California Building Standards Commission approved incorporating the updated code into the California Building Standards Code (CALGreen) in December 2021. The 2022 Energy Code went into effect on January 1, 2023. The 2022 Energy Code focuses on four key areas in newly constructed homes and businesses:

- Encouraging electric heat pump technology for space and water heating, which consumes less energy and produces fewer emissions than gas-powered units.
- Establishing electric-ready requirements for single-family homes to position owners to use cleaner electric heating, cooking, and electric vehicle (EV) charging options whenever they choose to adopt those technologies.
- Expanding solar photovoltaic (PV) system and battery storage standards to make clean energy available on site and complement the state's progress toward a 100% clean electricity grid.
- Strengthening ventilation standards to improve indoor air quality.

Title 24, Part 11

In addition to the CEC's efforts, in 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (Part 11 of Title 24) is commonly referred to as CALGreen and establishes minimum mandatory standards as well as voluntary standards pertaining to the planning and design of sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and interior air quality. The 2022 CALGreen standards are the current applicable standards. For nonresidential projects, some of the key mandatory CALGreen 2022 standards involve requirements related to bicycle parking, designated parking for clean air vehicles, EV charging stations for passenger vehicles, medium heavy duty and heavy duty trucks, shade trees, water conserving plumbing fixtures and fittings, outdoor potable water use in landscaped areas, recycled water supply systems, construction waste management, excavated soil and land clearing debris, and commissioning (24 CCR, Part 11).

Title 20

Title 20 of the California Code of Regulations requires manufacturers of appliances to meet State and federal standards for energy and water efficiency. The CEC certifies an appliance based on a manufacturer's demonstration that the appliance meets the standards. CEC certifies an appliance based on a manufacturer's demonstration that the appliance meets the standards. New appliances regulated under Title 20 include refrigerators, refrigerator-freezers, and freezers; room air conditioners and room air-conditioning heat pumps; central air conditioners; spot air conditioners; vented gas space heaters; gas pool heaters; plumbing fittings and plumbing fixtures; fluorescent lamp ballasts; lamps; emergency lighting; traffic signal modules; dishwashers; clothes washers and dryers; cooking products; electric motors; low voltage dry-type distribution transformers; power supplies; televisions and consumer audio and video equipment; and battery charger systems.

Renewable Energy and Energy Procurement

SB 1078, EO-14-08, SBX1-2, SB 350, SB 100, SB 1020

SB 1078 (Sher) (September 2002) established the Renewable Portfolio Standard (RPS) program, which required an annual increase in renewable generation by the utilities equivalent to at least 1% of sales, with an aggregate goal of 20% by 2017. EO S-14-08 (November 2008) required that all retail suppliers of electricity in California serve 33% of their load with renewable energy by 2020. SB X1 2 expanded the RPS by establishing a renewable energy target of 20% of the total electricity sold to retail customers in California per year by December 31, 2013, and 33% by December 31, 2020, and in subsequent years. SB 350 (October 2015) further expanded the RPS by establishing a goal of 50% of the total electricity sold to retail customers in California per year by December 31, 2030. SB 100 (2018) increased the standards set forth in SB 350 establishing that 44% of the total electricity sold to retail customers in California per year by December 31, 2024, 52% by December 31, 2027, and 60% by December 31, 2030, be secured from qualifying renewable energy sources. SB 100 states that it is the policy of the State that eligible renewable energy resources and zero-carbon resources supply 100% of the retail sales of electricity to California. SB 1020 (September 2022) revises the standards from SB 100, requiring the following percentage of retail sales of electricity to California end-use customers to come from eligible renewable energy resources and zero-carbon resources: 90% by December 31, 2035; 95% by December 31, 2040; and 100% by December 31, 2045.

Mobile Sources

State Vehicle Standards (AB1493 and EO B-16-12)

AB 1493 (July 2002) was enacted in a response to the transportation sector accounting for more than half of California's CO₂ emissions. AB 1493 required CARB to set GHG emission standards for passenger vehicles, light-duty trucks, and other vehicles determined by the State board to be vehicles that are primarily used for noncommercial personal transportation in the State. The bill required that CARB set GHG emission standards for motor vehicles manufactured in 2009 and all subsequent model years. CARB adopted the standards in September 2004. EO B-16-12 (March 2012) required that State entities under the governor's direction and control support and facilitate the rapid commercialization of zero-emissions vehicles. It ordered CARB, CEC, California Public Utilities Commission, and other relevant agencies to work with the Plug-in Electric Vehicle Collaborative and the California Fuel Cell Partnership to establish benchmarks to help achieve benchmark goals by 2015, 2020, and 2025. On a statewide basis, EO B-16-12 identified a target reduction of GHG emissions from the transportation sector equaling 80% less than 1990 levels by 2050. This directive did not apply to vehicles that have special performance requirements necessary for the protection of the public safety and welfare. As explained under the "Federal Vehicle Standards" description in Section 3.2.1, Federal Regulations, EPA and NHTSA approved the SAFE Vehicles Rule

Part One and Two, which revoked California’s authority to set its own GHG emissions standards and set ZEV mandates in California.

As also explained in Section 3.2.1, in March 2022, EPA reinstated California’s authority under the Clean Air Act to implement its own GHG emission standards and ZEV sales mandate. EPA’s action concludes its reconsideration of the 2019 SAFE-1 rule by finding that the actions taken under the previous administration as a part of SAFE-1 were decided in error and are now entirely rescinded.

Heavy Duty Diesel (Title 13, Division 3, Chapter 1, Section 2025)

CARB adopted the final Heavy Duty Truck and Bus Regulation, Title 13, Division 3, Chapter 1, Section 2025, on December 31, 2014, to reduce particulate matter and NO_x emissions from heavy-duty diesel vehicles. The rule requires particulate matter filters be applied to newer heavier trucks and buses by January 1, 2012, with older vehicles required to comply by January 1, 2015. The rule will require nearly all diesel trucks and buses to be compliant with the 2010 model year engine requirement by January 1, 2023. CARB also adopted an Airborne Toxic Control Measure to limit idling of diesel-fueled commercial vehicles on December 12, 2013. This rule requires diesel-fueled vehicles with gross vehicle weights greater than 10,000 pounds to idle no more than 5 minutes at any location (13 CCR 2485).

ES S-1-07

EO S-1-07 (January 2007, implementing regulation adopted in April 2009) sets a declining low carbon fuel standard (LCFS) for GHG emissions measured in CO_{2e} grams per unit of fuel energy sold in California. The initial target of the LCFS was to reduce the carbon intensity of California passenger vehicle fuels by at least 10% by 2020 (17 CCR 95480 et seq.). The carbon intensity measures the amount of GHG emissions in the lifecycle of a fuel—including extraction/feedstock production, processing, transportation, and final consumption—per unit of energy delivered. In September 2018, CARB approved amendments for the LCFS that require a 20% reduction in carbon intensity by year 2030.

SB 375

SB 375 (Steinberg) (September 2008) addresses GHG emissions associated with the transportation sector through regional transportation and sustainability plans. SB 375 requires CARB to adopt regional GHG reduction targets for the automobile and light-truck sector for 2020 and 2035 and to update those targets every 8 years. SB 375 requires the State’s 18 regional metropolitan planning organizations (MPOs) to prepare a Sustainable Communities Strategy (SCS) as part of their Regional Transportation Plan (RTP) that will achieve the GHG reduction targets set by CARB. If an MPO is unable to devise an SCS to achieve the GHG-reduction target, the MPO must prepare an alternative planning strategy demonstrating how the GHG-reduction target would be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies.

An SCS does not: (1) regulate the use of land; (2) supersede the land use authority of cities and counties; or (3) require that a city’s or county’s land use policies and regulations, including those in a general plan, be consistent with it (California Government Code Section 65080[b][2][K]). Nonetheless, SB 375 makes regional and local planning agencies responsible for developing those strategies as part of the federally required metropolitan transportation planning process and the state-mandated housing element process.

Advanced Clean Cars Program and Zero-Emissions Vehicle Program

The Advanced Clean Cars (ACC) I program (January 2012) is an emissions-control program for model years 2015 through 2025. The program combines the control of smog- and soot-causing pollutants and GHG emissions into a single coordinated package of regulations: the Low-Emission Vehicle (LEV) regulation for criteria air pollutant and GHG emissions and a technology forcing regulation for zero-emission vehicles (ZEV) that contributes to both types of emission reductions. The package includes elements to reduce smog-forming pollution, reduce GHG emissions, promote clean cars, and provide the fuels for clean cars. To improve air quality, CARB has implemented new emission standards to reduce smog-forming emissions beginning with 2015 model year vehicles. It is estimated that in 2025 cars will emit 75 percent less smog-forming pollution than the average new car sold in 2015. The ZEV program will act as the focused technology of the ACC I program by requiring manufacturers to produce increasing numbers of ZEVs and plug-in hybrid EVs in the 2018 to 2025 model years.

The ACC II program, which was adopted in August 2022, established the next set of LEV and ZEV requirements for model years after 2025 to contribute to meeting federal ambient air quality ozone standards and California's carbon neutrality standards. The main objectives of ACC II are as follows:

- Maximize criteria air pollutant and GHG emission reductions through increased stringency and real-world reductions.
- Accelerate the transition to ZEVs through both increased stringency of requirements and associated actions to support wide-scale adoption and use.

The ACC II rulemaking package also considers technological feasibility, environmental impacts, equity, economic impacts, and consumer impacts.

EO-79-20

EO N-79-20 (September 2020) requires CARB to develop regulations as follows: (1) Passenger vehicle and truck regulations requiring increasing volumes of new ZEVs sold in the State towards the target of 100% of in-State sales by 2035; (2) medium- and heavy-duty vehicle regulations requiring increasing volumes of new zero-emission trucks and buses sold and operated in the State towards the target of 100% of the fleet transitioning to zero-emission vehicles by 2045 everywhere feasible and for all drayage trucks to be zero emission by 2035; and (3) strategies, in coordination with other State agencies, the EPA and local air districts, to achieve 100% zero-emission from off-road vehicles and equipment operations in the State by 2035. EO N-79-20 called for the development of a Zero-Emissions Vehicle Market Development Strategy, which was released February 2021, to be updated every 3 years, that ensures coordination and implementation of the EO and outlines actions to support new and used ZEV markets. In addition, the EO specifies identification of near-term actions, and investment strategies, to improve clean transportation, sustainable freight, and transit options; and calls for development of strategies, recommendations, and actions by July 15, 2021, to manage and expedite the responsible closure and remediation of former oil extraction sites as the State transitions to a carbon-neutral economy.

Advanced Clean Trucks (ACT) Regulation

The purpose of the ACT Regulation (March 2021) is to accelerate the market for zero-emission vehicles in the medium- and heavy-duty truck sector and to reduce emissions NO_x, fine particulate matter, TACs, GHGs, and other criteria pollutants generated from on-road mobile sources (CARB 2021b).

The regulation has two components, (1) a manufacturer sales requirement and (2) a reporting requirement:

- **Zero-emission truck sales:** Manufacturers who certify Class 2b–8 chassis or complete vehicles with combustion engines will be required to sell zero-emission trucks as an increasing percentage of their annual California sales from 2024 to 2035. By 2035, zero-emission truck/chassis sales would need to be 55% of Class 2b–3 truck sales, 75% of Class 4–8 straight truck sales, and 40% of truck tractor sales.
- **Company and fleet reporting:** Large employers including retailers, manufacturers, brokers, and others will be required to report information about shipments and shuttle services. Fleet owners with 50 or more trucks will be required to report about their existing fleet operations. This information will help identify future strategies to ensure that fleets purchase available zero-emission trucks and place them in service where suitable to meet their needs.

Water

EO B-29-15

In response to the ongoing drought in California, EO B-29-15 (April 2015) set a goal of achieving a Statewide reduction in potable urban water usage of 25% relative to water use in 2013. The term of the EO extended through February 28, 2016, although many of the directives have become permanent water-efficiency standards and requirements. The EO includes specific directives that set strict limits on water usage in the State. In response to EO B-29-15, the California Department of Water Resources has modified and adopted a revised version of the Model Water Efficient Landscape Ordinance that, among other changes, significantly increases the requirements for landscape water use efficiency and broadens its applicability to include new development projects with smaller landscape areas.

EO N-10-21

In response to a state of emergency due to severe drought conditions, EO N-10-21 (July 2021) called on all Californians to voluntarily reduce their water use by 15% from their 2020 levels. Actions suggested in EO N-10-21 include reducing landscape irrigation, running dishwashers and washing machines only when full, finding and fixing leaks, installing water-efficient showerheads, taking shorter showers, using a shut-off nozzle on hoses, and taking cars to commercial car washes that use recycled water.

Solid Waste

AB 939, AB 341, AB 1826, and SB 1383

In 1989, AB 939, known as the Integrated Waste Management Act (California Public Resources Code, Sections 40000 et seq.), was passed because of the increase in waste stream and the decrease in landfill capacity. AB 939 mandated a reduction of waste being disposed where jurisdictions were required to meet diversion goals of all solid waste through source reduction, recycling, and composting activities of 25% by 1995 and 50% by the year 2000. AB 341 (Chapter 476, Statutes of 2011) amended the California Integrated Waste Management Act of 1989 to include a provision declaring that it is the policy goal of the State that not less than 75% of solid waste generated be source-reduced, recycled, or composted by the year 2020, and annually thereafter. AB 1826 (Chapter 727, Statutes of 2014, effective 2016) requires businesses to recycle their organic waste (i.e., food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed in with food waste) depending on the amount of waste they generate per week. SB 1383 (Chapter 395, Statutes of 2016) establishes targets to achieve a 50% reduction in the level of the Statewide disposal of organic waste from the 2014 level by 2020 and a 75% reduction by 2025. CalRecycle was granted the regulatory authority required to

achieve the organic waste disposal reduction targets and establishes an additional target that not less than 20% of currently disposed edible food is recovered for human consumption by 2025 (CalRecycle 2019).

Other State Actions

SB 97

SB 97 (2007) directed the Governor’s Office of Planning and Research and CNRA to develop guidelines under CEQA for the mitigation of GHG emissions. CNRA adopted the CEQA Guidelines amendments in December 2009, which became effective in March 2010.

Under the amended CEQA Guidelines, a lead agency has the discretion to determine whether to use a quantitative or qualitative analysis or apply performance standards to determine the significance of GHG emissions resulting from a particular project (14 CCR 15064.4[a]). The CEQA Guidelines require a lead agency to consider the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions (14 CCR 15064.4[b]). The CEQA Guidelines also allow a lead agency to consider feasible means of mitigating the significant effects of GHG emissions, including reductions in emissions through the implementation of project features or off-site measures (14 CCR 15126.4[c]). The adopted amendments do not establish a GHG emission threshold, instead allowing a lead agency to develop, adopt, and apply its own thresholds of significance or those developed by other agencies or experts. CNRA also acknowledged that a lead agency could consider compliance with regulations or requirements implementing AB 32 in determining the significance of a project’s GHG emissions (CNRA 2009).

With respect to GHG emissions, CEQA Guidelines Section 15064.4(a), as subsequently amended in 2018, states that lead agencies “shall make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate” GHG emissions. The CEQA Guidelines now note that an agency “shall have discretion to determine, in the context of a particular project, whether to: (1) Quantify greenhouse gas emissions resulting from a project; and/or (2) Rely on a qualitative analysis or performance based standards” (14 CCR 15064.4[a]). Section 15064.4(b) states that the lead agency should consider the following when assessing the significance of impacts from GHG emissions on the environment: (1) the extent to which a project may increase or reduce GHG emissions as compared to the existing environmental setting; (2) whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and (3) the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions (14 CCR 15064.4[b]).

Local

South Coast Air Quality Management District

The Project area is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). Air districts typically act in an advisory capacity to local governments in establishing the framework for environmental review of air pollution impacts under CEQA. This may include recommendations regarding significance thresholds, analytical tools to estimate emissions and assess impacts, and mitigations for potentially significant impacts. Although air districts will also address some of these issues on a project-specific basis as responsible agencies, they may provide general guidance to local governments on these issues (SCAQMD 2008). As discussed in Section 4.8.2.2, Thresholds of Significance, below, the SCAQMD has recommended numeric CEQA significance thresholds for GHG emissions for lead agencies to use in assessing GHG impacts of residential and commercial development projects; however, these thresholds have not been adopted.

Southern California Association of Governments

As noted above, California's 18 MPOs have been tasked with creating SCSs in an effort to reduce the region's vehicle miles traveled (VMT) in order to help meet AB 32 targets through integrated transportation, land use, housing, and environmental planning. Pursuant to SB 375, CARB set per-capita GHG emissions reduction targets from passenger vehicles for each of the State's 18 MPOs. For the Southern California Association of Governments (SCAG), the State's initial mandated reductions were set at 8% by 2020 and 13% by 2035. In March 2018, CARB updated the SB 375 targets for SCAG to require 8% reduction by 2020 and a 19% reduction by 2035 in per-capita passenger vehicle GHG emissions.

Pursuant to Government Code Section 65080(b)(2)(B), the SCS must "set forth forecasted development pattern for the region which when integrated with the transportation network, and other transportation measures and policies, will reduce the GHG emissions from automobiles and light trucks to achieve the GHG reduction targets." To that end, SCAG has developed Connect SoCal, the 2020–2045 RTP/SCS, which complies with CARB's updated emissions reduction targets and meets the requirements of SB 375 by achieving per-capita GHG emissions reductions relative to 2005 of 8% by 2020 and 19% by 2035 (SCAG 2020). In addition, the plan anticipates a 25.7% decrease in time spent in traffic delay per capita and a 5% decrease in daily miles driven per capita from 2016 to 2045. The 2020–2045 RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals, and charts a path toward a more mobile, sustainable and prosperous region by making connections between transportation networks, between planning strategies, and between the people whose collaboration can improve the quality of life for southern Californians. Connect SoCal embodies a collective vision for the region's future and is developed 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 following are the 2020–2045 RTP/SCS goals (SCAG 2020):

1. Encourage regional economic prosperity and global competitiveness;
2. Improve mobility, accessibility, reliability, and travel safety for people and goods;
3. Enhance the preservation, security, and resilience of the regional transportation system;
4. Increase person and goods movement and travel choices within the transportation system;
5. Reduce GHG emissions and improve air quality;
6. Support healthy and equitable communities;
7. Adapt to a changing climate and support an integrated regional development pattern and transportation network;
8. Leverage new transportation technologies and data-driven solutions that result in more efficient travel;
9. Encourage development of diverse housing types in areas that are supported by multiple transportation options;
10. Promote conservation of natural and agricultural lands and restoration of habitats.

On September 3, 2020, the Regional Council approved the 2020–2045 RTP/SCS in its entirety (SCAG 2020).

OurCounty Sustainability Plan

OurCounty is a regional sustainability plan for the County of Los Angeles (County), which focuses on enhancing the well-being of every community in the County while reducing damage to the natural environment and adapting to the changing climate. The plan envisions streets and parks that are accessible, safe, and welcoming to everyone; air, water, and soil that are clean and healthy; affordable housing that enables all residents to thrive in place; and an economy that runs on renewable energy instead of fossil fuels. The plan consists of the following goals (County of Los Angeles 2019a):

- Goal 1** **Resilient and healthy community environments where residents thrive in place.** The County will protect low-income communities and communities of color from pollution, reduce health and economic inequalities and support more resilient and inclusive communities.
- Goal 2** **Buildings and infrastructure that support human health and resilience.** The buildings and infrastructure of both yesterday and tomorrow will utilize more efficient technologies and practices that reduce resource use, improve health, and increase resilience.
- Goal 3** **Equitable and sustainable land use and development without displacement.** With policy tools such as anti-displacement measures, existing community members can remain in and strengthen their neighborhoods and networks while accepting new residents through more compact, mixed-use development.
- Goal 4** **A prosperous Los Angeles County that provides opportunities for all residents and businesses and supports the transition to a green economy.** The County will support the growth of green economy sectors through our procurement practices, land use authority, and various economic and workforce development incentives.
- Goal 5** **Thriving ecosystems, habitats, and biodiversity.** The region's ecosystems, habitats, and biodiversity are under stress from urbanization and climate change. Careful planning will ensure that our ecosystems, including urban habitats, thrive even as our region becomes increasingly urbanized.
- Goal 6** **Accessible parks, beaches, recreational waters, public lands, and public spaces that create opportunities for respite, recreation, ecological discovery, and cultural activities.** The County will help make parks and public lands more accessible and inclusive and will manage them carefully so that all residents may enjoy their benefits.
- Goal 7** **A fossil fuel-free LA County.** By supporting an efficient transition to a zero-emission energy and transportation system, the County will be a leader in taking action to address the climate crisis.
- Goal 8** **A convenient, safe, clean, and affordable transportation system that enhances mobility while reducing car dependency.** By developing programs that focus on reducing the number of miles people travel in private vehicles, the County will help people choose alternatives to single-occupancy vehicles. These programs will expand residents' mobility, including those residents whose limited automobile access translates to stifled economic opportunity.
- Goal 9** **Sustainable production and consumption of resources.** The County will effectively manage our waste, water, energy, and material resources by improving our ability to promote integrative and collaborative solutions at the local and regional scale.
- Goal 10** **A sustainable and just food system that enhances access to affordable, local, and healthy food.** The County will leverage its capital assets, public services, and regulatory authority to improve access to healthy food within County boundaries while optimizing its purchasing power and business services to make food production more sustainable.

Goal 11 **Inclusive, transparent, and accountable governance that encourages participation in sustainability efforts, especially by disempowered communities.** The County will act to create a more inclusive and accountable governance structure in order to build stronger communities and better-informed policy and programs.

Goal 12 **A commitment to realize OurCounty sustainability goals through creative, equitable, and coordinated funding and partnerships.** The County will seek to strengthen partnerships, establish new funding techniques, and leverage its own purchasing power to advance the goals of OurCounty.

Los Angeles County Climate Action Plans

The County adopted a Community Climate Action Plan (CCAP) in 2015, as part of the Los Angeles County 2035 General Plan (General Plan), to address the County’s local GHG reduction goals for 2020 pursuant to AB 32 for unincorporated Los Angeles County. The purpose of the CCAP was to (1) establish a baseline emissions inventory and reduction needed to meet County goals, (2) identify specific actions that would measurably reduce GHG emissions consistent with AB 32, (3) establish a framework for implementing State and local level actions, and (4) provide a mechanism for ongoing tracking and updates to the CCAP. The 2015 CCAP horizon year end in 2020 and will be replaced by an update climate action plan.

The Los Angeles County 2045 Climate Action Plan (2045 CAP) is the current effort to update the CCAP. Through the 2045 CAP, it puts the County on a closer pathway to carbon neutrality by 2045. The 2045 CAP has not been adopted yet and will be considered by the Board of Supervisors in March 2024.

Los Angeles County 2035 General Plan

The following goals and policies from the Los Angeles County 2035 General Plan may be applicable to the proposed Project regarding GHG emissions but is not a comprehensive list of applicable goals and policies. The South Bay Area Plan would support and/or would not conflict with the implementation of the following goals and policies (County of Los Angeles 2015).

Air Quality Element

- Policy AQ 3.1** Facilitate the implementation and maintenance of the Community Climate Action Plan to ensure that the County reaches its climate change and greenhouse gas emission reduction goals.
- Policy AQ 3.2** Reduce energy consumption in County operations by 20% by 2015.
- Policy AQ 3.3** Reduce water consumption in County operations.
- Policy AQ 3.4** Participate in local, regional and state programs to reduce greenhouse gas emissions.
- Policy AQ 3.5** Encourage energy conservation in new development and municipal operations.
- Policy AQ 3.7** Support and expand urban forest programs within the unincorporated areas.

Land Use Element

- Policy LU 2.4** Coordinate with other local jurisdictions to develop compatible land uses.

Policy LU 2.5	Support and actively participate in inter-jurisdictional and regional planning efforts to help inform community-based planning efforts.
Policy LU 2.9	Utilize the General Plan Land Use Legend and the Hazard, Environmental and Resource Constraints Model to inform the development of land use policy maps.
Policy LU 3.2	Discourage development in areas with high environmental resources and/or severe safety hazards.
Policy LU 3.3	Discourage development in undeveloped areas where infrastructure and public services do not exist, or where no or where no major infrastructure projects are planned, such as state and/or federal highways.
Policy LU 4.1	Encourage infill development in urban and suburban areas on vacant, underutilized, and/or brownfield sites.
Policy LU 4.2	Encourage the adaptive reuse of underutilized structures and the revitalization of older, economically distressed neighborhoods.
Policy LU 4.3	Encourage transit-oriented development in urban and suburban areas with the appropriate residential density along transit corridors and within station areas.
Policy LU 4.4	Encourage mixed use development along major commercial corridors in urban and suburban areas.
Policy LU 5.3	Support a mix of land uses that promote bicycling and walking, and reduce VMTs.
Policy LU 5.4	Encourage community-serving uses, such as early care and education facilities, grocery stores, farmers markets, restaurants, and banks to locate near employment centers.
Policy LU 5.7	Direct resources to areas that lack amenities, such as transit, clean air, grocery stores, bikeways, parks, and other components of a healthy community.
Policy LU 5.10	Encourage employment opportunities and housing to be developed in proximity to one another.
Policy LU 7.1	Reduce and mitigate the impacts of incompatible land uses, where feasible, using buffers and other design techniques.
Policy LU 10.4	Promote environmentally-sensitive and sustainable design.
Policy LU 10.6	Encourage pedestrian activity through the following: <ul style="list-style-type: none"> ▪ Designing the main entrance of buildings to front the street; ▪ Incorporating landscaping features; ▪ Limiting masonry walls and parking lots along commercial corridors and other public spaces; ▪ Incorporating street furniture, signage, and public events and activities; and ▪ Using wayfinding strategies to highlight community points of interest.
Policy LU 10.7	Promote public spaces, such as plazas that enhance the pedestrian environment, and, where appropriate, continuity along commercial corridors with active transportation activities.

Policy LU 11.1	Encourage new development to employ sustainable energy practices, such as utilizing passive solar techniques and/or active solar technologies.
Policy LU 11.2	Support the design of developments that provide substantial tree canopy cover, and utilize light colored paving materials and energy-efficient roofing materials to reduce the urban heat island effect.
Policy LU 11.3	Encourage development to optimize the solar orientation of buildings to maximize passive and active solar design techniques.
Policy LU 11.4	Encourage subdivisions to utilize sustainable design practices, such as maximizing energy efficiency through lot configuration; preventing habitat fragmentation; promoting storm water retention; promoting the localized production of energy; promoting water conservation and reuse; maximizing interconnectivity; and utilizing public transit.
Policy LU 11.8	Encourage sustainable subdivisions that meet green neighborhood standards, such as Leadership in Energy and Environmental Design–Neighborhood Development (LEED-ND).

Mobility Element

Policy M 1.1	Provide for the accommodation of all users, including pedestrians, motorists, bicyclists, equestrians, users of public transit, seniors, children, and persons with disabilities when requiring or planning for new, or retrofitting existing, transportation corridors/networks whenever appropriate and feasible.
Policy M 2.5	<p>Ensure a comfortable bicycling environment by implementing the following, whenever appropriate and feasible:</p> <ul style="list-style-type: none"> ▪ Bicycle signal heads at intersections. ▪ Bicycle signal detection at all signalized intersections. ▪ Wayfinding signage. ▪ Road diet techniques, such as lane narrowing, lane removal, and parking removal/restriction. ▪ Appropriate lighting on all bikeways, including those in rural areas. ▪ Designs, or other similar features, such as: shoulder bikeways, cycle tracks, contra flow bike lanes, shared use paths, buffered bike lanes, raised bike lanes, and bicycle boulevards.
Policy M 2.7	Require sidewalks, trails and bikeways to accommodate the existing and projected volume of pedestrian, equestrian and bicycle activity, considering both the paved width and the unobstructed width available for walking.
Policy M 2.8	Connect trails and pedestrian and bicycle paths to schools, public transportation, major employment centers, shopping centers, government buildings, residential neighborhoods, and other destinations.
Policy M 2.10	Encourage the provision of amenities, such as benches, shelters, secure bicycle storage, and street furniture, and comfortable, safe waiting areas near transit stops.

- Policy M 4.1** Expand transportation options that reduce automobile dependence.
- Policy M 4.2** Expand shuttle services to connect major transit centers to community points of interest.
- Policy M 4.3** Maintain transit services within the unincorporated areas that are affordable, timely, cost-effective, and responsive to growth patterns and community input.
- Policy M 4.4** Ensure expanded mobility and increase transit access for underserved transit users, such as seniors, students, low income households, and persons with disabilities.
- Policy M 4.6** Support alternative LOS standards that account for a multimodal transportation system.
- Policy M 4.11** Improve the efficiency of the public transportation system with bus lanes, signal prioritization, and connections to the larger regional transportation network.
- Policy M 4.14** Coordinate with Caltrans on mobility and land use decisions that may affect state transportation facilities.
- Policy M 4.15** Reduce vehicle trips through the use of mobility management practices, such as the reduction of parking requirements, employer/institution based transit passes, regional carpooling programs, and telecommuting.
- Policy M 4.16** Promote mobility management practices, including incentives to change transit behavior and using technologies, to reduce VMTs.
- Policy M 5.1** Facilitate transit-oriented land uses and pedestrian-oriented design to encourage transit ridership.
- Policy M 5.2** Implement parking strategies that facilitate transit use and reduce automobile dependence.
- Policy M 5.3** Maintain transportation right-of-way corridors for future transportation uses, including bikeways, or new passenger rail or bus services.
- Policy M 5.4** Support and pursue funding for the construction, maintenance and improvement of roadway, public transit, and equestrian, pedestrian and bicycle transportation systems.
- Policy M 7.3** Encourage the use of sustainable transportation facilities and infrastructure technologies, such as liquid and compressed natural gas, and hydrogen gas stations, ITS, and electric car plug-in ports.

Conservation and Natural Resources Element

- Policy C/NR 3.4** Conserve and sustainably manage forests and woodlands.
- Policy C/NR 3.5** Ensure compatibility of development in the National Forests in conjunction with the U.S. Forest Service Land and Resource Management Plan.
- Policy C/NR 4.1** Preserve and restore oak woodlands and other native woodlands that are conserved in perpetuity with no net loss of existing woodlands.

- Policy C/NR 9.2** Support innovative agricultural practices that conserve resources and promote sustainability, such as drip irrigation, hydroponics, organic farming, and the use of compost.
- Policy C/NR 12.1** Encourage the production and use of renewable energy resources.
- Policy C/NR 12.2** Encourage the effective management of energy resources, such as ensuring adequate reserves to meet peak demands.

Parks and Recreation Element

- Policy P/R 6.2** Support the use of alternative sources of energy, such as wind and solar sources to reduce the use of energy at existing parks.
- Policy P/R 6.4** Ensure that new buildings on County park properties are environmentally sustainable by reducing carbon footprints, and conserving water and energy.
- Policy P/R 6.5** Ensure the routine maintenance and operations of County parks and recreational facilities to optimize water and energy conservation.

Public Services and Facilities Element

- Policy PS/F 5.4** Encourage solid waste management facilities that utilize conversion and other alternative technologies and waste to energy facilities.
- Policy PS/F 5.5** Reduce the County’s waste stream by minimizing waste generation and enhancing diversion.
- Policy PS/F 5.6** Encourage the use and procurement of recyclable and biodegradable materials.
- Policy PS/F 5.7** Encourage the recycling of construction and demolition debris generated by public and private projects.
- Policy PS/F 6.5** Encourage the use of renewable energy sources in utility and telecommunications networks.
- Policy PS/F 6.8** Encourage projects that incorporate onsite renewable energy systems.

Economic Development Element

- Policy ED 1.2** Encourage and foster the development of the renewable energy economic sectors.
- Policy ED 2.2** Utilize adequate buffering and other land use practices to facilitate the compatibility between industrial and non-industrial uses.
- Policy ED 2.3** Ensure environmental justice in economic development activities.
- Policy ED 2.4** Ensure high standards of development and encourage environmentally sustainable practices in economic development activities.
- Policy ED 2.5** Encourage employment opportunities to be located in proximity to housing.
- Policy ED 2.6** Encourage community-serving uses, such as child care centers and personal services, to be located in proximity to employment centers.
- Policy ED 4.7** Support expedited permitting for green building retrofits.

Existing Community-Based and Specific Plans

The West Carson Transit Oriented District (TOD) Specific Plan and the Vision Lennox Plan are the only existing community-based or specific plans applicable to the Project area. However, there are no applicable Vision Lennox goals or policies pertaining to GHG emissions in the Project area.

West Carson TOD Specific Plan. The West Carson TOD Specific Plan is a TOD Specific Plan for West Carson. The plan does not include GHG-emissions-related goals or policies relevant to the Project, however, its support and facilitation of transit-oriented growth and development in the West Carson community could indirectly reduce GHG emissions through a reduced dependency on the use of private passenger vehicles, which are a source of GHGs (County of Los Angeles 2019; EPA 2023a).

4.8.1.2 Existing Environmental Conditions

This section discusses the existing environmental setting relative to greenhouse gas emissions. As described in Chapter 3, Project Description, the proposed Project is evaluated at a programmatic level and the analysis is based on information available to the County where reasonably foreseeable, direct, and indirect physical changes in the environment could be considered. As a result, this section generally describes the Project area and, where applicable, the general areas that may, under the Project, support denser residential, mixed-use, and commercial development/redevelopment, as those are the areas that may result in changes to the environment that were not already considered in previous environmental analysis or studies.

Climate Change Overview

Climate refers to the weather conditions, which include temperature, precipitation, and seasonal patterns, such as storms and wind, in a particular region over an extended period, typically decades or longer. Global Climate Change refers to the long-term shift in these weather patterns, including changes in temperature patterns, precipitation, sea levels, and more. The Earth's temperature depends on the balance between energy entering and leaving the planet's system. Many factors, both natural and human, can cause changes in Earth's energy balance, including variations in the sun's energy reaching Earth, changes in the reflectivity of Earth's atmosphere and surface, and changes in the greenhouse effect, which affects the amount of heat retained by Earth's atmosphere (EPA 2017b).

The greenhouse effect is the trapping and build-up of heat in the atmosphere (troposphere) near the Earth's surface. The greenhouse effect traps heat in the troposphere through a threefold process as follows: Short-wave radiation emitted by the Sun is absorbed by the Earth, the Earth emits a portion of this energy in the form of long-wave radiation, and GHGs in the upper atmosphere absorb this long-wave radiation and emit it into space and toward the Earth. The greenhouse effect is a natural process that contributes to regulating the Earth's temperature and creates a pleasant, livable environment on the Earth. Human activities that emit additional GHGs to the atmosphere increase the amount of infrared radiation that gets absorbed before escaping into space, thus enhancing the greenhouse effect and causing the Earth's surface temperature to rise.

The scientific record of the Earth's climate shows that the climate system varies naturally over a wide range of time scales and that, in general, climate changes prior to the Industrial Revolution in the 1700s can be explained by natural causes, such as changes in solar energy, volcanic eruptions, and natural changes in GHG concentrations. Recent climate changes, in particular the warming observed over the past century, however, cannot be explained by natural causes alone. Rather, it is extremely likely that human activities have been the dominant cause of that warming since the mid-twentieth century and are the most significant driver of observed climate change (IPCC

2014; EPA 2017b). Human influence on the climate system is evident from the increasing GHG concentrations in the atmosphere, positive radiative forcing, observed warming, and improved understanding of the climate system (IPCC 2014). The global atmospheric concentrations of GHGs have increased to levels unprecedented in the last 800,000 years, primarily from fossil fuel emissions and secondarily from emissions associated with land use changes (IPCC 2014). Continued emissions of GHGs will cause further warming and changes in all components of the climate system on a global level, which is discussed further in the subsequent section titled “Potential Effects of Climate Change.”

Greenhouse Gases

A GHG is any gas that absorbs infrared radiation in the atmosphere; in other words, GHGs trap heat in the atmosphere. As defined in California Health and Safety Code Section 38505(g), for purposes of administering many of the State’s primary GHG emissions reduction programs, GHGs include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF₆), and nitrogen trifluoride (NF₃) (see also 14 CCR 15364.5).¹ Some GHGs, such as CO₂, CH₄, and N₂O, are emitted into the atmosphere through natural processes and human activities. Of these gases, CO₂ and CH₄ are emitted in the greatest quantities from human activities. Manufactured GHGs have a much greater heat-absorption potential than CO₂ and include fluorinated gases, such as HFCs, PFCs, and SF₆, which are associated with certain industrial products and processes. The following paragraphs provide a summary of the most common GHGs and their sources.²

Carbon Dioxide. CO₂ is a naturally occurring gas and a by-product of human activities; it is the principal anthropogenic GHG that affects the Earth’s radiative balance. Natural sources of CO₂ include respiration of bacteria, plants, animals, and fungi; evaporation from oceans; volcanic out-gassing; and decomposition of dead organic matter. Human activities that generate CO₂ are the combustion of fossil fuels such as coal, oil, natural gas, and wood/wood products, and changes in land use (e.g. conversion of vegetated/forested land to developed lands).

Methane. CH₄ is produced through both natural and human activities. CH₄ is a flammable gas and is the main component of natural gas. Methane is produced through anaerobic (without oxygen) decomposition of waste in landfills, flooded rice fields, animal digestion, decomposition of animal wastes, production and distribution of natural gas and petroleum, coal production, and incomplete fossil fuel combustion.

Nitrous Oxide. N₂O is produced through natural and human activities, mainly through agricultural activities and natural biological processes, although fuel burning and other processes also create N₂O. Sources of N₂O include soil cultivation practices (microbial processes in soil and water), especially the use of commercial and organic fertilizers, manure management, industrial processes (such as in nitric acid production, nylon production, and fossil-fuel-fired power plants), vehicle emissions, and using N₂O as a propellant (such as in rockets, racecars, and aerosol sprays).

Fluorinated Gases. Fluorinated gases (also referred to as F-gases) are synthetic powerful GHGs emitted from many industrial processes. Fluorinated gases are commonly used as substitutes for stratospheric ozone-depleting substances (e.g., chlorofluorocarbons [CFCs], hydrochlorofluorocarbons [HCFCs], and halons). The most prevalent fluorinated gases include the following:

¹ Climate-forcing substances include GHGs and other substances, such as black carbon and aerosols. This discussion focuses on the seven GHGs identified in California Health and Safety Code Section 38505.
² The descriptions of GHGs are summarized from the IPCC Fourth Assessment Report (2007), CARB’s “Glossary of Terms Used in GHG Inventories” (2018), and EPA’s “Causes of Climate Change” (2017b).

- **Hydrofluorocarbons:** HFCs are compounds containing only hydrogen, fluorine, and carbon atoms. HFCs are synthetic chemicals used as alternatives to ozone-depleting substances in serving many industrial, commercial, and personal needs. HFCs are emitted as by-products of industrial processes and are used in manufacturing.
- **Perfluorocarbons:** PFCs are a group of human-made chemicals composed of carbon and fluorine only. These chemicals were introduced as alternatives, with HFCs, to the ozone depleting substances. The two main sources of PFCs are primary aluminum production and semiconductor manufacturing. Since PFCs have stable molecular structures and do not break down through the chemical processes in the lower atmosphere, these chemicals have long lifetimes, ranging between 10,000 and 50,000 years.
- **Sulfur Hexafluoride:** SF₆ is a colorless gas soluble in alcohol and ether and slightly soluble in water. SF₆ is used for insulation in electric power transmission and distribution equipment, semiconductor manufacturing, the magnesium industry, and as a tracer gas for leak detection.
- **Nitrogen Trifluoride:** NF₃ is used in the manufacture of a variety of electronics, including semiconductors and flat panel displays.

Global Warming Potential

Gases in the atmosphere can contribute to climate change 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 GHGs, when a gas influences the atmospheric lifetimes of other gases, or when a gas affects atmospheric processes that alter the radiative balance of the Earth (e.g., affect cloud formation or albedo) (EPA 2021). The Intergovernmental Panel on Climate Change (IPCC) developed the global warming potential (GWP) concept to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The GWP of a GHG is defined as the ratio of the time-integrated radiative forcing from the instantaneous release of 1 kilogram of a trace substance relative to that of 1 kilogram of a reference gas (IPCC 2014). The reference gas used is CO₂; therefore, GWP-weighted emissions are measured in metric tons of CO₂ equivalent (MT CO₂e).

The current version of California Emissions Estimator Model (CalEEMod) (Version 2022.1) assumes that the GWP for CH₄ is 25 (so emissions of 1 MT of CH₄ are equivalent to emissions of 25 MT of CO₂), and the GWP for N₂O is 298, based on the IPCC Fourth Assessment Report (IPCC 2007). The GWP values identified in CalEEMod were applied to the Project.

Greenhouse Gas Inventories

Global Inventory

Anthropogenic GHG emissions worldwide in 2020 (the most recent year for which data is available) totaled approximately 49,800 MMT CO₂e, excluding land use change and forestry (PBL 2022). The five largest emitting countries and the European Union (EU-27), together account for about 60% of total global GHG emissions: China (27%), the United States (12%), the European Union (about 7%), India (7%), the Russian Federation (4.5%) and Japan (2.4%). These countries also have the highest CO₂ emission levels (PBL 2022).

Per the EPA Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990–2021, total United States GHG emissions were approximately 6,340.2 MMT CO₂e in 2021 (EPA 2023b). Total U.S. emissions have decreased by 2.3 percent from 1990 to 2021, down from a high of 15.8 percent above 1990 levels in 2007. Emissions increased from 2020 to 2021 by 5.2 percent (314.3 MMT CO₂e). Net emissions (i.e., including sinks) were 5,586.0 MMT CO₂e in 2021. Overall, net emissions increased 6.4 percent from 2020 to 2021 and decreased 16.6 percent from 2005 levels. Between 2020 and 2021, the increase in total GHG emissions was driven largely by an increase in CO₂ emissions

from fossil fuel combustion due to economic activity rebounding after the height of the COVID-19 pandemic. The CO₂ emissions from fossil fuel combustion increased by 6.8 percent from 2020 to 2021, including a 11.4 percent increase in transportation sector emissions and a 7.0 percent increase in electric power sector emissions. The increase in electric power sector emissions was due in part to an increase in electricity demand of 2.4 percent since 2020. Overall, there has been a decrease in electric power sector emissions from 1990 through 2021, which reflects the combined impacts of long-term trends in many factors, including population, economic growth, energy markets, technological changes including energy efficiency, and the carbon intensity of energy fuel choices (EPA 2023b).

State Inventory

According to California’s 2000–2020 GHG emissions inventory (2022 edition), California emitted 369.2 MMT CO₂e in 2020, including emissions resulting from out-of-state electrical generation (CARB 2022b). The sources of GHG emissions in California include transportation, industrial uses, electric power production from both in-state and out-of-state sources, commercial and residential uses, agriculture, high-GWP substances, and recycling and waste. The California GHG emission source categories and their relative contributions in 2022 are presented in Table 4.8-1.

Table 4.8-1. Greenhouse Gas Emissions Sources in California

Source Category	Annual GHG Emissions (MMT CO ₂ e)	Percent of Total ^a
Transportation	136.60	37%
Industrial	73.84	20%
Electric power	59.07	16%
Commercial and Residential	36.93	10%
Agriculture	33.22	9%
High global-warming potential substances	22.15	6%
Recycling and waste	7.38	2%
Total	369.2	100%

Source: CARB 2022b.

Notes: GHG = greenhouse gas; MMT CO₂e = million metric tons of carbon dioxide equivalent. Emissions reflect the 2020 California GHG inventory.

^a Percentage of total has been rounded, and total may not sum due to rounding.

Local Inventory

Table 4.8-2, Existing Unincorporated Areas GHG Emissions Inventory (2015 and 2018), identifies the existing GHG emissions inventory of the unincorporated areas for 2015 and 2018 as evaluated in the County’s Revised Draft 2045 CAP. The inventory is based on existing land uses in the unincorporated areas. GHG emissions generated within the unincorporated areas were estimated using EMFAC 2021 for on-road transportation emissions and data compiled for the Draft 2045 CAP for all other sectors.

Table 4.8-2. Existing Unincorporated Areas GHG Emissions Inventory (2015 and 2018)

Source Category	2015 Annual GHG Emissions (MT CO ₂ e)	Percent of Total	2018 Annual GHG Emissions (MT CO ₂ e)	Percent of Total
Transportation	2,838,133	51%	2,704,685	53%
Stationary Energy	1,908,637	35%	1,698,809	33%
Waste	469,997	9%	469,382	9%
Industrial Processes	253,529	5%	239,505	5%
Agriculture and Forestry	60,860	1%	60,860	1%
Total	5,531,155	100%	5,173,240	100%

Source: County of Los Angeles 2023c.

Potential Effects of Climate Change

Globally, climate change has the potential to affect numerous environmental resources through uncertain impacts related to future air temperatures and precipitation patterns. The 2014 *Intergovernmental Panel on Climate Change Synthesis Report* indicated that warming of the climate system is unequivocal, and since the 1950s, many of the observed changes are unprecedented over decades to millennia. Signs that global climate change has occurred include warming of the atmosphere and ocean, diminished amounts of snow and ice, rising sea levels, and ocean acidification (IPCC 2014).

In California, climate change impacts have the potential to affect sea-level rise, agriculture, snowpack and water supply, forestry, wildfire risk, public health, frequency of severe weather events, and electricity demand and supply. The primary effect of global climate change has been a rise in average global tropospheric temperature. Reflecting the long-term warming trend since pre-industrial times, observed global mean surface temperature for the decade 2006–2015 was 0.87 °C (likely between 0.75 °C and 0.99 °C) higher than the average over the 1850–1900 period (IPCC 2023). Scientific modeling predicts that continued emissions of GHGs at or above current rates would induce more extreme climate changes during the twenty-first century than were observed during the twentieth century. Human activities are estimated to have caused approximately 1.0 °C (1.8 degrees Fahrenheit (°F)) of global warming above pre-industrial levels, with a likely range of 0.8 °C to 1.2 °C (1.4 °F to 2.2 °F) (IPCC 2018). Global warming is likely to reach 1.5 °C (2.7 °F) between 2030 and 2052 if it continues to increase at the current rate (IPCC 2023).

Although climate change is driven by global atmospheric conditions, climate change impacts are felt locally. A scientific consensus confirms that climate change is already affecting California. The Office of Environmental Health Hazard Assessment identified various indicators of climate change in California, which are scientifically-based measurements that track trends in various aspects of climate change. Many indicators reveal discernable evidence that climate change is occurring in California and is having significant, measurable impacts in the State. Changes in the State's climate have been observed including an increase in annual average air temperature, more frequent extreme heat events, more extreme drought, a decline in winter chill, an increase in cooling degree days and a decrease in heating degree days, and an increase in variability of statewide precipitation (OEHHA 2022).

Warming temperatures and changing precipitation patterns have altered California's physical systems – the ocean, lakes, rivers and snowpack – upon which the State depends. Winter snowpack and spring snowmelt runoff from the Sierra Nevada and southern Cascade Mountains provide approximately one-third of the State's annual water

supply. Impacts of climate on physical systems have been observed such as high variability of snow-water content (i.e., amount of water stored in snowpack), decrease in snowmelt runoff, glacier change (loss in area), rise in sea levels, increase in average lake water temperature and coastal ocean temperature, and a decrease in dissolved oxygen in coastal waters (OEHHA 2018).

Impacts of climate change on biological systems, including humans, wildlife, and vegetation, have also been observed including climate change impacts on terrestrial, marine, and freshwater ecosystems. As with global observations, species responses include those consistent with warming: elevational or latitudinal shifts in range, changes in the timing of key plant and animal life cycle events, and changes in the abundance of species and in community composition. Humans are better able to adapt to a changing climate than plants and animals in natural ecosystems. Nevertheless, climate change poses a threat to public health as warming temperatures and changes in precipitation can affect vector-borne pathogen transmission and disease patterns in California as well as the variability of heat-related deaths and illnesses. In addition, since 1950, the area burned by wildfires each year has been increasing.

The California Natural Resources Agency (CNRA) has released four California Climate Change Assessments (2006, 2009, 2012, and 2018), which have addressed the following: acceleration of warming across the State, more intense and frequent heat waves, greater riverine flows, accelerating sea level rise, more intense and frequent drought, more severe and frequent wildfires, more severe storms and extreme weather events, shrinking snowpack and less overall precipitation, and ocean acidification, hypoxia, and warming. To address local and regional governments need for information to support action in their communities, the Fourth Assessment (2018) includes reports for nine regions of the State, including the Los Angeles Region, where the Project is located. Key projected climate changes for the Los Angeles Region include the following (CNRA 2018):

- Continued future warming over the Los Angeles region. Across the region, average maximum temperatures are projected to increase around 4 °F to 5 °F by the mid-century, and 5 °F to 8 °F by the late-century.
- Extreme temperatures are also expected to increase. The hottest day of the year may be up to 10 °F warmer for many locations across the Los Angeles region by the late-century under certain model scenarios. The number of extremely hot days is also expected to increase across the region.
- Despite small changes in average precipitation, dry and wet extremes are both expected to increase. By the late 21st century, the wettest day of the year is expected to increase across most of the Los Angeles region, with some locations experiencing 25% to 30% increases under certain model scenarios. Increased frequency and severity of atmospheric river events are also projected to occur for this region.
- Sea levels are projected to continue to rise in the future, but there is a large range based on emissions scenario and uncertainty in feedbacks in the climate system. Roughly 1 foot to 2 feet of sea level rise is projected by the mid-century, and the most extreme projections lead to 8 feet to 10 feet of sea level rise by the end of the century.
- Projections indicate that wildfire may increase over southern California, but there remains uncertainty in quantifying future changes of burned area over the Los Angeles region.

4.8.2 Environmental Impacts

4.8.2.1 Methodology

Approach

As described in Chapter 3, Project Description, the South Bay Area Plan is a policy document that does not include or propose any site-specific development that could directly result in construction or operational impacts to the environment. However, implementation of the South Bay Area Plan would encourage development in a manner consistent with the South Bay Area Plan, which would facilitate additional future development. Therefore, this Draft PEIR does not assess the site-specific construction and operation details of each future development within the Project area. Rather, it assesses the impacts associated with proposed land use changes and programs, and the associated overall effects of buildout of the South Bay Area Plan through 2045, where reasonably foreseeable physical changes to the environment could occur. Analysis at a parcel or site-specific level was not conducted because, unless otherwise noted within this assessment, the actual locations of project development (and its chronologic sequence or concurrence) that may be implemented in the future are speculative.

The anticipated development for the Project is categorized by land use type and square footage. However, since specifics for construction and operation of future development under the proposed Project are not yet available, the California Emissions Estimator Model (CalEEMod) default values were assumed based on development land use type and size.³

Construction Emissions

CalEEMod Version 2022.1 was used to estimate Project-generated GHG emissions during construction. Construction of the Project would result in GHG emissions primarily associated with use of off-road construction equipment, on-road hauling and vendor (material delivery) trucks, and worker vehicles. For purposes of estimating proposed Project emissions, construction is assumed to start in 2025 and have a duration of 20 years, reaching completion in December 2044. While construction specifics for buildout of the proposed Project are not currently available, the analysis contained herein is based on the first full year of construction (2025), which is the estimated worst-case construction year because equipment and vehicle emission factors for later years would be slightly less due to more stringent standards for off-road equipment and heavy-duty trucks, as well as fleet turnover replacing older equipment and vehicles in later years. To estimate a single year of construction, the entire Project buildout land use quantities was scaled by 20-years of construction (i.e., 5 percent of total buildout) and then compressed to a 1-year period. CalEEMod default values for buildout of 5 percent of the Project was estimated to take approximately 1.5 years; therefore, corresponding construction equipment were multiplied by a factor of 1.5 to account for the compressed 1-year period (i.e., reducing schedule to one fifth and increasing intensity by multiplying the equipment by 1.5). Worker and vendor trips were similarly multiplied by 1.5. CalEEMod default trip length values

³ For the purpose of GHG emissions modeling, the anticipated buildout of the Project was assumed to be approximately 9,951 additional dwelling units, 12 additional accessory commercial units (ACUs) (net increase of 10,200 square feet of ACUs) and 775,519 square feet of commercial building square footage. Since completion of the GHG emissions modeling, the anticipated buildout of the Project has been revised to approximately 9,853 additional dwelling units (representing a reduction of approximately 98 dwelling units) and 777,697 additional square feet of commercial use (representing an increase of approximately 2,178 square feet). A dwelling unit is assumed to be approximately 1,000 square feet, on average. Therefore, since completion of the criteria air pollutant modeling, the net total buildout for the Project has been reduced by approximately 95,822 square feet. Operational GHG emissions from the Project has a linear correlation with the total buildout of the Project. Thus, because the total anticipated building square footage of the Project has decreased, GHG emissions would also decrease compared to what is shown in this analysis. Therefore, this analysis provides a conservative estimate of potential GHG emissions as a result of the Project.

were used for the distances for all construction-related trips. The resulting 1-year construction assumptions are provided for each year of construction (duration of phases is approximate):

- Demolition: 12 days
- Site Preparation: 7 days
- Grading: 19 days
- Building Construction: 193 days
- Paving: 14 days
- Application of Architectural Coatings: 14 days

While only one phase of each type of construction activity is included in the model run, it is anticipated that this model scenario would include construction activity at more than one site within the proposed Project area. Not all future development would require all of the construction phases assumed above; however, the following six default CalEEMod construction phases were included to present the potential range of emissions and capture a potential maximum annual scenario: demolition, site preparation, grading, building construction, paving, and architectural coating. For example, due to the developed nature of most County parcels in the Project area, many future projects may only require a demolition phase (of existing buildings and asphalt pavement) and minor site preparation phase prior to building construction, while some future projects may require renovation, which would be less intensive (and therefore, less polluting) than a full reconstruction of the project site. In addition, some future projects may not require any demolition, but would require site preparation and/or grading to prepare the site for development. To conservatively estimate emissions from demolition, it was assumed 75% of residential and commercial development would require demolition existing structures. Grading quantities are currently not identified; grading is anticipated to be minimal within the Project area because the Project area is generally built out, and therefore, it is likely that the majority of grading for the Project area took place during initial building development. However, to capture potential haul truck trips during the grading phase, it was assumed that 10,000 cubic yards would be exported during the site preparation and grading phases for the 1-year construction scenario.

The construction equipment mix and vehicle trips used for estimating the Project-generated construction emissions are shown in Table 4.8-3, Construction Scenario Assumptions. For the analysis, it was assumed that heavy construction equipment would be operating at the site 5 days per week (22 days per month) during proposed Project construction.⁴

Table 4.8-3. Construction Scenario Assumptions

Construction Phase	One-Way Vehicle Trips			Equipment		
	Average Daily Worker Trips	Average Daily Vendor Truck Trips	Total Haul Truck Trips	Equipment Type	Quantity	Usage Hours
Demolition	24	4	9,207	Concrete/industrial saws	2	8
				Excavators	5	8

⁴ As shown in Table 4.3-4, most equipment was assumed to operate for up to 8 hours per day. In reality, it is anticipated that equipment would be used for less than 8 hours a day when considering mandated worker breaks and that equipment would only be operated when needed; in addition, it is anticipated that the construction areas are within infill areas, and that not every piece of equipment could be in operation at the same time. Therefore, the equipment usage hours are anticipated to be conservative.

Table 4.8-3. Construction Scenario Assumptions

Construction Phase	One-Way Vehicle Trips			Equipment		
	Average Daily Worker Trips	Average Daily Vendor Truck Trips	Total Haul Truck Trips	Equipment Type	Quantity	Usage Hours
Site Preparation	27	6	337	Rubber-tired dozers	3	8
				Rubber-tired dozers	5	8
				Tractors/loaders/backhoes	6	8
Grading	30	6	914	Excavators	3	8
				Graders	2	8
				Rubber-tired dozers	2	8
				Scrapers	3	8
				Tractors/loaders/backhoes	3	8
Building construction	558	90	0	Cranes	2	7
				Forklifts	5	8
				Generator sets	2	8
				Tractors/loaders/backhoes	5	7
				Welders	2	8
Paving	24	0	0	Pavers	3	8
				Paving equipment	3	8
				Rollers	3	8
Architectural coating	111	0	0	Air compressors	2	8

Notes: See Appendix D, Air Quality and Greenhouse Gas Emissions Modeling, for details.

Operational Emissions

Area. CalEEMod was used to estimate GHG emissions from the Project's area sources, which include operation of gasoline-powered landscape maintenance equipment, which produce minimal GHG emissions. See Section 4.3.2.1 for a discussion of landscaping equipment emissions calculations. Consumer product use and architectural coatings result in VOC emissions, which are analyzed in air quality analysis only, and little to no GHG emissions.

Energy. In CalEEMod 2022.1, the default energy use from nonresidential land uses is based on 2019 consumption estimates from the CEC's 2018-2030 Uncalibrated Commercial Sector Forecast (Commercial Forecast), and the energy use from residential land uses is based on the 2019 Residential Appliance Saturation Survey (RASS). The Commercial Forecast and RASS datasets derive energy intensities of different end use categories for different land use subtypes for electricity demand forecast zones (EDFZ) throughout the state. However, the energy use estimates are based on existing buildings and residences and are not representative of those constructed in compliance with energy efficiency requirements of the latest Title 24 Building Energy Efficiency Standards (e.g., the average residence surveyed in the RASS was constructed in 1974). Therefore, per Appendix D, Technical Source Documentation for Emissions Calculations, of the CalEEMod Version 2022.1 User Guide, "the default energy consumption estimates provided in CalEEMod based on the Commercial Forecast and RASS are very conservative, overestimating expected energy use compared to what would be expected for new buildings subject to the latest Energy Code with more stringent energy efficiency measures" (CAPCOA 2022).

Mobile Sources. All details for criteria air pollutants discussed in Section 4.3.2.1 are also applicable for the estimation of operational mobile source GHG emissions. Regulatory measures related to mobile sources include AB 1493 (Pavley) and related federal standards. AB 1493 required that CARB establish GHG emission standards for automobiles, light-duty trucks, and other vehicles determined by CARB to be vehicles that are primarily used for noncommercial personal transportation in the State. In addition, the NHTSA and EPA have established corporate fuel economy standards and GHG emission standards, respectively, for automobiles and light-, medium-, and heavy-duty vehicles. Implementation of these standards and fleet turnover (replacement of older vehicles with newer ones) will gradually reduce emissions from the Project's motor vehicles. The effectiveness of fuel economy improvements was evaluated by using the CalEEMod emission factors for motor vehicles in 2045 for the Project to the extent it was captured in EMFAC 2021.

Solid Waste. The Project would generate solid waste, and therefore, result in CO_{2e} emissions associated with landfill off-gassing. CalEEMod default values for solid waste generation were used to estimate GHG emissions associated with solid waste for the Project land uses. No diversion was assumed; however, it should be noted that this is a conservative assumption, as AB 939, Integrated Waste Management Act requires a 50% solid waste diversion rate and the goal for the State is 75% diversion by 2020 in accordance with AB 341.

Water and Wastewater Treatment. Supply, conveyance, treatment, and distribution of water for the Project land uses require the use of electricity, which would result in associated indirect GHG emissions. Similarly, wastewater generated by the Project land uses requires the use of electricity for conveyance and treatment, along with GHG emissions generated during wastewater treatment. The indoor and outdoor water use and electricity consumption from water use, and wastewater generation were estimated using CalEEMod default values for the Project.

4.8.2.2 Thresholds of Significance

In accordance with the County's Environmental Checklist Form (Initial Study) and Appendix G of the State CEQA Guidelines, the applicable thresholds of significance with regard to greenhouse gas emissions are listed below. A project may have a significant impact if it would:

- Threshold 4.8-1:** Generate GHG emissions, either directly or indirectly, that may have a significant effect on the environment.
- Threshold 4.8-2:** Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

Global climate change is a cumulative impact; a project participates in this potential impact through its incremental contribution combined with the cumulative increase of all other sources of GHGs. There are currently no established thresholds for assessing whether the GHG emissions of a project, such as the proposed Project, would be considered a cumulatively considerable contribution to global climate change; however, all reasonable efforts should be made to minimize a project's contribution to global climate change. In addition, while GHG impacts are recognized exclusively as cumulative impacts (CAPCOA 2008), GHG emissions impacts must also be evaluated at a project level under CEQA.

The State CEQA Guidelines do not prescribe specific methodologies for performing an assessment, do not establish specific thresholds of significance, and do not mandate specific mitigation measures. Rather, the State CEQA Guidelines emphasize the lead agency's discretion to determine the appropriate methodologies and thresholds of significance consistent with the manner in which other impact areas are handled in CEQA (CNRA 2009). The State

of California has not adopted emission-based thresholds for GHG emissions under CEQA. The Governor's Office of Planning and Research's Technical Advisory titled "CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act Review" states that "public agencies are encouraged but not required to adopt thresholds of significance for environmental impacts. Even in the absence of clearly defined thresholds for GHG emissions, the law requires that such emissions from CEQA projects must be disclosed and mitigated to the extent feasible whenever the lead agency determines that the project contributes to a significant, cumulative climate change impact" (OPR 2008). Furthermore, the advisory document indicates that "in the absence of regulatory standards for GHG emissions or other scientific data to clearly define what constitutes a 'significant impact,' individual lead agencies may undertake a project-by-project analysis, consistent with available guidance and current CEQA practice." Section 15064.7(c) of the State CEQA Guidelines specifies that "when adopting thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies, or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence."

In October 2008, the SCAQMD proposed recommended numeric CEQA significance thresholds for GHG emissions for lead agencies to use in assessing GHG impacts of residential and commercial development projects as presented in its *Draft Guidance Document - Interim CEQA Greenhouse Gas (GHG) Significance Threshold* (SCAQMD 2008). This guidance document, which builds on the previous guidance prepared by the California Air Pollution Control Officers Association, explored various approaches for establishing a significance threshold for GHG emissions. The draft interim CEQA thresholds guidance document was not adopted or approved by the Governing Board. However, in December 2008, the SCAQMD adopted an interim 10,000 MT CO₂e per-year screening level threshold for stationary source/industrial projects for which the SCAQMD is the lead agency (see SCAQMD Resolution No. 08-35, December 5, 2008).

The SCAQMD formed a GHG CEQA Significance Threshold Working Group to work with SCAQMD staff on developing GHG CEQA significance thresholds until Statewide significance thresholds or guidelines are established. From December 2008 to September 2010, the SCAQMD hosted working group meetings and revised the draft threshold proposal several times, although it did not officially provide these proposals in a subsequent document. The SCAQMD has continued to consider adoption of significance thresholds for residential and general land use development projects. The most recent proposal, issued in September 2010, uses the following tiered approach to evaluate potential GHG impacts from various uses (SCAQMD 2010):

- Tier 1** Determine if CEQA categorical exemptions are applicable. If not, move to Tier 2.
- Tier 2** Consider whether or not the project is consistent with a locally adopted GHG reduction plan that has gone through public hearing and CEQA review, that has an approved inventory, includes monitoring, etc. If not, move to Tier 3.
- Tier 3** Consider whether the project generates GHG emissions in excess of screening thresholds for individual land uses. The 10,000 MT CO₂e per year threshold for industrial uses would be recommended for use by all lead agencies. Under option 1, separate screening thresholds are proposed for residential projects (3,500 MT CO₂e per year), commercial projects (1,400 MT CO₂e per year), and mixed-use projects (3,000 MT CO₂e per year). Under option 2, a single numerical screening threshold of 3,000 MT CO₂e per year would be used for all non-industrial projects. If the project generates emissions in excess of the applicable screening threshold, move to Tier 4.

Tier 4 Consider whether the project generates GHG emissions in excess of applicable performance standards for the project service population (population plus employment). The efficiency targets were established based on the goal of AB 32 to reduce Statewide GHG emissions to 1990 levels by 2020. The 2020 efficiency targets are 4.8 MT CO₂e per service population (SP) per year (MT CO₂e/SP/year) for project level analyses and 6.6 MT CO₂e/SP/year for plan level analyses. The 2035 efficiency targets are 3.0 MT CO₂e/SP/year for project level analyses and 4.1 MT CO₂e/SP/year for plan level analyses. If the project generates emissions in excess of the applicable efficiency targets, move to Tier 5.

Tier 5 Consider the implementation of CEQA mitigation (including the purchase of GHG offsets) to reduce the project efficiency target to Tier 4 levels.

Because the proposed Project involves a mix of different land uses, this analysis applies the SCAQMD Option 2 screening threshold of 3,000 MT CO₂e per year for mixed-use projects for Tier 3. Per the SCAQMD guidance, construction emissions should be amortized over the operational life of the project, which is assumed to be 30 years (SCAQMD 2008). This impact analysis, therefore, adds amortized construction emissions to the estimated annual operational emissions and then compares operational emissions to the proposed SCAQMD threshold of 3,000 MT CO₂e per year for the Tier 3 analysis.

For the Tier 4 analysis, because the proposed Project would be built out by 2045, a more stringent efficiency threshold than proposed by the SCAQMD for Tier 4 is used. This analysis applies the efficiency threshold developed from the County's Revised Draft 2045 CAP, which provides a 2045 GHG emission target inventory of 958,000 MT CO₂e per year in unincorporated Los Angeles County and SCAG forecasting population data for unincorporated Los Angeles County in 2035 which anticipates 1,258,000 people by 2045⁵ (SCAG 2022). Based on this information, the service population threshold for the unincorporated portion of Los Angeles County in 2045 would be 0.76 MT CO₂e/SP/year.⁶ This metric is appropriate in that it would achieve per capita emissions that align with the State's reduction goals. Because the proposed Project is a plan-level document in unincorporated Los Angeles County and would have a buildout year of 2045, it was determined to be appropriate to apply to the proposed Project.

Regarding the potential for the proposed Project to conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, the efficiency target of 0.76 MT CO₂e/SP/year is also relevant because the per service population efficiency targets are consistent with the State's target reductions for GHG emissions of 40% below 1990 levels by 2030 (SB 32/AB 197) and the 80% below 1990 levels by 2050 (S-3-05).

4.8.2.3 Land Use Changes, Goals, and Policies

As discussed in Section 3.3.3, Project-Related Growth, in Chapter 3, Project Description of this Draft PEIR, implementation of the Project would encourage future development in a manner consistent with the South Bay Area Plan (County of Los Angeles 2023d), which would facilitate additional residential, commercial, and mixed-use development based on the following:

1. The Project would redesignate parcels within the Project-area communities of Alondra Park/El Camino Village, Del Aire/Wiseburn, Lennox, La Rambla, and West Carson to allow for 9,853 additional dwelling units, which would result in approximately 30,745 additional Project-area residents. Under existing

⁵ The Draft 2045 CAP used population data predictions for 2035 in unincorporated Los Angeles County, which was based on SCAG's 2016-2040 RTP/SCS (County of Los Angeles 2022a).

⁶ The efficiency metric of 0.76 MT CO₂e/SP/year is derived by dividing the Draft 2045 CAP 2045 GHG emission target inventory of 958,000 MT CO₂e per year by the service population of 1,258,000 people, for an efficiency metric threshold of 0.76 MT CO₂e/service population/per year.

conditions, the sites affected are primarily designated as residential or commercial, and nearly all are occupied by existing development. The proposed General Plan land use redesignations are illustrated in the following figures in Chapter 3, Project Description, of this Draft PEIR: Figure 3-1a, Proposed General Plan Land Use, Alondra Park/El Camino Village; Figure 3-1b, Proposed General Plan Land Use, Del Aire/Wiseburn; Figure 3-1d, Proposed General Plan Land Use, La Rambla; Figure 3-1e, Proposed General Plan Land Use, Lennox; and Figure 3-1f, Proposed General Plan Land Use, West Carson.

2. The Project would allow for the development of ACUs on corner lots in residentially zoned areas as an accessory use to a primary residence within the Project area. It is projected that approximately 12 residentially-zoned corner lots in the Project area may develop ACU's totaling 10,200 square feet, which would generate approximately 23 new jobs. For a distribution of the residential zones within the Project area where ACUs would be permitted on corner lots, please refer to the following figures in Chapter 2, Environmental Setting of this Draft PEIR: Figure 2-4a, Existing Zoning, Alondra Park/El Camino Village; Figure 2-4b, Existing Zoning, Del Aire/Wiseburn; Figure 2-4c, Existing Zoning, Hawthorne Island; Figure 2-4d, Existing Zoning, La Rambla; Figure 2-4e, Existing Zoning, Lennox; Figure 2-4f, Existing Zoning, West Carson; and Figure 2-4g, Existing Zoning, Westfield/Academy Hills.
3. The Project would redesignate parcels in the communities of Alondra Park/El Camino Village, Del Aire/Wiseburn, Lennox, La Rambla, and West Carson to facilitate new commercial development. In total, these proposed land use changes would facilitate approximately 777,697 square feet of additional commercial use and 1,417 new employees.

The South Bay Area Plan's areawide goals and policies presented below are tailored towards the unique geographic, demographic, and social diversity in the unincorporated communities of the South Bay Planning Area and are consistent with the Los Angeles County General Plan goals and policies applicable to the topic of GHG emissions listed in Section 4.8.1.1, above.

Areawide Goals and Policies

Goal M 2	A complete and well demarcated active transportation network that provides safe and pleasant bicycle and pedestrian trips.
Policy M 2.1	Prioritized Improvements. Encourage the prioritization of bicycle and pedestrian infrastructure and improvements in locations with higher concentrations of bicycle and pedestrian collisions per the County's Vision Zero Action Plan and SCAG's High Injury Network (HIN).
Policy M 2.2	Pedestrian Connections. Promote improved pedestrian connections through high-visibility crosswalks, widened sidewalks, pedestrian-scaled street lighting, wayfinding signage, street trees, and other elements as needed and where appropriate, to support safe and comfortable pedestrian trips.
Policy M 2.3	Bicycle Infrastructure. Support the implementation of new high-quality bicycle infrastructure in communities within the Planning Area that do not have existing bicycle infrastructure, in alignment with the BMP.
Policy M 2.4	Close Bicycle Network Gaps. Encourage the implementation of new bicycle facilities that close active transportation gaps, creating a cohesive and continuous bicycle network between municipalities and unincorporated areas.

Policy M 2.5	Bicycle Facility Upgrades. Explore the conversion of existing or proposed Class II bicycle facilities to Class IV bicycle facilities, where feasible.
Policy M 2.6	First/Last Mile. Promote first/last mile access for all existing and future transit stations/stops in the Planning Area, ensuring access is clear, safe, and supported by seamless infrastructure.
Policy M 2.7	Coordinated Investments. Coordinate active transportation investments, including bicycle lanes, sidewalk improvements, streetscape, and transit investments, with land use intensification in focused opportunity areas. Prioritize mobility investments in disproportionately affected communities to increase pedestrian, transit, and bicycle access and mobility.
Goal COSE 1	Compact development patterns that reduce urban sprawl and incorporates urban greening.
Policy COSE 1.1	Sustainable Land Use and Transportation. Continue to support integrated land use and transportation planning practices that facilitate higher density and mixed-use environments with active transportation and transit infrastructure to reduce automobile dependence.
Goal COSE 4	A resilient Planning Area that integrates sustainable methods and techniques throughout open spaces, streetscapes, and other elements of the built environment.
Policy COSE 4.1	Multi-benefit Spaces. Provide multi-benefit open spaces that incorporate or provide sustainable and environmental elements with water quality improvements, including slowing and capturing water and enabling groundwater recharge; native habitat; connectivity between open space areas; enhanced biodiversity; and improved open space access.
Goal COSE 4.2	Climate-Resilience. Foster the design of climate-resilient streetscapes and outdoor public facilities that provide active and passive programmable environments for residents in the SBAP communities.
Goal M 3	A mobility system that is supported by sustainable planning practices and Infrastructure investments that promote health and climate resilience, as well as innovative mobility options.
Policy M 3.1	Sustainable Vehicles. Encourage the prioritization of slow-speed infrastructure improvements as part of SBCCOG’s Local Travel Network to support short trips and encourage the use of sustainable modes for neighborhood-based trips.
Policy M 3.3	Zero-Emission Transportation Modes. Support shifts to lower- or zero-emission travel modes for local trips within the Planning Area to reduce GHGs and promote resiliency.

Policy M 3.4	Expanded Access to Micro-transit. Support expanded access to alternative transit modes, including micro-transit and other flexible, on-demand alternative transit options, to supplement existing transit needs and improve access to community destinations, residential areas, and mobility hubs, particularly for aging populations, areas not well-served by fixed transit routes, and disproportionately affected communities.
Policy M 3.5	Truck Traffic Impacts. Support programs that mitigate health and environmental quality impacts of industrial uses and the goods movement industry, including trucking, and logistics/warehousing uses in unincorporated communities and adjacent jurisdictions. Mitigate negative impacts such as increased congestion, conflicts and collisions between different travel modes, active transportation barriers, air quality, and other impacts on disproportionately affected communities.
Goal M 4	Complete and safe transportation networks and corridors that support walking, biking, and non-motorized trips to access housing, destinations, and amenities.
Policy M 4.2	Accessible Destinations. Prioritize mobility improvements that link housing, transit, schools, parks, and other key public facilities, amenities, and destinations within the Planning Area communities.
Policy M 4.3	Close Network Gaps. Support mobility system enhancements that close identified transit and active transportation gaps, creating a cohesive and continuous network for bikers, rollers, pedestrians, and equestrians. Prioritize locations with higher concentrations of collisions as identified by the County’s Vision Zero Action Plan.
Policy M 4.4	Micromobility Hubs. Explore the integration of micromobility hubs, either as standalone infrastructure or as part of new development, along corridors and near transit stations to promote alternative mobility options.
Policy 4.5	Pedestrian Networks. Consider how to integrate pedestrian networks with open spaces and urban greening.
Goal PS 3	Sustainable and resilient public services, facilities, and other infrastructure that meets the needs of the SBAP communities while benefiting the environment and improving aesthetics.
Policy PS 3.1	Greening in Infrastructure. Support the integration of street trees, sustainable pavements, bioretention, bioswales, and other “green streets” components within the public right-of-way to improve efficiencies and enhance climate resilience.
Policy PS 3.2	Greening in County Projects. Implement greening through County-led and funded projects, such as new and upgraded parks, vegetation, bioswales, permeable pavements, green alleys, and green roofs and walls.

Policy PS 3.5	Public-Private Partnerships. Promote the development of new green infrastructure projects through public-private partnerships, ensuring they align with sustainable practices and meet the evolving needs of the community.
Goal ED 2	Maximize the advantages of the strategic regional location and proximity to a well-connected transportation network to enhance access to job opportunities.
Policy ED 2.1	Transit. Promote the location of key industry clusters and employment hubs near transit-rich areas.
Policy ED 2.2	Employment Hubs. Enhance the attractiveness of transit-accessible employment hubs by incorporating amenities such as cafes, retail spaces and recreation areas, to create a more desirable work environment.
Policy ED 2.3	Collaboration. Facilitate collaboration between public transit agencies and businesses to jointly invest in the development of transit-centric employment hubs, contributing to infrastructure and amenities.

Community-Specific Goals and Policies

Alondra Park/El Camino Village

Policy 1.1	Mixed Use Development. Support new mixed-use development along Crenshaw Boulevard to enable additional housing opportunities with commercial uses and amenities to serve residents.
Policy 1.2	Incremental Infill. Explore incremental infill development approaches along Crenshaw Boulevard north of Marine Avenue where parcel sizes are larger and more conducive for redevelopment to preserve existing businesses or facilitate the integration of legacy businesses in new developments.
Goal 3	An active transportation network that supports bicycle and pedestrian modes and safely connects community members to destinations.
Policy 3.1	Active Transportation Safety Enhancements. Encourage bicycle and pedestrian safety improvements along Marine Avenue, Manhattan Beach Boulevard, and Crenshaw Boulevard through the installation of Leading Pedestrian Interval (LPI) and Leading Bike Interval (LBI) phasing at traffic signals with intersecting Class I, II, and IV facilities.
Policy 3.2	Bicycle Facility Expansion. Support the expansion of Class II and Class III facilities on Prairie Avenue, Manhattan Beach Boulevard, Crenshaw Boulevard, Redondo Beach Boulevard, and Marine Avenue.
Policy 3.3	Agency Collaboration. Collaborate with the City of Redondo Beach on their Redondo Beach Boulevard Corridor Project for enhanced bicycle facilities along the roadway. Collaborate with the South Bay Cities Council of Governments (SBCCOG) for LTN Phase I improvements on Lemoli Avenue and 154 Street.

Del Aire

- Goal 1** New residential and mixed-use opportunities that are in proximity to high-frequency transit with supportive services and amenities.
- Policy 1.1** Missing Middle Housing. Facilitate “Missing Middle” housing in the form of triplexes, quadplexes, and garden-style development in proximity to the Metro C Line Aviation/LAX Station to increase transit-accessible housing options.
- Policy 1.5** Mixed-Use Development. Encourage mixed-use development along Aviation Blvd. with ground floor locally serving retail, restaurants, grocery, businesses, and community-serving uses. Goal 2 Improved access and connectivity within Del Aire, including to/from the LAX/Aviation station.
- Policy 2.1** LAX/Aviation Station First/Last Mile. Coordinate with Metro to prepare a First/Last Mile Plan for the existing LAX/Aviation Station and collaborate on implementation of infrastructure and amenities that support access and transit ridership at the station.
- Policy 2.2** Multi-Use Trail. Prioritize the implementation of a Class I Multi-Use trail on the westside of Aviation Boulevard along the abandoned BNSF rail line to provide safe and improved access to the Metro station.
- Policy 2.3** Active Transportation Safety Enhancements. Encourage bicycle and pedestrian safety improvements along Aviation Boulevard through the installation of high-visibility crosswalks, bulb-outs at intersections, Leading Pedestrian Interval (LPI)/Leading Bike Interval (LBI) phasing at traffic signals, and audible indicators to facilitate safe movements for all travel modes.

Hawthorne Island

- Policy 1.1** Mixed Use Development. Encourage mixed-use development along Crenshaw Boulevard that prioritize housing through incentives, such as increased height maximums.
- Goal 2** A safer 135th Street and Crenshaw Boulevard for active transportation modes.
- Policy 2.1** Active Transportation Safety Enhancements. Encourage bicycle and pedestrian safety improvements at the 135th Street and Crenshaw Boulevard intersection through the installation of high-visibility crosswalks, bulb-outs, landscaped buffers, Leading Pedestrian Interval (LPI)/Leading Bike Interval (LBI) phasing at signals, and audible indicators.
- Policy 2.3** Bicycle Facilities. Explore grant funding opportunities, such as Caltrans planning or sustainability grants to conduct a mobility study to implement bicycle facilities on 135th Street that will connect to the proposed class II facility on Crenshaw Boulevard.

Policy 2.4 Agency Collaboration. Collaborate with the South Bay Cities Council of Governments (SBCCOG) for LTN Phase I improvements on Yukon Avenue, which connects to 135th Street.

La Rambla

Goal 1 A vibrant community that creates opportunities for a mix of uses that benefit the community and create defined places.

Policy 1.1 Mixed Use Development. Encourage mixed-use development at the intersection of 1st Street and Bandini Avenue with ground floor locally serving retail, businesses, community-serving uses and amenities in walkable proximity to existing residential.

Policy 1.2 Mixed-Use Medical Hub. Support a mix of uses that complement the existing cluster of medical-oriented uses along 6th Street.

Goal 2 Vibrant corridors with an enhanced public realm to support safe pedestrian connections.

Policy 2.1 Streetscape Enhancements. Consider a vision or streetscape plan for 6th Street, Bandini Street and Meyler Street to determine the appropriate treatments to enhance the public realm.

Policy 2.4 Intersection Improvements. Explore intersection enhancements at 1st and Bandini Avenue through pedestrian improvements to facilitate safer crossings and connections.

Policy 2.5 Bicycle Facilities. Support bicycle facilities (Class III) on 1st Street, 7th Street, and Weymouth Avenue.

Policy 2.6 Improved Access. Support active transportation access to community services and facilities, such as San Pedro Hospital, the Providence Little Company of Mary Medical Center, and the Ann and Steven Hinchliffe San Pedro and Peninsula YMCA.

Policy 3.2 Incremental Infill. Explore infill development approaches that preserve existing businesses or the integration of legacy businesses in new developments along 1st Street.

Lennox

Goal 1 Enhanced Hawthorne and Lennox Boulevards that balance preserving commercial character and promoting “gentle density” to create well-designed, mixed-use places.

Policy 1.1 Mixed-Use Development. Encourage mixed-use developments along Hawthorne and Lennox Boulevards.

- Goal 2** An enhanced Hawthorne/Lennox station area with housing options, neighborhood services, and supportive active transportation infrastructure where transit is a viable mode choice for residents and employees in Lennox.
- Policy 2.2** Hawthorne/Lennox Station First/Last Mile. Coordinate with Metro to prepare a First/Last Mile Plan for the existing Hawthorne/Lennox Station and collaborate on implementation of infrastructure and amenities that support access and transit ridership at the station.
- Policy 2.3** Active Transportation Safety Enhancements. Encourage bicycle and pedestrian safety improvements along Lennox Boulevard and Hawthorne Boulevard through the installation of bulb outs, pedestrian/bicycle signal scrambles, Lead Pedestrian Intervals (LPI), Lead Bicycle Internals (LBI), and high-visibility crosswalks.
- Goal 3** Lennox has multi-modal, mixed-use, and complete corridors.
- Policy 3.1** Hawthorne Boulevard Streetscape Enhancements. Explore grant funding opportunities for the preparation of a streetscape plan on Hawthorne Boulevard to determine appropriate treatments to enhance the pedestrian realm and guide the transformation of Hawthorne Boulevard into a multi-modal, mixed-use, and complete corridor.
- Policy 3.2** Lennox Boulevard Streetscape Enhancements. Explore grant funding opportunities for the preparation of a vision plan or streetscape plan to determine appropriate treatments to enhance and green the pedestrian realm, with improvements such as planters, trees, benches, small green spaces, pocket parks, etc.
- Policy 3.3** Bicycle Infrastructure. Support the proposed bicycle facilities on Lennox Boulevard (Class II), Inglewood Avenue (Class III), Buford Avenue (Class III), 104th Street (Class III), 111th Street (Class III), and Freeman Avenue (Class III).

West Carson

- Goal 1** Enhanced corridors that balance preserving commercial character and promoting “gentle density” to create well-designed, mixed-use places.
- Policy 1.1** Mixed-Use Development. Encourage mixed-use developments along Hawthorne and Lennox Boulevards.
- Policy 1.3** Diverse Housing Options. Facilitate “Missing Middle” housing in the form of triplexes, quadplexes, and garden-style apartments to increase housing options in West Carson’s established neighborhoods.
- Goal 2** An enhanced Carson station area with housing options, neighborhood services, and supportive active transportation infrastructure that further supports the West Carson TOD Specific Plan.

- Policy 2.1** West Carson Focused Growth. Support a transit-oriented community through updates to the West Carson TOD Specific Plan to further facilitate a variety of transit-accessible housing options, development with active ground floors, and publicly accessible open spaces.

- Policy 2.2** West Carson First/Last Mile. Coordinate with LA Metro to prepare a West Carson station First/Last Mile Plan and collaborate with LA Metro on implementation of infrastructure and amenities that support access and transit ridership at the station.

- Policy 2.3** Local Bus Connectivity. Coordinate with LA Metro to explore alternative local bus service stops closer to the West Carson station to better connect with the Metro J Line.

- Policy 2.4** Streetscape Enhancements. Explore the preparation of a vision or streetscape plan for West Carson Boulevard and Vermont Avenue to determine the appropriate treatments to enhance the public realm and provide greater connectivity to the West Carson station.

- Goal 3** A safe active transportation network that supports bicycle and pedestrian modes.

- Policy 3.1** Active Transportation Safety Enhancements. Encourage bicycle and pedestrian safety improvements along Torrance Boulevard, West Carson Street, Normandie Avenue, Vernon Avenue, Vermont Avenue, Sepulveda Boulevard, and 22nd Street through the installation of Leading Pedestrian Interval (LPI) and Leading Bike Interval (LBI) phasing within traffic signals that intersect Class I, II, and IV facilities.

- Policy 3.2** Continuous Bicycle Network. Explore grant funding opportunities, such as Caltrans planning or sustainability grants to conduct a mobility study for Sepulveda Boulevard to analyze opportunities to close the bicycle network gap between Normandie Avenue and I-110 to create a continuous network through the community and to external facilities.

Westfield/Academy Hills

- Goal 2** Safe and improved conditions for active transportation modes, such as walking and biking.

- Policy 2.2** Bicycle Safety Enhancements. Encourage the installation of Leading Pedestrian Interval (LPI) and Leading Bike Interval (LBI) phasing within the traffic signals at the intersection of Crenshaw Boulevard and Palos Verdes Drive North which intersects with Class I and II facilities to improve bicycle visibility and safety.

Wiseburn

- Policy 1.1** Mixed Use Development. Support new mixed-use development along Inglewood Avenue to enable additional housing opportunities with commercial uses and amenities to serve residents.

Policy 1.3	El Segundo Boulevard. Enhance El Segundo Boulevard through preserving commercial character and promoting “gentle density” to create well-designed, mixed-use places.
Goal 2	An active transportation network that supports bicycle and pedestrian trips as safe and pleasant modes of travel.
Policy 2.1	Continuous Bicycle Network. Explore grant funding opportunities, such as a Caltrans planning or a sustainability grant, to conduct a mobility study for El Segundo Boulevard that would evaluate opportunities to close the bicycle network gap between Aviation Boulevard and Isis Avenue to create a continuous network through the community and to external facilities.
Policy 2.2	Safe Routes to Schools Program. Support the creation of a Safe Routes to School Program (SRTS) for Wiseburn. A SRTS program would prioritize paths for safer pedestrian connections and routes to schools through infrastructure improvements, such as high-visibility crosswalks and sidewalks, and the addition of crossing guards.
Policy 2.3	Walking Path. Continue to maintain the Wiseburn Walking Path as it is an important resource to the community and explore additional opportunities for walking paths in the community.

4.8.2.4 Impact Analysis

Threshold 4.8-1 Would the project generate GHG emissions, either directly or indirectly, that may have a significant effect on the environment?

Significant and Unavoidable Impact. For the reasons discussed below, even with implementation of applicable mitigation measures (i.e., MM-4.8-1, MM-4.8-2 and MM-4.8-3), the Project would generate GHG emissions, either directly or indirectly, that may have a significant effect on the environment, and impacts would be significant and unavoidable.

Construction Emissions

Construction of future development that would be facilitated by the South Bay Area Plan would result in GHG emissions, which are primarily associated with use of off-road construction equipment, on-road haul trucks, on-road vendor trucks, and worker vehicles. The SCAQMD has not proposed or adopted relevant quantitative GHG thresholds for construction-generated emissions.

CalEEMod was used to calculate the annual GHG emissions based on the construction scenario discussed in the Construction Emissions subsection in Section 4.8.2.1, Methodology, in order to provide a conservative scenario of potential construction activity as a result of the Project, this analysis assumes that eight percent of the future development under the Project would be developed within one year, which was quantified in CalEEMod. Due to the speculative nature of construction, CalEEMod default values were relied on for the assumed land use type and size, with minor exceptions, as explained in Section 4.8.3.2.1.

Table 4.8-4 presents the estimated GHG emissions generated during construction of the five percent development scenario. Details of the emission calculations are provided in Appendix D.

Table 4.8-4. Estimated Annual Construction GHG Emissions

Year	CO ₂	CH ₄	N ₂ O	CO ₂ e
	Metric Tons			
2025 (one full year)	1,161.50	0.05	0.04	1,176.60
Total over 20 years*	23,230	0.01	320	23,532
Amortized Emissions				784.40

Notes: CO₂ = carbon dioxide; CH₄ = methane; N₂O = nitrous oxide; CO₂e = carbon dioxide equivalent.

See Appendix D for complete results.

Amortized construction GHG emissions represent total construction GHG emissions (in MT of CO₂e) divided 30 years, which is the assumed project operational lifetime consistent with SCAQMD guidance (SCAQMD 2008).

*Totals may not add due to rounding.

As shown in Table 4.8-4, the estimated total GHG emissions during construction of future projects that would be facilitated by the South Bay Area Plan would be approximately 23,532MT CO₂e over the 20-year construction period. Estimated Project-generated construction emissions amortized over 30 years would be approximately 784 MT CO₂e per year. Because there is no separate GHG threshold for construction, the evaluation of significance is discussed in the following operational emissions analysis.

Operational Emissions

Operation of the future development that would be facilitated by the South Bay Area Plan would generate GHG emissions through motor vehicle trips; landscape equipment operation and hearths (area sources); energy use (natural gas and electricity); solid waste disposal; water supply, treatment, and distribution; and refrigerants. CalEEMod was used to calculate the annual GHG emissions based on the operational assumptions described in Section 4.8.2.1, Methodology.

The estimated operational Project-generated GHG emissions from area sources, energy usage, motor vehicles, solid waste generation, water usage and wastewater generation, and refrigerants are shown in Table 4.8-5, Project GHG Efficiency.

Table 4.8-5. Project GHG Efficiency

Emission Source	CO ₂	CH ₄	N ₂ O	CO ₂ e
	Metric Tons per Year*			
Area	2,213.54	0.05	0.01	2,216.29
Energy	11,571.75	1.23	0.09	11,630.33
Mobile	66,674.65	2.47	2.64	67,529.47
Waste	764.52	76.41	0	2,674.79
Water	495.23	14.40	0.35	958.39
Refrigerants	0	0	0	11.94
Total	81,719.69	94.55	3.08	85,021.21
<i>Amortized construction emissions (Table 4.8-4)</i>				<i>784.40</i>
Total operational + amortized construction emissions¹				85,805.61
SCAQMD Tier 3 Screening threshold				3,000

Table 4.8-5. Project GHG Efficiency

Emission Source	CO ₂	CH ₄	N ₂ O	CO ₂ e
	Metric Tons per Year*			
	Project Service Population ²			32,185
	Project Efficiency ³			2.67
	Draft 2045 CAP-Based Efficiency Metric Threshold			0.76

Notes: GHG = greenhouse gas; CO₂ = carbon dioxide; CH₄ = methane; N₂O = nitrous oxide; CO₂e = carbon dioxide equivalent; <0.01 = less than 0.01.

- ¹ For the purpose of GHG emissions modeling, the anticipated buildout of the Project was assumed to be approximately 9,951 additional dwelling units, 12 additional accessory commercial units (ACUs) (net increase of 10,200 square feet of ACUs) and 775,519 square feet of commercial building square footage. Since completion of the GHG emissions modeling, the anticipated buildout of the Project has been revised to approximately 9,853 additional dwelling units (representing a reduction of approximately 98 dwelling units), 10,200 additional square feet of ACUs (no change), and 777,697 additional square feet of commercial use (representing an increase of approximately 2,178 square feet). A dwelling unit is assumed to be approximately 1,000 square feet, on average. Therefore, since completion of the GHG emissions modeling, the net total buildout for the Project has been reduced by approximately 95,822 square feet. Operational GHG emissions from the Project has a linear correlation with the total buildout of the Project. Thus, because the total anticipated building square footage of the Project has decreased, GHG emissions would also decrease compared to what is shown in this analysis. Therefore, this analysis provides a conservative estimate of potential GHG emissions as a result of the Project.
 - ² The proposed Project is anticipated to accommodate approximately 30,745 additional residents and 1,440 new jobs resulting from the facilitated residential, ACU, mixed-use, and commercial development/redevelopment, and as such, the Project’s service population would be a total of 32,185 service persons.
 - ³ Project efficiency is calculated by dividing the total operational and amortized construction emissions (85,806) by the Project’s service population (32,185).
- * The Project emissions reflect operational year 2045.
See Appendix D for complete results.

As shown in Table 4.8-5, estimated annual GHG emissions generated by future development that would be facilitated by the South Bay Area Plan would be approximately 85,021.21 MT CO₂e per year as a result of Project operation. Estimated annual Project-generated operational emissions in 2045 and amortized Project construction emissions would be approximately 85,806 MT CO₂e per year. This would exceed the Tier 3 screening threshold of 3,000 MT CO₂e per year. Therefore, the Project would proceed to Tier 4. As explained previously, the Tier 4 efficiency metric threshold used is 0.76 MT CO₂e/SP/year consistent with the methodology described in Section 4.8.2.2. The proposed Project’s service population is defined as residents plus employees. The proposed Project is anticipated to facilitate 30,745 additional residents and approximately 1,440 new jobs⁷ at buildout in 2045, for a total of 32,185 service persons. Accordingly, the proposed Project would result in an efficiency of 2.67 MT CO₂e/SP/year, which would exceed the applied efficiency metric threshold of 0.76 MT CO₂e/SP/year. Therefore, GHG emissions generated by the Project would have a potentially significant impact on the environment and mitigation is required.

As described previously, the Project consists of a policy document and does not propose any direct development. However, implementation of the Project’s proposed land-use changes would allow for more dense development in the Project area than is currently allowed under existing conditions. In considering cumulative impacts from the development allowed for by the Project, the analysis must specifically evaluate a project’s contribution to the cumulative increase in GHG emissions. South Bay Area Plan includes areawide and community-specific goals and policies to support GHG emissions reductions. For example, Goal M 2 and associated policies would support improvements to the active transportation network within the Project area. However, even with the support of South Bay Area Plan policies, it is anticipated that Project implementation would exceed the efficiency metric threshold of 0.76 MT CO₂e. MM-4.8-1 Energy Conservation, MM-4.8-2, Water Conservation, and MM-4.8-3 Solid Waste

⁷ The 1,440 total employees include 23 employees associated with anticipated ACU development and 1,417 employees associated with anticipated commercial and mixed use development.

Reduction include requirements for new developments under the South Bay Area Plan to reduce GHG emissions during long-term operations.

However, due to the programmatic nature of the Project, the reductions of GHG emissions that would be realized from MM-4.8-1, MM-4.8-2, and MM-4.8-3 are not able to be accurately quantified. Further, these mitigation measures do not ensure that all impacts from future development projects would be mitigated to a level of less than significant. Future non-discretionary projects that would be implemented under the South Bay Area Plan would be subject to the federal, state and local regulations mentioned above; however, these non-discretionary projects would not necessarily be subject to CEQA review, additional environmental assessments, or mitigation measures. As such, even with implementation of existing regulations, applicable South Bay Area Plan goals and policies, and MM-4.8-1, MM-4.8-2, and MM-4.8-3, potential impacts related to operational emissions would be significant and unavoidable.

Threshold 4.8-2 Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs?

Less Than Significant Impact. Applicable plans, policies, or regulations adopted for the purpose of reducing GHG emissions include the SCAG's 2020-2045 RTP/SCS, CARB's Scoping Plan, and the County's Revised Draft 2045 Climate Action Plan. The proposed Project's potential to conflict with these plans, policies, and regulations is discussed below.

SCAG's 2020-2045 RTP/SCS

The SCAG 2020-2045 RTP/SCS is a regional growth management strategy that targets per-capita GHG reduction from passenger vehicles and light trucks in the southern California region pursuant to SB 375. In addition to demonstrating the region's ability to attain the GHG emission-reduction targets set forth by CARB, the 2020-2045 RTP/SCS outlines a series of actions and strategies for integrating the transportation network with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. Thus, successful implementation of the 2020-2045 RTP/SCS would result in more complete communities with a variety of transportation and housing choices, while reducing automobile use.

The following strategies are intended to be supportive of implementing the 2020-2045 RTP/SCS and reducing GHGs: focus growth near destinations and mobility options; promote diverse housing choices; leverage technology innovations; support implementation of sustainability policies; and promote a green region. The strategies that pertain to SCAG's support of local jurisdiction sustainability efforts would not apply to the proposed Project because those are strategies that are taken by SCAG to work with local jurisdictions to implement SCAG's goals and policies. (SCAG 2020). Compliance with the remaining applicable strategies is presented below.

- **Focus Growth Near Destinations and Mobility Options.** The proposed Project would facilitate the potential development of up to 9,853 residential units within dense multi-use urban and suburban areas. The proposed units would be developed at a higher density in areas with existing access to transit (e.g., within existing TODs) and within dense, multi-use urban and suburban areas. As such, the facilitation of the proposed Project would provide residences within proximity to transit services. The Project's site location would reduce VMT by being in proximity to complimentary land uses and employment centers, which could encourage use of alternative transportation methods such as transit, walking, or biking, or would result in shorter vehicle trips. The proposed Project would be consistent with the County's General Plan Policies to promote sustainability in land use design by encouraging development within dense multi-use urban and

suburban areas to increase walking, bicycling, and transit ridership to reduce VMT. The proposed Project also includes goals and policies designed to improve an active transportation network, including pedestrian and bicycle infrastructure (see Goal M 2 and Policies M 2.1, 2.2, 2.3, 2.4, 2.5, 2.6, 2.7). Moreover, Goal COSE 1 supports development patterns that reduce urban sprawl. Furthermore, there are community-specific goals and policies across the South Bay Planning Area in support of mixed use development and incremental infill; see Section 4.8.2.3, Land Use Changes, Goals, and Policies, of this section above for more details. The transition to denser commercial uses on select parcels would facilitate GHG emissions-reductions by facilitating a net increase in jobs near residential uses, thereby reducing commute distances for community members and potentially reducing emissions from commute trips associated with passenger vehicles. The Project also includes implementation programs that would encourage or promote multimodal transit and/or growth near destinations. These programs include Program No. 1, Accessory Commercial Unit Program, which would support the facilitation of ACUs in residential zones to provide access to small-scale, neighborhood serving commercial uses within walking or biking distance of homes. The Project also includes Program No. 2, Lot Consolidation, which would study the feasibility of developing a set of lot consolidation incentives to encourage the consolidation of two or more small lots to make is economically viable to build mixed-use development in the Project area.

- **Promote Diverse Housing Choices.** The proposed Project would comply with this strategy of the 2020–2045 RTP/SCS since it would result in the development of diverse housing types as well as new market-rate and affordable residential units to increase a mix of housing supply options. The proposed Project includes goals and policies that would provide a range of housing types in sufficient supply to meet the needs of current and future residents, provide a supply that ranges broadly in housing costs, and maintain a healthy and diverse housing supply. For example, Del Aire Policy 1.1, supports “Missing Middle” housing development in the form of triplexes, quadplexes, and garden-style in proximity to the Metro C Line Aviation/LAX Station. Similarly, in West Carson, Policy 1.3 specifically calls for diverse housing options.
- **Leverage Technology Innovations.** The proposed Project would comply with this strategy of the 2020-2045 RTP/SCS since it would be consistent with the County’s General Plan Policies and would be required to comply with the 2022 Title 24 Standards and 2022 CALGreen at a minimum, through energy-efficient design and support low emission technologies for transportation, such as alternative fuel vehicles to reduce per capita GHG emissions. As required by 2022 CALGreen, 10% of all new parking spaces for future multifamily residential developments would be electric vehicle charging spaces capable. Future non-residential developments providing 10 or more parking spaces would also be required to provide electric vehicle capable spaces in accordance with 2022 CALGreen.
- **Promote a Green Region.** Another applicable strategy within the 2020–2045 RTP/SCS to the proposed Project involves promoting a green region through efforts such as supporting local policies for renewable energy production and promoting more resource efficient development (e.g., reducing energy consumption) to reduce GHG emissions. As mentioned above, the proposed Project includes policies to encourage green and resource-efficient development, including Policies 3.1 and 3.2 support greening in infrastructure, including County-led and County-funded projects. In addition, the development of multi-family residences allowed for by the proposed Project would be required to comply with 2022 Title 24 building code (at a minimum), which would require installation solar photovoltaic systems. Additionally, in accordance with existing implementation programs, such as the Alondra Park Munti-Benefit Stormwater Capture Program, the County will continue to construct “green infrastructure” in appropriate Project-area locations. Green infrastructure is a stormwater management approach that incorporates vegetation (e.g., perennials, shrubs, trees), soil, and engineered systems (e.g., permeable pavements) to slow, filter, and cleanse stormwater runoff from impervious surfaces (e.g., streets, sidewalks) (Public Works 2023).

Because the proposed Project would comply with the applicable GHG reduction strategies outlined in the 2020-2045 RTP/SCS impacts related to consistency with an applicable GHG reduction plan would be less than significant.

CARB Scoping Plan, SB 32, and EO S-3-05

As discussed in Section 4.8.1.1, the California State Legislature passed the Global Warming Solutions Act of 2006 (AB 32) to provide initial direction to limit California's GHG emissions to 1990 levels by 2020 and initiate the state's long-range climate objectives. Since the passage of AB 32, the state has adopted GHG emissions reduction targets for future years beyond the initial 2020 horizon year. For the Project, the relevant GHG emissions reduction targets include those established by Senate Bill (SB) 32 and AB 1279, which require GHG emissions be reduced to 40% below 1990 levels by 2030, and 85% below 1990 levels by 2045, respectively. In addition, AB 1279 requires the state to achieve net zero GHG emissions by no later than 2045 and achieve and maintain net negative GHG emissions thereafter.

As defined in AB 32, CARB is required to develop the Scoping Plan, which provides the framework for actions to achieve the state's GHG emission targets. The Scoping Plan is required to be updated every 5 years and requires CARB and other state agencies to adopt regulations and initiatives that will reduce GHG emissions statewide. The first Scoping Plan was adopted in 2008, and was updated in 2014, 2017, and most recently in 2022. While the Scoping Plan is not directly applicable to specific projects, nor is it intended to be used as the sole basis for project-level evaluations,⁸ it is the official framework for the measures and regulations that will be implemented to reduce California's GHG emissions in alignment with the adopted targets. Therefore, a project would be found to not conflict with the statutes if it would meet the Scoping Plan policies and would not impede attainment of the goals therein.

CARB's 2017 Climate Change Scoping Plan update was the first to address the state's strategy for achieving the 2030 GHG reduction target set forth in SB 32 (CARB 2017a), and the most recent CARB 2022 Scoping Plan for Achieving Carbon Neutrality update outlines the state's plan to reduce emissions and achieve carbon neutrality by 2045 in alignment with AB 1279 and assesses progress toward the 2030 SB 32 target (CARB 2022b). As such, given that SB 32 and AB 1279 are the relevant GHG emission targets, the 2022 Scoping Plan updates that outline the strategy to achieve those targets are the most applicable to the proposed Project. Table 4.8-6, below, analyzes the Project's potential to conflict with the 2022 Scoping Plan actions that are the most applicable to the proposed Project, or more specifically, actions to achieve the GHG emissions targets set forth by SB 32 and AB 1279 that are relevant to the Project.⁹

⁸ The Final Statement of Reasons for the amendments to the CEQA Guidelines reiterates the statement in the Initial Statement of Reasons that "[t]he Scoping Plan may not be appropriate for use in determining the significance of individual projects because it is conceptual at this stage and relies on the future development of regulations to implement the strategies identified in the Scoping Plan" (CNRA 2009).

⁹ Table 4.8-6 is not intended to provide exhaustive list of the 2022 Scoping Plan actions set forth to help the state reach its long-range climate objectives. Only the most relevant actions to the Project pertaining to SB 32 and AB 1279 are analyzed in Table 4.8-6. The 2022 Scoping Plan, inclusive of all actions, is available for review on CARB's website (CARB 2022a).

Table 4.8-6. Project Potential to Conflict with 2022 Scoping Plan

Sector	Action	Potential to Conflict
GHG Emissions Reductions Relative to the SB 32 Target	40% below 1990 levels by 2030	No conflict. While the SB 32 GHG emissions reduction target is not an Action that is analyzed independently, it is included in Table 2-1 of the 2022 Scoping Plan for reference. The Project would not obstruct or interfere with agency efforts to meet the SB 32 reduction goal.
Smart Growth / VMT	VMT per capita reduced 25% below 2019 levels by 2030, and 30% below 2019 levels by 2045	No conflict. The Project would not obstruct or interfere with agency efforts to meet this regional VMT reduction goal, including through implementation of SB 375. As detailed above, the Project would be consistent with the goals and policies of the SCAG 2020–2045 RTP/SCS, which is the regional growth management strategy that targets per capita GHG reduction from passenger vehicles and light trucks in the Southern California Region pursuant to SB 375. Additionally, the facilitation of the proposed Project would provide residences within proximity to transit services. The Project’s site location would reduce VMT by being in proximity to complimentary land uses and employment centers, which could encourage use of alternative transportation methods such as transit, walking, or biking, or would result in shorter vehicle trips.
Light-duty Vehicle (LDV) Zero Emission Vehicles (ZEVs)	100% of LDV sales are ZEV by 2035	No conflict. As this action pertains to LDV sales within California, the Project would not obstruct or interfere with its implementation. Furthermore, the Project would support the transition from fossil fuel LDV to ZEV through Policy M 3.1, which encourages the prioritization of slow-speed infrastructure improvements as part of SBCCOG’s Local Travel Network to support short trips and encourage the use of sustainable modes for neighborhood-based trips. In addition, Policy M 3.3, Zero-Emission Transportation Modes, supports the shifts to lower- or zero-emission travel modes for local trips within the Planning Area to reduce GHGs and promote resiliency.
Truck ZEVs	100% of medium-duty vehicle (MDV)/ heavy-duty vehicle (HDV) sales are ZEV by 2040	No conflict. As this action pertains to MDV and HDV sales within California, the Project would not obstruct or interfere with its implementation.

Table 4.8-6. Project Potential to Conflict with 2022 Scoping Plan

Sector	Action	Potential to Conflict
Electricity Generation	<p>Sector GHG target of 38 million metric tons of carbon dioxide equivalent (MMTCO_{2e}) in 2030 and 30 MMTCO_{2e} in 2035</p> <p>Retail sales load coverage¹</p> <p>20 gigawatts (GW) of offshore wind by 2045</p> <p>Meet increased demand for electrification without new fossil gas-fired resources</p>	No conflict. As this Action pertains to the statewide procurement of renewably generated electricity, the Project would not obstruct or interfere with its implementation.
New Residential and Commercial Buildings	All electric appliances beginning 2026 (residential) and 2029 (commercial), contributing to 6 million heat pumps installed statewide by 2030	No conflict. The Project would not obstruct or interfere with CARB's efforts to meet the targets of all electric appliances for new residential and commercial buildings.
Construction Equipment	25% of energy demand electrified by 2030 and 75% electrified by 2045	No conflict. As this Action pertains to the electrification of off-road equipment across California, the Project would not obstruct or interfere with its implementation.
Chemicals and Allied Products; Pulp and Paper	Electrify 0% of boilers by 2030 and 100% of boilers by 2045. Hydrogen for 25% of process heat by 2035 and 100% by 2045 Electrify 100% of other energy demand by 2045.	No conflict. As this Action pertains to the electrification of industrial processes, the Project would not obstruct or interfere with its implementation.
Other Industrial Manufacturing	0% energy demand electrified by 2030 and 50% by 2045	No conflict. As this Action pertains to the electrification of industrial processes, the Project would not obstruct or interfere with its implementation.
Low Carbon Fuels for Transportation	Biomass supply is used to produce conventional and advanced biofuels, as well as hydrogen	No conflict. The Project would not obstruct or interfere with CARB's efforts to increase the provision of low carbon fuels for transportation.

Table 4.8-6. Project Potential to Conflict with 2022 Scoping Plan

Sector	Action	Potential to Conflict
Low Carbon Fuels for Buildings and Industry	<p>In 2030s biomethane blended in pipeline</p> <p>Renewable hydrogen blended in fossil gas pipeline at 7% energy (~20% by volume), ramping up between 2030 and 2040</p> <p>In 2030s, dedicated hydrogen pipelines constructed to serve certain industrial clusters</p>	No conflict. The Project would not obstruct or interfere with CARB’s efforts to increase the provision of low carbon fuels for use in buildings and industry.
High GWP Potential Emissions	Low GWP refrigerants introduced as building electrification increases, mitigating HFC emissions	No conflict. The Project would not obstruct or interfere with agency efforts to introduce low GWP refrigerants.

Source: CARB 2022b.

Revised Draft 2045 Climate Action Plan

The County is currently updating its Climate Action Plan, which will be considered by the Board of Supervisors in March 2024. The Revised Draft 2045 Climate Action Plan includes 25 measures to reduce GHG emissions within the unincorporated portion of Los Angeles County. Those measures are grouped into 5 strategy areas including, Energy Supply, Transportation, Building Energy and Water, Waste, and Agriculture, Forestry and Other Land Use. Although the Revised Draft 2045 Climate Action Plan does not apply until it is adopted, a qualitative analysis describing the Project’s potential to conflict with the most applicable strategies set forth in the Revised Draft 2045 Climate Action Plan is summarized below in Table 4.8-7 for informational purposes.¹⁰

Table 4.8-7. Project Potential to Conflict with Revised Draft 2045 Climate Action Plan

Strategies	-Consistency
Energy Supply	
Decarbonize the energy supply.	No conflict. The proposed Project would not obstruct or interfere with County’s efforts to de-carbonize the energy within the unincorporated county. The Project area would also use energy provided by Southern California Edison (SCE). SCE has committed to diversify its portfolio of energy sources by increasing energy from wind and solar sources.

¹⁰ Table 4.8-7 only analyzes the Revised Draft 2045 Climate Action Plan measures that would be most applicable to the proposed Project and is not intended to represent an exhaustive list. The complete Revised Draft 2045 Climate Action Plan is available for review on the County’s website (County of Los Angeles 2023a).

Table 4.8-7. Project Potential to Conflict with Revised Draft 2045 Climate Action Plan

Strategies	-Consistency
Transportation	
Increase densities and diversity of land uses near transit.	No conflict. The proposed Project would encourage development within dense multi-use urban and suburban areas to increase walking, bicycling, and transit ridership to reduce VMT, and improve pedestrian infrastructure through sidewalk continuity and street connectivity. The proposed land use changes would result in infill development within existing residential communities and commercial sectors. In particular, Goal COSE 1 and Policies COSE 1.1 support integrated land use and transportation planning practices that facilitate higher density and mixed-use environments with active transportation and transit infrastructure to reduce automobile dependence.
Reduce single-occupancy vehicle trips	No conflict. The proposed Project would support this strategy through goals and policies designed to promote active transportation, such as Goal M 2 and Policies M 2.1 through M 2.7. These measures would help reduce single-occupancy vehicle trips within the Project Area by supporting alternative modes of transportation such as pedestrian and bicycle improvements/infrastructure.
Institutionalize low-carbon transportation	Not applicable. This measure is not within the purview of this Project.
Building Energy and Water	
Decarbonize buildings.	No conflict. The Project would not obstruct or interfere with County’s efforts to de-carbonize buildings within the County. Compliance with Title 24 standards include building electrification ready requirements and on-site renewables in the form of roof top solar.
Improve efficiency of existing building energy use.	Not applicable. This measure is not within the purview of this Project.
Conserve water.	No conflict. As stated previously, Future development from implementation of the proposed Project would be required to comply with the 2022 Title 24 Standards and 2022 CALGreen at a minimum, by installing water conserving plumbing fixtures and fittings to reduce the developments’ water use. The proposed Project would be consistent with the County’s General Plan Policies to intensify water conservation efforts, and would be required to comply with the with the County’s Water Conservation Requirements for the Unincorporated Los Angeles County Area Ordinance (Chapter 11.38, Water and Sewers, Part 4, Water Conservation Requirements for the Unincorporated Los Angeles County Area), which specifies requirements for watering restrictions and plumbing fixtures, among others)
Waste	
Minimize waste and recover energy and materials from the waste stream.	No conflict. Future developments from implementation of the proposed Project would be required to comply with the 2022 Title 24 Standards and 2022 CALGreen code at a minimum. More specifically, the Project would be required to comply with CALGreen construction waste management and universal waste reduction measures.
Agriculture, Forestry and Other land Use	
Conserve and connect wildlands and working lands	No conflict. The proposed Project would indirectly assist in conserving forests and working lands by focusing new development in existing developed portions of Los Angeles County.

Table 4.8-7. Project Potential to Conflict with Revised Draft 2045 Climate Action Plan

Strategies	-Consistency
Sequester carbon and implement sustainable agriculture	Not applicable. This measure is not within the purview of this Project.

Source: County of Los Angeles 2023a.

4.8.2.5 Cumulative Impact Analysis

Where a lead agency concludes that the cumulative effects of a project, taken together with the impacts of other closely related past, present, and reasonably foreseeable future projects are significant, the lead agency then must determine whether the project’s incremental contribution to such significant cumulative impact is “cumulatively considerable” (and thus significant in and of itself). The cumulative study area used to assess potential cumulative greenhouse gas emissions impacts includes the entire planet and is not limited to any particular region. The full list of related plans applicable to the Project's cumulative analyses is provided in Section 2.5, Cumulative Impact Analysis, in Chapter 2, Environmental Setting of this Draft PEIR.

As previously discussed above and in Section 4.8.1.2, Existing Environmental Conditions, global climate change is a cumulative impact; a project participates in this potential impact through its incremental contribution combined with the cumulative increase of all other sources of GHGs. Thus, GHG evaluations under CEQA are inherently a cumulative study (See *Center for Biological Diversity v. California Department of Fish and Wildlife* [2015] 62 Cal.4th 204). Therefore, the significance conclusions reached above in Section 4.8.2.4, Impact Analysis, with regard to potential Project-related GHG impacts also constitute this Draft PEIR’s significance conclusions with regard to cumulative GHG emissions impacts.

Threshold 4.8-1. As discussed above, GHG emissions inherently contribute to cumulative impacts, and thus, any additional GHG emissions would result in a cumulative impact. As shown in Tables 4.8-4 and 4.8-5, future development facilitated by the proposed Project is expected to exceed the GHG efficiency metric established in Section 4.8.2.1, Methodology, and cumulative impacts related to GHG emissions would be potentially significant. Therefore, the Project’s incremental contribution to impacts regarding generation of GHG emissions would be cumulatively considerable.

Threshold 4.8-2. GHG emissions inherently contribute to cumulative impacts, and thus, any potential to conflict with plans, policies, or regulations adopted for the purpose of reducing GHG emissions would result in a cumulative impact. As discussed in response to Threshold 4.8-2 above, the proposed Project would not conflict with applicable plans, policies, or regulations and impacts would not be cumulatively considerable.

4.8.2.6 Mitigation Measures

MM-4.8-1 Energy Conservation. During subsequent project-level environmental review, the County shall consider all relevant information available for the property to determine potential feasible opportunities for energy conservation measures. In future years, some of the following measures are anticipated to become regulatory compliance and may be implemented as such. As determined appropriate and feasible, prior to the issuance of building permits, the County shall require that individual project submit building plans that include energy conservation measures, which shall include one or more of the following:

- a) Install Energy Star rated heating, cooling, lighting, and appliances.
- b) Outdoor lighting shall be light emitting diodes (LED) or other high-efficiency lightbulbs.
- c) Provide information on energy efficiency, energy efficient lighting and lighting control systems, energy management, and existing energy incentive programs to future tenants of the proposed Project.
- d) Non-residential structures shall meet the U.S. Green Building Council standards for cool roofs. This is defined as achieving a 3-year solar reflective index (SRI) of 64 for a low-sloped roof and 32 for a high-sloped roof.
- e) Outdoor pavement, such as walkways and patios, shall include paving materials with 3-year SRI of 0.28 or initial SRI of 0.33.
- f) Construction of modest cool roof, defined as Cool Roof Rating Council (CRRC) Rated 0.15 aged solar reflectance and 0.75 thermal emittance.
- g) Electric space heaters are installed in residences in place of natural gas heaters.
- h) Installation of alternatively fueled water heating system(s) (e.g., solar thermal water heater, tankless electric water heater, storage electric water heater, electric heat pump water heater, tankless gas water heater, other technology with an equivalent level of energy efficiency).
- i) Maximize the use of natural lighting and include daylighting (e.g., skylights, windows) in rooms with exterior walls that would normally be occupied.
- j) Include high-efficacy artificial lighting in at least 50% of unit fixtures.
- k) Use passive solar cooling/heating.
- l) Strategically plant trees to provide shade.

MM-4.8-2

Water Conservation. During subsequent project-level environmental review, the County shall consider all relevant information available for the property to determine potential feasible opportunities for water conservation measures. In future years some of the following measures are anticipated to become regulatory compliance and may be implemented as such. As determined appropriate and feasible, prior to the issuance of building permits, the County shall require that individual project submit building plans that include energy conservation measures, which shall include one or more of the following:

- a) Install low-water use appliances and fixtures, such as:
 - Toilets with 20% reduction in flow.
 - Showerheads with 20% reduction in flow.
 - Bathroom faucets with 30% reduction in flow.
 - Kitchen faucets with 17% reduction in flow.
 - Dishwashers with 21% reduction in flow.
 - Clothes washers with 46% reduction in flow.
- b) Implement water-sensitive urban design practices in new construction.

- c) Install rainwater collection systems where feasible.

MM-4.8-3 Solid Waste Reduction. During subsequent project-level environmental review, the County shall consider all relevant information available for the property to determine potential feasible opportunities for solid waste reduction measures. In future years some of the following measures are anticipated to become regulatory compliance and may be implemented as such. As determined appropriate and feasible, prior to the issuance of building permits, the County shall require that individual project submit building plans that include energy conservation measures, which shall include one or more of the following:

- a) Provide storage areas for recyclables and green waste in new construction, and food waste storage, if a pick-up service is available.
- b) Evaluate the potential for onsite composting.

4.8.2.7 Significance Conclusion

Threshold 4.8-1 MM-4.8-1, MM-4.8-2 and MM-4.8-3 would reduce GHG emissions; however, due to the lack of project-specific information, the effectiveness in reducing GHG emissions cannot be accurately quantified. Therefore, the potential for future development under the proposed Project to generate GHG emissions that would have an impact on the environment is considered **significant and unavoidable** and cumulatively considerable.

Threshold 4.8-2 The proposed Project would be consistent with all applicable plans, policies, or regulations adopted for the purposes of reducing GHG emissions, and impacts would be **less than significant** and would not be cumulatively considerable.

4.8.3 References

14 CCR 15000–15387 and Appendices A–L. Guidelines for Implementation of the California Environmental Quality Act, as amended.

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4.9 Hazards and Hazardous Materials

This section of the Draft PEIR analyzes the potential impacts from the implementation of the South Bay Area Plan (Project) on hazards and hazardous materials, including the potential for hazardous releases through routine transport, use or disposal of hazardous materials, significant hazards through upset conditions, emission of hazards near sensitive land uses, location of properties on a list of hazardous sites, location within proximity to an airport, and potential for interference with an emergency evacuation plan. A discussion of the existing hazards and hazardous materials conditions in the unincorporated communities of the South Bay Planning Area (Project area) and the surrounding areas is included in this section to present the environmental baseline for the Project. The analysis is based, in part, on information obtained from the Cortese List (databases maintained in accordance with California Government Code Section 65962.5), the National Pipeline Mapping System online database, the California Geologic Energy Management Division Well Finder database, EPA Superfund online database, the State Water Resources Control Board (SWRCB) Groundwater Ambient Monitoring and Assessment Program online database, and the Department of Toxic Substances Control's EnviroStor and the SWRCB's GeoTracker online databases. Additional resources are included in Section 4.9.3, References of this Draft EIR.

Comments received in response to the Notice of Preparation (NOP) are summarized in Table 1-1, Notice of Preparation and Comment Letters Summary, included in Chapter 1, Introduction, of this Draft PEIR. A copy of the NOP is included in Appendix A-1 and the comment letters received in response to the NOP are included in Appendix A-2 of this Draft PEIR.

4.9.1 Environmental Setting

4.9.1.1 Regulatory Setting

Federal

Resource Conservation and Recovery Act of 1976, with Hazardous and Solid Waste Amendments of 1984

Federal hazardous waste laws are generally promulgated under the Resource Conservation and Recovery Act (RCRA). These laws provide for the "cradle to grave" regulation of hazardous wastes. Any business, institution, or other entity that generates hazardous waste is required to identify and track its hazardous waste from the point of generation until it is recycled, reused, or disposed. The Department of Toxic Substances Control (DTSC) is responsible for implementing the RCRA program and California's own hazardous waste laws, which are collectively known as the Hazardous Waste Control Law. Under the Certified Unified Program Agency (CUPA) program, California Environmental Protection Agency (Cal/EPA) has in turn delegated enforcement authority to the County for state law regulating hazardous waste producers or generators. The 1986 amendments to RCRA enabled the United States Environmental Protection Agency (EPA) to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances. Some of the other mandates of this law include increased enforcement authority for EPA, more stringent hazardous waste management standards, and a comprehensive underground storage tank program. Based on a search of the DTSC EnviroStor database, two sites within the Project area, in the community of West Carson, have RCRA hazardous waste facility permits (Maxima Enterprises, Inc. at 23920 S. Vermont Ave. and Prime Wheel Corporation at 24000 S. Vermont Ave.; DTSC, 2023a).

Comprehensive Environmental Response, Compensation, and Liability Act and the Superfund Amendments and Reauthorization Act of 1986

Congress enacted the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly known as Superfund, on December 11, 1980. CERCLA established prohibitions and requirements concerning closed and abandoned hazardous waste sites, provided for liability of persons responsible for releases of hazardous waste at these sites, and established a trust fund to provide for cleanup when no responsible party could be identified. The Superfund Amendments and Reauthorization Act (SARA) amended CERCLA on October 17, 1986. SARA stressed the importance of permanent remedies and innovative treatment technologies in cleaning up hazardous waste sites, required Superfund actions to consider the standards and requirements found in other state and federal environmental laws and regulations, provided new enforcement authorities and settlement tools, increased state involvement in every phase of the Superfund program, increased the focus on human health problems posed by hazardous waste sites, encouraged greater citizen participation in making decisions on how sites should be cleaned up, and increased the size of the trust fund to \$8.5 billion. As discussed in Section 4.9.1.2, two Superfund sites are located within the Project area: Del Amo Superfund Site (Operable Unit [OU] 3 and Montrose Superfund Site (OUs 1, 2, 3, 4, and 6).

Emergency Planning Community Right-to-Know Act

The Emergency Planning Community Right-to-Know Act, also known as SARA Title III, was enacted in October 1986. This law requires any infrastructure at the state and local levels to plan for chemical emergencies. Reported information is then made publicly available so that interested parties may become informed about potentially dangerous chemicals in their community. Sections 301 through 312 of the Act are administered by EPA's Office of Emergency Management. EPA's Office of Information Analysis and Access implements the Emergency Planning Community Right-to-Know Act Section 313 program. In California, SARA Title III is implemented through the California Accidental Release Prevention Program.

Hazardous Materials Transportation Act

Transportation of hazardous materials is regulated by the U.S. Department of Transportation's Office of Hazardous Materials Safety. The office formulates, issues, and revises hazardous materials regulations under the Federal Hazardous Materials Transportation Law. The hazardous materials regulations cover hazardous materials definitions and classifications, hazard communications, shipper and carrier operations, training and security requirements, and packaging and container specifications. The hazardous materials transportation regulations are codified in 49 Code of Federal Regulations (CFR) Parts 100–185.

The hazardous materials transportation regulations require carriers transporting hazardous materials to receive training in the handling and transportation of hazardous materials. Training requirements include pre-trip safety inspections, use of vehicle controls and equipment including emergency equipment, procedures for safe operation of the transport vehicle, training on the properties of the hazardous material being transported, and loading and unloading procedures. All drivers must possess a commercial driver's license as required by 49 CFR Part 383. Vehicles transporting hazardous materials must be properly placarded. In addition, the carrier is responsible for the safe unloading of hazardous materials at the site, and operators must follow specific procedures during unloading to minimize the potential for an accidental release of hazardous materials.

Occupational and Safety Health Act

The Occupational Safety and Health Administration (OSHA) is responsible at the federal level for ensuring worker safety. OSHA sets federal standards for implementing workplace training, exposure limits, and safety procedures for the handling of hazardous substances and hazardous materials (as well as other hazards). OSHA also establishes criteria by which each state can implement its own health and safety program.

Federal Response Plan

The Federal Response Plan of 1999, as amended in 2003 is a signed agreement among 27 federal departments and agencies, including the American Red Cross, that (1) provides the mechanism for coordinating delivery of federal assistance and resources to augment efforts of state and local governments overwhelmed by a major disaster or emergency; (2) supports implementation of the Robert T. Stafford Disaster Relief and Emergency Act, as well as individual agency statutory authorities; and (3) supplements other federal emergency operations plans developed to address specific hazards. The Federal Response Plan is implemented in anticipation of a significant event likely to result in a need for federal assistance or in response to an actual event requiring federal assistance under a presidential declaration of a major disaster or emergency.

International Fire Code

The International Fire Code (IFC), created by the International Code Council, is the primary means for authorizing and enforcing procedures and mechanisms to ensure the safe handling and storage of any substance that may pose a threat to public health and safety. The IFC regulates the use, handling, and storage requirements for hazardous materials at fixed facilities. The IFC and the International Building Code use a hazard classification system to determine what measures are required to protect against structural fires. These measures may include construction standards, separations from property lines, and specialized equipment. To ensure that these safety measures are met, IFC employs a permit system based on hazard classification. The IFC is updated every 3 years.

Code of Federal Regulations – Title 40

Title 40 CFR Part 273 governs the collection and management of widely generated waste, including batteries, pesticides, mercury-containing equipment, and light bulbs. This regulation streamlines the hazardous waste management standards and ensures that such waste is diverted to the appropriate treatment or recycling facility.

Title 40 CFR Part 112 requires the preparation of a Spill Prevention, Control, and Countermeasure (SPCC) Plan if oil is stored in excess of 1,320 gallons in aboveground storage (or have a buried capacity of 42,000 gallons). SPCC regulations place restrictions on the management of petroleum materials and, therefore, have some bearing on hazardous materials management.

Title 40 CFR Part 61 established National Emission Standards for Hazardous Air Pollutants (NESHAP) and names asbestos-containing material (ACM) as one of these materials. ACM use, removal, and disposal are regulated by USEPA under this law. In addition, notification of friable ACM removal prior to a proposed demolition project is required by this law.

Regional Screening Levels (RSLs)

The federal EPA provides regional screening levels for chemical contaminants to provide comparison values for residential and commercial/industrial exposures to soil, air, and tap water (drinking water). RSLs are available on

the EPA's website and provide a screening level calculation tool to assist risk assessors, remediation project managers, and others involved with risk assessment and decision-making. RSLs are also used when a site is initially investigated to determine if potentially significant levels of contamination are present to warrant further investigation. In California, the DTSC Human and Ecological Risk Office (HERO) incorporated the EPA RSLs into the HERO human health risk assessment. HERO created Human Health Risk Assessment Note 3, which incorporates HERO recommendations and DTSC-modified screening levels (DTSC-SLs) based on review of the EPA RSLs. The DTSC-SL should be used in conjunction with the EPA RSLs to evaluate chemical concentrations in environmental media at California sites and facilities.

Federal Aviation Administration

Title 14 CFR Part 77 establishes requirements for notifying the Federal Aviation Administration (FAA) of certain construction activities and alterations to existing structures, in order to ensure there are no obstructions to navigable airspace.

Federal Aviation Regulations (FAR) Part 77. The following height restrictions are defined below in Section 77.13(a):

77.13 Construction or Alteration Requiring Notice.

- (1) Any construction or alteration of more than 200 feet in height above the ground level at its site.
- (2) Any construction or alteration of greater height than an imaginary surface extending outward and upward at one of the following slopes:
 - (i) 100 to 1 for a horizontal distance of 20,000 feet from the nearest point of the nearest runway of each airport specified in paragraph (a)(5) of this section with at least one runway more than 3,200 feet in actual length, excluding heliports.
 - (ii) 50 to 1 for a horizontal distance of 10,000 feet from the nearest point of the nearest runway of each airport specified in paragraph (a)(5) of this section with its longest runway no more than 3,200 feet in actual length, excluding heliports.
- (iii) 5 to 1 for a horizontal distance of 5,000 feet from the nearest point of the nearest landing and takeoff area of each heliport specified in paragraph (a)(5) of this section.

State

California Health and Safety Code and Code of Regulations

California Health and Safety Code (HSC) Chapter 6.95 and 19 California Code of Regulations (CCR) Section 2729 set out the minimum requirements for business emergency plans and chemical inventory reporting. These regulations require businesses to provide emergency response plans and procedures, training program information, and a hazardous materials chemical inventory disclosing hazardous materials stored, used, or handled on site. A business that uses hazardous materials or a mixture containing hazardous materials must establish and implement a business plan if the hazardous material is handled in certain quantities.

HSC Section 25501 states that a "hazardous materials" include, but are not limited to, hazardous substances, hazardous waste, and any material that a handler or the administering agency has a reasonable basis for

believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment. Hazardous materials refer generally to hazardous substances that exhibit corrosive, poisonous, flammable, and/or reactive properties and have the potential to harm human health and/or the environment.

The transport of hazardous waste materials is further governed by California Health and Safety Code Section 25163 and Title 22, Chapter 13, of the CCR. Specifically, Section 25163 of the Health and Safety Code requires transporters of hazardous waste to hold a valid registration issued by the DTSC in his/her possession while transporting hazardous waste. Additionally, Title 22, Chapter 13, of the CCR includes a number of requirements, which include, but are not limited to, the requirement to receive an identification number and a registration certificate from DTSC; requirement to obtain a Uniform Hazardous Waste Manifest that has been properly completed and signed by generator and transporter prior to accepting hazardous wastes; and delivery of hazardous waste to authorized facilities only.

California Environmental Protection Agency

Cal/EPA was created in 1991 by the Governor's Executive Order W-5-91. Several state regulatory boards, departments, and offices were placed under the Cal/EPA umbrella to create a cabinet-level voice for the protection of human health and the environment and to assure the coordinated deployment of state resources. Among those responsible for hazardous materials and waste management are DTSC, Department of Pesticide Regulation, and Office of Environmental Health Hazard Assessment. Cal/EPA also oversees the unified hazardous waste and hazardous materials management regulatory program (Unified Program).

California Department of Toxic Substances Control

The California DTSC, which is a department of Cal/EPA, is authorized to carry out the federal RCRA hazardous waste program in California to protect people from exposure to hazardous wastes. The department regulates hazardous waste, cleans up existing contamination, and looks for ways to control and reduce the hazardous waste produced in California, primarily under the authority of RCRA and in accordance with the California Hazardous Waste Control Law (California Health and Safety Code Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (22 California Code of Regulations [CCR] Divisions 4 and 4.5). Permitting, inspection, compliance, and corrective action programs ensure that people who manage hazardous waste follow state and federal requirements and other laws that affect hazardous waste specific to handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning. Based on a search of the DTSC EnviroStor database, there are no facilities within the Project area that have DTSC hazardous waste facility permits (DTSC, 2023a).

California Geologic Energy Management Division

The California Geologic Energy Management Division (CalGEM), formerly the Division of Oil, Gas, and Geothermal Resources (DOGGR), provides oversight of the oil, natural gas, and geothermal industries in California. According to the Los Angeles County Department of Regional Planning, there are 18 active oil and gas wells present in Project area, specifically within West Carson (County of Los Angeles 2023).¹ CalGEM requires that prior to commencing any work to abandon any oil/gas well, the owner or operator must request approval from CalGEM. Inactive and deserted oil and gas wells that are not maintained (i.e., "idle wells") can pose threats to groundwater and public safety (CDOC

¹ Note that CalGEM's Well Finder online database only identifies 15 active oil and gas wells within West Carson (CalGEM 2023).

2023).² As discussed in Section 4.9.1.2, 26 idle oil/gas wells are located within the Project area (County of Los Angeles 2023).³

Idle well regulations were revised in April 2019 to create more stringent testing requirements that better protect public safety and the environment from the potential threats posed by idle wells. The regulations require idle wells to be tested and, if necessary, repaired, or permanently sealed and closed. If an operator becomes insolvent or deserts their idle wells, responsibility for permanently sealing and closing these wells may fall to the state. Since 1977, CalGEM has plugged and abandoned approximately 1,400 wells at a cost of \$29.5 million (CDOC 2023). To reduce the number of idle wells for which the state may become responsible, legislative and regulatory changes have been made to create incentives for operators to manage and eliminate their idle wells by entering into Idle Well Management Plans (IWMPs). If an operator does not have an IWMP, the operator must pay annual idle well fees. In 2021, CalGEM collected approximately \$5 million in idle well fees (CDOC 2023). These fees are deposited into the Hazardous and Idle-Deserted Well Abatement Fund to help fund the permanent sealing and closure of deserted wells (CDOC 2023). In addition to the 26 idle and 18 active oil/gas wells, 98 plugged oil/gas wells are located within the Project area (County of Los Angeles 2023).⁴

California Building Code

The State of California provides a minimum standard for building design through the 2022 California Building Code (CBC), which is located in Part 2 of Title 24 of the California Code of Regulations. Part 2 of the 2022 CBC is a fully integrated code based on the 2021 International Building Code. It is generally adopted on a jurisdiction-by-jurisdiction basis, subject to further modification based on local conditions. Commercial and residential buildings are plan-checked by local city and county building officials for compliance with the CBC. Typical fire safety requirements of the CBC include the installation of sprinklers in all high-rise buildings; the establishment of fire resistance standards for fire doors, building materials, and particular types of construction; and the clearance of debris and vegetation within a prescribed distance from occupied structures in wildlife hazard areas.

California Accidental Release Prevention Program (CalARP)

The CalARP Program (19 CCR 2735.1 et seq.) regulates facilities that use or store regulated substances, such as toxic or flammable chemicals, in quantities that exceed established thresholds. Under the regulations, industrial facilities that handle hazardous materials above threshold quantities are required to prepare and submit a Risk Management Plan to the local CUPA. The overall purpose of CalARP is to prevent accidental releases of regulated substances and reduce the severity of releases that may occur. The CalARP program requires businesses to have planning activities that are intended to minimize the possibility of an accidental release by encouraging engineering and administrative controls. It is further intended to mitigate the consequences of an accidental release, by requiring owners or operators of facilities to develop and implement an accident prevention program. The CalARP Program meets the requirements of the EPA Risk Management Program, which was established pursuant to the

² According to the California Public Resources Code, an idle well is defined as "...any well that for a period of 24 consecutive months has not either produced oil or natural gas, produced water to be used in production stimulation, or been used for enhanced oil recovery, reservoir pressure management, or injection. For the purpose of determining whether a well is an idle well, production or injection is subject to verification by the division" (CDOC 2023a).

³ Note that CalGEM's Well Finder online database only identifies 24 idle oil and gas wells within West Carson (CalGEM 2023).

⁴ Note that CalGEM's Well Finder online database identifies slightly different numbers, with 24 idle, 15 active, and 114 plugged oil/gas wells within the Project area (CalGEM 2023).

Clean Air Act amendments. Based on LACoFD online records, one site within the Project area is an active CalARP facility (LACoFD2023).

California Division of Occupational Safety and Health (Cal/OSHA)

Cal/OSHA is responsible for developing and enforcing workplace safety standards and ensuring worker safety in the handling and use of hazardous materials (8 CCR, Section 1529). Among other requirements, Cal/OSHA requires entities handling specified amounts of certain hazardous chemicals to prepare injury and illness prevention plans and chemical hygiene plans and provides specific regulations to limit exposure of construction workers to lead. OSHA applies to this Project because contractors will be required to comply with its handling and use requirements that would increase worker safety and reduce the possibility of spills, and to prepare an emergency response plan to respond to accidental spills.

California Fire Code (2022)

Part 9 of Title 24 of the California Code of Regulations refers to the California Fire Code, which contains regulations consistent with nationally recognized and accepted practices for safeguarding life and property from the hazards of the following: fire and explosion; dangerous conditions arising from the storage, handling, and use of hazardous materials and devices; and hazardous conditions in the use or occupancy of buildings or premises. The Fire Code also contains provisions to assist emergency response personnel. The Fire Code also establishes requirements intended to provide safety 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 the State of California. The Fire Code includes regulations regarding fire-resistance-rated construction, fire protection systems such as alarm and sprinkler systems, fire service features such as fire apparatus access roads, means of egress fire safety during construction and demolition, and wildland-urban interface areas. There are fire-safety-related building standards referenced in other parts of Title 24. The 2022 California Fire Code is a fully integrated code based on the 2021 International Fire Code.

California Emergency Services Act

Under the Emergency Services Act (California Government Code, Section 8550 et seq.), the State of California developed an emergency response plan to coordinate emergency services provided by federal, state, and local agencies. Rapid response to incidents involving hazardous materials or hazardous waste is an integral part of the plan, which is administered by the Governor's Office of Emergency Services. The Office of Emergency Services coordinates the responses of other agencies, including the EPA, California Highway Patrol, Regional Water Quality Control Boards, air quality management districts, and county disaster response offices.

Asbestos-Containing Materials Regulations

State-level agencies, in conjunction with EPA and the Occupational Safety and Health Administration, regulate removal, abatement, and transport procedures for asbestos-containing materials. Releases of asbestos from industrial, demolition, or construction activities are prohibited by these regulations and medical evaluation and monitoring is required for employees performing activities that could expose them to asbestos. Additionally, the regulations include warnings that must be heeded and practices that must be followed to reduce the risk for asbestos emissions and exposure. Finally, federal, state, and local agencies must be notified prior to the onset of demolition or construction activities with the potential to release asbestos.

The California Air Resources Board (CARB) is responsible for overseeing compliance with the federal Asbestos NESHAP in Los Angeles County. The Asbestos NESHAP Program enforces compliance with the federal NESHAP regulation for asbestos and investigates all related complaints, as specified by California Health and Safety Code (HSC) Section 39658(b)(1). Of the 35 air districts in California, 16 of these districts do not have an asbestos program in place. In these "non-delegated" districts, a demolition/renovation notification is required for compliance with the Asbestos NESHAP. (This notification is not equivalent to a permit.) CARB reviews and investigates the notifications. The program also administers two annual statewide asbestos NESHAP task force meetings for air districts and EPA to facilitate communication and enforcement continuity and assists EPA in training district staff to enforce the asbestos NESHAP.

The California Department of Consumer Affairs Contractors State License Board manages the licensing of asbestos abatement contractors.

Polychlorinated Biphenyls

The EPA prohibited the use of polychlorinated biphenyls (PCBs) in the majority of new electrical equipment starting in 1979 and initiated a phase-out for much of the existing PCB-containing equipment. The inclusion of PCBs in electrical equipment and the handling of those PCBs are regulated by the provisions of the Toxic Substances Control Act (15 US Code Section 2601 et seq.). Relevant regulations include labeling and periodic inspection requirements for certain types of PCB-containing equipment and highly specific safety procedures for their disposal. The state likewise regulates PCB-laden electrical equipment and materials contaminated above a certain threshold as hazardous waste; these regulations require that such materials be treated, transported, and disposed accordingly. At lower concentrations for non-liquids, Regional Water Quality Control Boards may exercise discretion over the classification of such wastes.

Lead-Based Paint

California Occupational Safety and Health Administration's Lead in Construction Standard is contained in Title 8, Section 1532.1, of the California Code of Regulations. The regulations address all of the following areas: permissible exposure limits; exposure assessment; compliance methods; respiratory protection; protective clothing and equipment; housekeeping; medical surveillance; medical removal protection; employee information, training, and certification; signage; record keeping; monitoring; and agency notification.

Environmental Screening Levels

Environmental Screening Levels (ESLs) provide conservative screening levels for over 100 chemicals found at sites with contaminated soil and groundwater. They are intended to help expedite the identification and evaluation of potential environmental concerns at contaminated sites. The ESLs were developed by San Francisco Bay Regional Water Quality Control Board (RWQCB); however, they are used throughout the state. While ESLs are not intended to establish policy or regulation, they can be used as a conservative screening level for sites with contamination.

DTSC Human and Ecological Risk Office Screening Levels

DTSC screening levels were derived from the EPA RSLs using DTSC-modified exposure and toxicity factors for constituents in soil, tap water, and ambient air. The DTSC screening levels should be used in conjunction with the EPA RSLs and RWQCB ESLs to evaluate chemical concentrations in environmental media at California sites and facilities.

Local

Los Angeles County Airport Land Use Plan

Airport Influence Areas. Airport Influence Areas are comprised of airport property, runway protection zones, and noise contours. With certain exceptions, all developments located in an Airport Influence Area are subject to review by the Los Angeles County Airport Land Use Commission (ALUC) for compliance with noise and safety regulations, per Title 21 of the California Code of Regulations. State Law requires the creation of ALUCs to coordinate planning for the areas surrounding public use airports. Section 2.2 of the Los Angeles County Airport Land Use Commission Review Procedures provides guidance for the ALUC regarding the review process for community land use plans and ordinances (ALUC 2004). The ALUC has prepared and adopted the Los Angeles County Airport Land Use Compatibility Plan, and Los Angeles County and each city affected by the plan is required to make its general plan consistent with the Compatibility Plan. Once a local agency has taken this action, the ALUC's authority to review projects within that jurisdiction is narrowly limited. The Airport Influence Areas Policy Map, provided as Figure 6.2 of the General Plan, shows that the Los Angeles International Airport Influence Area overlies with Lennox and a portion of Del Aire/Wiseburn.

Certified Unified Program Agency

A CUPA is a local agency that has been certified by Cal/EPA to implement the local Unified Program. The CUPA can be a county, city, or joint powers authority. A participating agency is a local agency that has been designated by the local CUPA to administer one or more Unified Programs within their jurisdiction on behalf of the CUPA. A designated agency is a local agency that has not been certified by Cal/EPA to become a CUPA but is the responsible local agency that would implement the six Unified Programs, listed below, until they are certified. Currently, there are 83 CUPAs in California. LACoFD is the certified CUPA for the Project area and for many cities throughout the County. The Unified Program consolidates, coordinates, and makes consistent the following six existing programs:

- Hazardous Materials Release Response Plans and Inventories (Business Plans)
- California Accidental Release Prevention Program
- Underground Storage Tank Program
- Aboveground Petroleum Storage Act
- Hazardous Waste Generator and Onsite Hazardous Waste Treatment (tiered permitting) Programs
- California Uniform Fire Code: Hazardous Materials Management Plans and Hazardous Material Inventory Statements

Based on a review of the CalEPA Regulated Site Portal online database, 310 sites within the Project area are regulated by the CUPA for hazardous chemical management (CalEPA 2023a).

South Coast Air Quality Management District (SCAQMD)

SCAQMD Rule 1403, Asbestos Emissions from Renovation/Demolition Activities, regulates asbestos as a toxic material and controls the emissions of asbestos from demolition and renovation activities by specifying agency notifications, appropriate removal procedures, and handling and clean up procedures. Rule 1403 applies to owners and operators involved in the demolition or renovation of structures with ACMs, asbestos storage facilities, and waste disposal sites.

SCAQMD Rule 1466, Control of Particular Emissions from Soils with Toxic Air Contaminants, regulates certain contaminants when an owner or operator conducts earth-moving activities of soil. The provisions in Rule 1466 include ambient PM10 monitoring, dust control measures, notification, signage, and recordkeeping requirements.

SCAQMD Rule 1166, Volatile Organic Compound Emissions from Decontamination of Soil, regulates emissions of volatile organic compounds (VOCs) when an owner or operator conducts earth-moving activities of soil. The provisions in Rule 1166 include air monitoring for volatile organics, soil management procedures, notification, and reporting requirements.

Los Angeles County 2035 General Plan

Safety Element. The purpose of the Safety Element is to reduce the potential risk of death, injuries, and economic damage resulting from natural and man-made hazards. The Safety Element works in conjunction with the Operational Area Emergency Response Plan (OAERP), which is prepared by the County’s Chief Executive Office – Office of Emergency Management (CEO OEM). CEO OEM also prepares the All-Hazard Mitigation Plan, which provides policy guidance for minimizing threats from natural and man-made hazards and has been approved by FEMA and California Emergency Management Agency (CalEMA). The Safety Element includes policies for fire-related land use and building regulations in Los Angeles County, including policies that specifically pertain to properties in Very High Fire Hazard Severity Zones. The Safety Element also includes policies for emergency response within Los Angeles County. Emergency services within the County are provided by the LACoFD and Los Angeles County Sheriff’s Department, in cooperation with local agencies.

The Safety Element of the General Plan provides the following goals and policies potentially relevant to the proposed Project. The South Bay Area Plan would support and/or would not conflict with the implementation of the following goals and policies (County of Los Angeles 2021):

Goal S 4: An effective regulatory system that prevents or minimizes personal injury, loss of life, and property damage due to fire hazards.

Policy S 4.1: Prohibit new subdivisions in VHFHSZs unless: (1) the new subdivision is generally surrounded by existing or entitled development or is located in an existing approved specific plan or is within the boundaries of a communities facility district adopted by the County prior to January 1, 2022, including any improvement areas and future annexation areas identified in the County resolution approving such district; (2) the County determines there is sufficient secondary egress; and (3) the County determines the adjoining major highways and street networks are sufficient for evacuation as well as safe access for emergency responders under a range of emergency scenarios, as determined by the County. Discourage new subdivisions in all other FHSZs.

Policy S 4.3: Ensure that biological and natural resources are protected during rebuilding after a wildfire event.

Policy S 4.4: Reduce the risk of wildland fire hazards through meeting minimum State and local regulations for fire-resistant building materials, vegetation management, fuel modification, and other fire hazard reduction programs.

- Policy S 4.6:** Ensure that infrastructure requirements for new development meet minimum State and local regulations for ingress, egress, peak load water supply availability, anticipated water supply, and other standards within FHSZs.
- Policy S 4.8:** Support the retrofitting of existing structures in FHSZs to meet current safety regulations, such as the building and fire code, to help reduce the risk of structural and human loss due to wildfire.
- Policy S 4.14:** Encourage the strategic placement of structures in FHSZs that conserves fire suppression resources, increases safety for emergency fire access and evacuation, and provides a point of attack or defense from a wildfire.
- Policy S 4.16:** Require local development standards to meet or exceed SRA Fire Safe Regulations, which include visible home and street addressing and signage and vegetation clearance maintenance on public and private roads; all requirements in the California Building Code and Fire Code; and Board of Forestry Fire Safe Regulations.
- Policy S 4.18:** Require Fire Protection Plans for new residential subdivisions in FHSZs that minimize and mitigate potential loss from wildfire exposure, and reduce impact on the community's fire protection delivery system.
- Policy S 4.20:** Prohibit new and intensification of existing general assembly uses in VHFHSZs unless: (1) the use is located in an existing approved specific plan or (2) the County determines there is sufficient secondary egress and the County determines the adjoining major highways and street networks are sufficient for evacuation, as well as safe access for emergency responders under a range of emergency scenarios, as determined by the County. Discourage new general assembly uses in all other FHSZs.
- Goal S 7:** Effective County emergency response management capabilities
- Policy S 7.1:** Ensure that residents are protected from the public health consequences of natural or human-made disasters through increased readiness and response capabilities, risk communication, and the dissemination of public information.
- Policy S 7.2:** Support County emergency providers in reaching their response time goals.
- Policy S 7.3:** Coordinate with other County and public agencies, such as transportation agencies and health care providers, on emergency planning and response activities, and evacuation planning.
- Policy S 7.4:** Encourage the improvement of hazard prediction and early warning capabilities.
- Policy S 7.5:** Ensure that there are adequate resources, such as sheriff and fire services, for emergency response.

Policy S 7.6: Ensure that essential public facilities are maintained during disasters, such as flooding, wildfires, extreme temperature and precipitation events, drought, and power outages.

Policy S 7.7: Locate essential public facilities, such as hospitals, where feasible, outside of hazard zones identified in the Safety Element to ensure their reliability and accessibility during disasters.

Policy S 7.8: Adopt by reference the County of Los Angeles All-Hazards Mitigation Plan, as amended.

Policy S 7.9: Work cooperatively with public agencies with responsibility for flood and fire protection, and with stakeholders in planning for flood and fire hazards.

Land Use Element. The Land Use Element of the Los Angeles County 2035 General Plan (General Plan) provides the following goals and policies potentially relevant to the proposed Project. The South Bay Area Plan would support and/or would not conflict with the implementation of the following goals and policies (County of Los Angeles 2015):

Goal LU 1: A General Plan that serves as the constitution for development and a Land Use Policy Map that implements the General Plan’s Goals, Policies and Guiding Principles.

Policy LU 1.6: In the review of a project-specific amendment(s) to convert lands within the Employment Protection District Overlay to non-industrial land use designations, ensure that the project- specific amendment(s):

- Is located on a parcel that adjoins a parcel with a comparable use, at a comparable scale and intensity;
- Will not negatively impact the productivity of neighboring industrial activities;
- Is necessary to promote the economic value and the long-term viability of the site; and
- Will not subject future residents to potential noxious impacts, such as noise, odors or dust or pose significant health and safety risks.

Goal LU 3: A development pattern that discourages sprawl and protects and conserves areas with natural resources and significant ecological areas.

Policy LU 3.2: Discourage development in areas with high environmental resources and/or severe safety hazards.

Goal LU 7: Compatible land uses that complement neighborhood character and the natural environment.

Policy LU 7.6: Ensure that proposed land uses located within Airport Influence Areas are compatible with airport operations through compliance with airport land use compatibility plans.

Policy LU 7.7: Review all proposed projects located within Airport Influence Areas for consistency with policies of the applicable airport land use compatibility plan.

Air Quality Element. The Air Quality Element of the General Plan provides the following goals and policies potentially relevant to the proposed Project. The South Bay Area Plan would support and/or would not conflict with the implementation of the following goals and policies (County of Los Angeles 2015):

Goal AQ 1: Protection from exposure to harmful air pollutants.

Policy AQ 1.1: Minimize health risks to people from industrial toxic or hazardous air pollutant emissions, with an emphasis on local hot spots, such as existing point sources affecting immediate sensitive receptors.

Los Angeles County Code

Title 11- Health and Safety Code. Title 11 contains regulations addressing issues such as public health, hazardous commercial and residential operations, water hazards, and storage of hazardous materials. Division 2, General Hazards, Section 11.40.020 covers a variety of hazardous industrial and residential conditions by providing "minimum standards to safeguard life, limb, safety and public welfare by requiring protections from hazardous bodies of water, wells and other defined excavations and abandoned chests, not presently covered by statutes of the state of California". Division 4, Underground Storage of Hazardous Materials, Section 11.72.020 prevents and controls unauthorized discharges of hazardous materials from underground storage tanks.

Title 12- Environmental Protection. The following sections of the County Code are relevant to the topics of hazards and hazardous materials.

Chapter 12.60. Hazardous Materials – Site Assessment/Remediation, states a site assessment/remedial investigation is required whenever there is a suspected escape, spill or release of hazardous materials into the environment or for the purpose of determining applicability of the hazardous waste control laws. A remedial action is required whenever it is determined that there was an escape, spill or release of hazardous materials into the environment which may pose a significant threat to human health or the environment.

Title 26- Building Code. The following sections of the County Code are relevant to the topic of hazards and hazardous materials.

Section 110.3. Fills Containing Decomposable Material, prohibits the issuance of permits for buildings or enclosed structures located within 1,000 feet of fills containing refuse or other decomposable materials unless designed in accordance with a report prepared by a licensed civil engineer or unless the fill is isolated by protective systems. Buildings shall not be constructed on decomposable fill unless provisions are made to prevent damage due to uneven settlement.

Section 110.4. Methane Gas Hazards, states that permits shall not be issued for new buildings or enclosed structures, additions, or conversions of a building or structure to habitable or occupiable space regulated by this Code on, adjacent to, or within 300 feet of active, abandoned or idle oil or gas well(s) unless designed according to recommendations contained in a report prepared by a registered design professional, such as a licensed civil engineer or a licensed petroleum engineer, to evaluate whether such wells are being properly operated or maintained, or are abandoned. When approved by the Building Official, mitigation of methane gas hazards shall not be required for additions or alterations to existing buildings or structures located no closer than 200 feet to active, abandoned, or idle oil or gas well(s).

Section 110.5. Contaminated Soil Hazards, prohibits the issuance of permits for new buildings or enclosed structures, additions, or conversions of a building or structure to habitable or occupiable space on contaminated soil unless designed according to recommendations contained in a report prepared by a registered design professional, such as a licensed civil engineer or licensed petroleum engineer. Such report must contain a description of the design professional's investigation and recommendation to prevent the accumulation of hazardous concentrations of gases, or other hazardous material caused by contaminated soil. At the time of the final inspection, the registered design professional shall furnish a signed statement attesting that the building or structure has been constructed in accordance with the engineer's recommendations to address the contaminated soil conditions.

Title 32 – County of Los Angeles Fire Code

The County of Los Angeles Fire Code incorporates portions of the California Fire Code and the International Fire Code and adds other chapters and appendices regarding automobile wrecking yards, infractions, permit requirements, wildfire, rifle ranges, and other topics. The County of Los Angeles Fire Code is updated every three years. Permit requirements include operational permits for hazardous materials. Hazardous materials permits are managed and overseen by the LACoFD. The following section of the Fire Code is relevant to the topic of hazards and hazardous materials.

Section 105.5.22. Hazardous Materials, states that operational permits are required to store, transport on site, dispense, use, or handle hazardous materials in excess of amounts listed in Table 105.5.22 of the County's Code.

Green Zones Program

Adopted by the County Board of Supervisors (BOS) on June 14, 2022, and effective July 14, 2022, the County's Green Zones Program ordinance aims at improving the public health and quality of life of residents in vulnerable communities within the unincorporated areas of the County that have been disproportionately and historically impacted by environmental effects. The ordinance codified Chapter 22.84, Green Zones Districts into the Zoning Code, which established 11 Green Zone Districts where certain industrial land uses within 500 feet of a "sensitive use" are either prohibited or require a Conditional Use Permit (CUP) with discretionary review. West Carson is the only Green Zone District in the Project area. The addition of development standards for new sensitive uses of the Green Zones Program provides protections to sensitive uses, such as multi-family residential developments, that locate near existing industrial uses. The Green Zones Program established a Sensitive Use chapter of the Zoning Code, and amended Division 2 of Section 22.17.190 (Definitions) to include a new definition for "Sensitive use", which reads as follows: "A land use where individuals are most likely to reside or spend time, including dwelling units, schools and school yards – including trade schools, public and private schools, faith-based and secular schools, parks, playgrounds, daycare centers, preschools, nursing homes, hospitals, licensed care facilities, shelters, and daycares or preschools as accessory to a place of worship, that are permitted in the zones where they are located..." (County of Los Angeles 2023a). The recycling and waste management revisions implemented by the Green Zones Program provide a better-regulated and updated process in alignment with new State regulations to permit new types of recycling processing facilities using newer technologies in order to meet state requirements, and to further define and provide specific regulations for automobile dismantling yards, pallet yards, recycling collection facilities, recycling processing facilities, organic waste, and solid waste facilities. The ordinance also established Chapter 22.84, Green Zones Districts, of the Zoning Code, which, under Section 22.84.030 Standards and Requirements for Specific Uses, provides that any oil well valve storage or repair in West Carson would require a CUP if located within a 500-foot radius of a lot containing a sensitive use.

Oil Well Ordinance

According to the BOS, “The growing body of scientific and public health evidence demonstrating the health, safety, and climate threats posed by oil and gas extraction has led to increased support for stronger regulations as well as the call to phase out urban oil drilling in its entirety” (County of Los Angeles 2021). In response, the BOS recently approved Ordinance No. 2003-004 (Oil Well Ordinance). The Oil Well Ordinance, which was adopted on January 24, 2023 and became effective February 23, 2023, prohibits new oil wells and production facilities in most unincorporated County areas, designates certain existing oil wells and production facilities in the unincorporated County as nonconforming due to use, and establishes consistent regulations for existing oil wells and production facilities during the amortization period. A nonconforming use is a legally established use that is not permitted in a given zone or area (County of Los Angeles 2023b). Pursuant to Section 22.172.050 (Nonconforming Uses, Buildings and Structures) of the Zoning Code, nonconforming uses must be discontinued and removed from their sites within 20 years, except when extended or revoked as otherwise provided (County of Los Angeles 2022). The provisions of the Oil Well Ordinance are applicable to all oil wells within the Project area, except those operating under a valid discretionary permit.

Existing Community Based Plans and Specific Plans

The West Carson Transit Oriented District (TOD) Specific Plan and the Vision Lennox Plan are the only existing community-based or specific plans applicable to the Project area. However, there are no applicable West Carson TOD Specific Plan or Vision Lennox goals or policies pertaining to hazards and hazardous materials in the Project area.

4.9.1.2 Existing Environmental Conditions

This section describes the existing hazardous materials conditions of the Project area. Information utilized for this section includes the publicly available database searches and documents that are cited within the text below.

For the purpose of this Draft PEIR, the term “hazardous waste” refers to any waste material that exhibits ignitability, corrosivity, reactivity, and/or toxicity, meeting certain criteria as defined in 22 CCR, Section 66261.20. A “hazardous material” is defined in California Health and Safety Code Section 25501(n)(1), which states that a material could be hazardous “because of its quantity, concentrations, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment.”

Cortese List

California Government Code Section 65962.5 requires that information regarding environmental impacts of hazardous substances and wastes be maintained and provided at least annually to the Secretary for Environmental Protection. Commonly referred to as the Cortese List, this information must include the following: sites impacted by hazardous wastes, public drinking water wells that contain detectable levels of contamination, underground storage tanks with unauthorized releases, solid waste disposal facilities from which there is migration of hazardous wastes, and all cease and desist and cleanup and abatement orders. While the Cortese List is no longer maintained as a single list, the following databases provide information that meet the Cortese List requirements (CalEPA 2023b):

1. List of Hazardous Waste and Substances sites from DTSC’s EnviroStor database (Health and Safety Codes 25220, 25242, 25356, and 116395);
2. List of Open Active Leaking Underground Storage Tank (LUST) Sites from the SWRCB’s GeoTracker database (Health and Safety Code 25295);
3. List of solid waste disposal sites identified by the SWRCB with waste constituents above hazardous waste levels outside the waste management unit (Water Code Section 13273 subdivision (e) and California Code of Regulations Title 14 Section 18051));
4. List of “active” Cease and Desist Orders (CDO) and Cleanup and Abatement Orders (CAO) from the SWRCB (Water Code Sections 13301 and 13304); and
5. List of hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code, identified by DTSC.

A search of the online databases that provide information on Cortese List sites was conducted for the Project area. The findings of the searches are summarized in Table 4.9-1, Cortese Release Sites with Open Case Files, and 4.9-2, Cortese Release Sites with Closed Case Files, below, and are discussed in the community subsections below. Five (5) of the 61 Cortese List sites within the Project areas are open active investigation or remediation sites (Table 4.9-1). The remainder of these sites (56 of the 61 Cortese List sites; Table 4.9-2) have release cases that have been closed by the lead regulatory agency. The closed status indicates the sites have been investigated and, in some cases, remediated to the satisfaction of the regulatory agency for continued commercial/industrial use, or in some cases unrestricted land use.

Table 4.9-1. Cortese Release Sites with Open Case Files

Community	Site Name	Site Address
Del Aire/Wiseburn	Thrifty Oil #253 (Former) Best Calif Gas (T0603704735)	5038 El Segundo W, Hawthorne, CA 90250
Lennox	Lennox Sheriff's Station (T0603792949)	4331 Lennox Blvd, Lennox, CA 90304
West Carson	Mobil #18-MAF (T0603704641)	21700 Vermont Ave S, Carson, CA 90502
West Carson	Mobil #18-MAF (T0603704641)	21700 Vermont Ave S, Carson, CA 90502
West Carson	Horace L White Trust (T10000000158)	1226 196th St W, Torrance, CA 90502

Source: CalEPA 2023b

Table 4.9-2. Cortese Release Sites with Closed Case Files

Community	Site Name	Site Address
Alondra Park/El Camino Village	ARCO #0210 (T0603701480)	4000 Redondo Beach Blvd, Torrance, CA 90504
Alondra Park/El Camino Village	El Camino Community College (T0603757110)	16007 Crenshaw Blvd, Torrance, CA 90506
Alondra Park/El Camino Village	El Camino College (T0603704144)	16007 Crenshaw Blvd, Torrance, CA 90506
Alondra Park/El Camino Village	A & S Fuel Stop (T0603705415)	15407 Crenshaw Blvd, Gardena, CA 90249

Table 4.9-2. Cortese Release Sites with Closed Case Files

Community	Site Name	Site Address
Alondra Park/El Camino Village	Crenshaw Auto Repair (T0603704561)	3106 Marine Ave W, Gardena, CA 90249
Del Aire/Wiseburn	Patricia Musich (T0603762791)	13727 South Inglewood Ave, Hawthorne, CA 90250
Del Aire/Wiseburn	Chevron #9-1796 Old#902500043 (T0603702742)	12801 Inglewood Ave, Hawthorne, CA 90250
Del Aire/Wiseburn	Chevron Station #9-1796 (T0603702743)	12801 Inglewood Ave S, Hawthorne, CA 90250
Del Aire/Wiseburn	Trustees of the Highland Street Connection	11950 Aviation Blvd., Inglewood, CA 90304
La Rambla	Shell (T0603710155)	987 1st St. W, San Pedro, CA 90731
La Rambla	Bill South Texaco Former (T0603705304)	986 1st St W, San Pedro, CA 90731
Lennox	Texaco (T0603704703)	5033 Imperial Hwy W, Lennox, CA 90304
Lennox	Pacific Bell Facilities (T0603701358)	11206 Inglewood Ave, Lennox, CA 90304
Lennox	Caltrans-Lennox (T0603701359)	105/405 Interchange, Lennox, CA 90304
Lennox	Lennox Car Wash (T0603703097)	10709 Hawthorne Blvd S, Lennox, CA 90304
Lennox	Jefferson Elementary School (T0603795739)	10322 South Condon Avenue, Lennox, CA 90304
Lennox	Chevron #9-7240 (T0603704582)	5156 Century Blvd W, Lennox, CA 90304
West Carson	Dynamark Ltd. Facility (T0603703220)	23920 Vermont Ave S, Harbor City, CA 90710
West Carson	ARCO #3031 (T0603701588)	810 Sepulveda Blvd W, Harbor City, CA 90710
West Carson	ARCO #3031 (T0603762516)	810 Sepulveda Blvd. W., Harbor City, CA 90710
West Carson	Akzo Coatings (Silkens)	20846 Normandie Ave., S., Carson, CA
West Carson	Sam Leung A&M Properties	22322 Normandie Ave., Torrance, CA
West Carson	Shell-Branded Service Station (Former) (T0603703139)	898 Sepulveda Blvd W, Harbor City, CA 90710
West Carson	Mobil #18-MDD (T0603701589)	900 Sepulveda Blvd W, Harbor City, CA 90710
West Carson	Hongs Texaco Service Station (T0603704725)	865 Sepulveda Blvd W, Torrance, CA 90502
West Carson	Exxon #7-3980 (T0603703183)	921 Sepulveda Blvd W, Torrance, CA 90502
West Carson	Chevron #9-5697 (T0603703459)	1250 Sepulveda Blvd W, Lomita, CA 90710
West Carson	Baker Fence And Roof Co (T10000006548)	23308 Normandie Ave, Torrance, CA 90502
West Carson	Mariko Kodaira Property (T0603705424)	22700 Meyler St S, Los Angeles, CA 90502
West Carson	Doyle Brothers Inc. (T0603704260)	22203 Vermont Ave S, Torrance, CA 90502
West Carson	LA County DHS Harbor-UCLA Med Ctr (T0603754521)	1000 W Carson St, Torrance, CA 90502-2059

Table 4.9-2. Cortese Release Sites with Closed Case Files

Community	Site Name	Site Address
West Carson	LA County DHS Harbor-UCLA Med Ctr (T0603754521)	1000 W Carson St, Torrance, CA 90502-2059
West Carson	Shell (T0603759521)	911 Carson St. W, Torrance, CA 90502
West Carson	Shell (T0603759521)	911 Carson St. W, Torrance, CA 90502
West Carson	Tosco - 76 Station #4944 (T0603703067)	1259 Carson St W, Los Angeles, CA 90502
West Carson	Tosco - 76 Station #4944 (T0603703067)	1259 Carson St W, Los Angeles, CA 90502
West Carson	Unocal #4944 (T0603714288)	1259 Carson St. W., Torrance, CA 90502
West Carson	Unocal #4944 (T0603714288)	1259 Carson St. W., Torrance, CA 90502
West Carson	John Bates (T0603705399)	21600 Vermont Ave S, Los Angeles, CA 90502
West Carson	John Bates (T0603705399)	21600 Vermont Ave S, Los Angeles, CA 90502
West Carson	Mobil #18-MAP (T0603704674)	20802 Vermont Ave S, Torrance, CA 90502
West Carson	Mobil #18-MAP (T0603704674)	20802 Vermont Ave S, Torrance, CA 90502
West Carson	Alpine Texaco (Former Exxon) (T0603705470)	701 Torrance Blvd W, Carson, CA 90502
West Carson	Alpine Texaco (Former Exxon) (T0603705470)	701 Torrance Blvd W, Carson, CA 90502
West Carson	Alpine Village Texaco (T0603778569)	701 Torrance Blvd., Torrance, CA 90502
West Carson	Alpine Village Texaco (T0603778569)	701 Torrance Blvd., Torrance, CA 90502
West Carson	A & B Auto Repair (T10000003417)	20530 Normandie Ave, Torrance, CA 90502
West Carson	A & B Auto Repair (T10000003417)	20530 Normandie Ave, Torrance, CA 90502
West Carson	Rollins Leasing Corp Facility (T0603704727)	20425 Hamilton Ave, Torrance, CA 90502
West Carson	Rollins Leasing Corp Facility (T0603704727)	20425 Hamilton Ave, Torrance, CA 90502
West Carson	Teledyne Sprague Engineering (T0603702736)	19300 Vermont Ave S, Gardena, CA 90248
West Carson	Green's Ready Mixed Concrete (T0603702763)	19030 Normandie Ave S, Carson, CA 90502
West Carson	Shell Oil (T0603740057)	19008 S Normandie Ave, Torrance, CA 90502
Westfield/Academy Hills	Chadwick Schools (T10000004997)	26800 S. Academy Drive, Palos Verdes, CA 90274
Westfield/Academy Hills	Chandler's Sand & Gravel (T0603753775)	26311 South Palos Verdes Drive East, Rolling Hills Estate, CA 90274
Westfield/Academy Hills	Palos Verdes Landfill	25706 Hawthorne Blvd., Rolling Hills Estates, CA 90274

Source: CalEPA 2023b

National Pipeline Mapping System

The National Pipeline Mapping System (NPMS) online database provides a public map viewer application that displays data related to gas transmission and hazardous liquid pipelines, liquefied natural gas plants, and breakout tanks under Department of Transportation Pipeline and Hazardous Material Safety Administration jurisdiction (NPMS 2023). The findings of the searches are discussed in the community subsections below.

Oil Well Operations

As discussed above in Section 4.9.1.1, Regulatory Setting (see “Oil Well Ordinance”), a growing body of scientific literature recognizes that there are negative health effects associated with living near oil drilling operations, including higher rates of asthma, cardiovascular disease, low birth weight, and reproductive health issues (County of Los Angeles 2021). A 2018 Los Angeles County Department of Public Health report found that oil wells can pose a safety risk to surrounding communities at distances of at least 1,500 feet (County of Los Angeles 2021). Further, even inactive and deserted oil and gas wells that are not maintained can pose threats to groundwater and public safety (CDOC 2023). To ensure exposed hydrocarbons or other contaminants within these wells do not migrate into drinking water or to the surface, wells that are no longer used for active production or observation must be permanently sealed (i.e., “plugged”) with a cement plug (CDOC 2023). Wells that remain inactive for a period of 24 months (or longer) without being plugged are referred to in the Public Resources Code as “idle” (CDOC 2023).

The Project area, although largely urbanized and heavily developed with residential uses, continues to support active oil and/or natural gas production activities. Section 4.12, Mineral Resources of this Draft PEIR provides a detailed discussion of oil wells within the Project area. As illustrated in Figure 4.12-2a through 4.12-2c, Oil and Gas Activities, in Section 4.12, there are 98 plugged, 26 idle, and 18 active oil and/or natural gas wells within the Project area (County of Los Angeles 2023). There are an additional 167 plugged, 16 idle, and 14 active oil wells located near the Project communities (CalGEM 2023).⁵ Within West Carson, seven idle and three active oil/gas wells are located within a proposed General Plan Residential 30 (H30) land use area (County of Los Angeles 2023).

Superfund Sites

CERCLA provides funding for EPA to clean up contaminated sites. The contaminated sites under CERCLA are called Superfund sites. The EPA maintains an online database of Superfund sites. The CERCLA database (EPA 2023) was reviewed, and the findings of the searches are discussed in the community subsections below.

Decomposable Solid Waste Landfills

The SWRCB's GeoTracker maintains a list of landfill sites, including burn dumps, compost facilities, illegal disposal sites, Pre-Title 27 landfills, and Title 27 landfills. The GeoTracker database was reviewed in order to identify decomposable solid waste landfills within the communities or within 1,000 feet of the communities. The findings of the searches are discussed in the community subsections below.

⁵ A 2018 Los Angeles County Department of Public health report found that oil wells can pose a safety risk to surrounding communities even at a distance of 1,500 feet (County of Los Angeles 2018b). As such, for the purposes of this section, “near” shall refer to an area within an approximately 1,500-foot radius of the Project area, as measured from the boundaries of the seven unincorporated Project area communities.

SWRCB Groundwater Ambient Monitoring and Assessment Program

The SWRCB maintains an online database presenting groundwater quality data from several sources in California. Sources include groundwater production wells, which are wells that are typically screened in a deeper aquifer for water supply, and groundwater monitoring wells, which are typically shallower wells associated with assessment of near-surface chemical releases. Groundwater quality data associated with groundwater monitoring wells that have been uploaded by responsible parties to the SWRCB's Groundwater Ambient Monitoring and Assessment (GAMA) database were reviewed to understand groundwater quality in the project areas (SWRCB 2023a). Groundwater data for common contaminants (trichloroethylene [TCE], tetrachloroethylene [PCE], 1,4-dioxane, hexavalent chromium, and benzene) detected in the past 10 years at concentrations above drinking water maximum contaminant levels (MCLs) were evaluated. The findings of the searches are discussed in the community subsections below.

DTSC's EnviroStor and SWRCB's GeoTracker Databases

The DTSC and SWRCB maintain online databases of hazardous materials release sites in California. These sites listed on the DTSC's EnviroStor database are categorized as State Response, Voluntary Cleanup, Inspection, Evaluation, Military Evaluation, and Corrective Action sites (DTSC 2023b). DTSC abandoned mine sites are also included in the DTSC's EnviroStor database (note that no abandoned mine sites were identified within the Project communities). Sites listed on the SWRCB's GeoTracker database are categorized as Cleanup Program and Military Cleanup sites (SWRCB 2023b). Some of the listed sites are already included in the Cortese List sites (e.g., Leaking Underground Storage Tank sites; Tables 4.9-1 and 4.9-2). Additional sites not already discussed are presented below in Table 4.9-3, Additional EnviroStor and GeoTracker Sites.

Table 4.9-3. Additional EnviroStor and GeoTracker Sites

Community	Site Name	Site Address	Case Status
Alondra Park/El Camino Village	147 th Street Auto Parking and Storage	3127 W 147 th Street Gardena, CA 90249	Open
Alondra Park/El Camino Village	AM Transportation	15309 Fonthill Ave., Lawndale, CA 90260	Closed
West Carson	Amoco Chemicals Corp	1225 W. 196 th Street, Torrance, CA	Inactive
West Carson	Brea ca on Oil, San Rafael Mobil Home Estates	1065 W. Lomita Blvd Harbor, CA	Closed
West Carson	Brea Oil/ Joughin unit 22F	24404 Vermont Ave Harbor City, CA 90710	Closed
West Carson	BCI-Vermont	24204 South Vermont Avenue Harbor City, CA 90710	Open
West Carson	Bridge Point South Bay (Former ECI)	20802, 20846, and 20850 Normandie Avenue South, Torrance, CA	Open
West Carson	Del Amo Neighborhood Park	1000 West 204 th Street, Torrance, CA	Open
West Carson	Del Amo Haz Wste	Harbor, CA	Open
West Carson	Alpine Village	833 W. Torrance Blvd., Torrance, CA 90502	Open

Table 4.9-3. Additional EnviroStor and GeoTracker Sites

Community	Site Name	Site Address	Case Status
West Carson	The Empty Attic	736 W. Del Amo Blvd., Torrance, CA	Closed
West Carson	Gardena Valley #4 Landfill	833 W. Torrance Blvd., Torrance, CA	Closed
West Carson	Don Wilson Builders	22700 Meyler St., Torrance, CA	Inactive
West Carson	Oil Well Property (Former)	22800 S. Normandie Ave., Torrance, CA	Inactive
West Carson	Harbor City Site	820 W Sepulveda Blvd Harbor City, CA 90710	Open
West Carson	Normandie Ave. Property	21000 Normandie Ave., Los Angeles, CA	Inactive
West Carson	Royal Boulevard Class III Disposal Site	Royal Blvd Btwn 209 th and 210 th Streets, Torrance, CA	Closed
West Carson	Sepulveda – Dominguez Storm Drain	Sepulveda Blvd Carson, CA 90745 Los Angeles County	Closed
West Carson	Southern California Gas Company	Sepulveda Blvd Carson, CA Los Angeles County	Closed
West Carson	Pacific Gateway	22320 Normandie Avenue Los Angeles, CA 90502	Closed
West Carson	Trico Paccar	1206 W 196 th Street, Torrance, CA	Inactive
West Carson	Carson – Normandie Plaza, LLC	1141 Carson St Torrance, CA 90502	Open
West Carson	LA Port O EMB Station Hosp	Carson, CA	Inactive
West Carson	Sonic Industries Site II	20030 South Normandie Ave Torrance, CA 92833	Closed
West Carson	Radiant Services / Former Teledyne Site	651 W. Knox St. Gardena, CA 90248	Open
West Carson	Del Amo Study Area	1401 Del Amo Blvd. / Between Del Amo Blvd. /1 Los Angeles, CA	Open
West Carson	Ecology Control Industries (ECI)	19500 Normandie Ave., Torrance, CA 90502	Open

Source: DTSC 2023b, SWRCB 2023b

Alondra Park/El Camino Village

Five (5) sites listed pursuant to California Government Code Section 65962.5 (Cortese List sites) are located within Alondra Park/El Camino Village (Figure 4.9-1, Cortese List Sites – Alondra Park/El Camino Village). All five of the listed sites have release cases that have been closed by the lead regulatory agency. These sites are gas stations and auto repair shops, as well as leaking tanks at a community college. The closed status of the release cases indicates the

sites have been investigated and, in some cases, remediated to the satisfaction of the regulatory agency for continued commercial/industrial use, or in some cases unrestricted land use. The Cortese List sites are located within the Proposed General Plan Mixed Use area along the eastern edge of the community, as well as within a community college along the southern portion of the community.

Based on review of the NPMS database, several pipelines are located within Alondra Park/El Camino Village. Three hazardous liquid pipelines are oriented north-south along Prairie Avenue: an active non-highly volatile liquid (non-HVL) product pipeline, active crude oil pipeline, and an abandoned pipeline. Two abandoned gas pipelines are oriented north-south along Prairie Avenue. Five hazardous liquid pipelines are oriented east-west along Rosecrans Avenue: two active crude oil pipelines, two non-HVL product pipelines, and an abandoned pipeline. One active natural gas pipeline is oriented east-west along Rosecrans Avenue.

Based on review of the County's database, two plugged dry holes and eight plugged oil/gas wells are located within Alondra Park/El Camino Village (County of Los Angeles 2023).

No Superfund sites are located within or adjacent to Alondra Park/El Camino Village. No decomposable solid waste landfills are located on or within 1,000 feet of Alondra Park/El Camino Village.

Concentrations of benzene and 1,4-dioxane were detected above drinking water MCLs in groundwater samples collected in the past 10 years from wells located in two areas of the Alondra Park/El Camino Village community. The exceedances of the 1,4-dioxane MCL were low-to-moderate (1 to 100 times the MCL; shown in green on Figure 4.9-2, Select Contaminants in Groundwater in the Past 10 Years - Alondra Park/El Camino Village); however, elevated concentrations of benzene (greater than 1,000 times the MCL) were detected in wells associated with A&S Fuel Stop site, a closed Cortese site.

Two sites, in addition to sites already listed as Cortese List sites, were listed in the EnviroStor or GeoTracker databases. One site (147th Street Auto Parking and Storage) is an open release site that may have subsurface contaminant impacts. The other site (AM Transportation) is a closed case.

Del Aire/Wiseburn

Five (5) sites listed pursuant to California Government Code Section 65962.5 (Cortese List sites) are located within Del Aire/Wiseburn (Figure 4.9-3, Cortese List Sites – Del Aire/Wiseburn). Four of the five listed sites have release cases that have been closed by the lead regulatory agency. These sites were mostly gas stations and automotive repair facilities. The closed status of the release cases indicates the sites have been investigated and, in some cases, remediated to the satisfaction of the regulatory agency for continued commercial/industrial use, or in some cases unrestricted land use. The fourth site is an open release case at a gas station site, Thrifty Oil #253. The Thrifty Oil site released gasoline to soil and groundwater and the site is undergoing remediation. The sites are located within existing mixed use and commercial land use areas.

Based on review of the NPMS database, several pipelines are located within Del Aire/ Wiseburn. Several hazardous liquid pipelines are located in the Del Aire/Wiseburn area: an abandoned hazardous liquid pipeline that is oriented north-south on S. Inglewood Avenue, an active crude oil pipeline oriented north-south along La Cienega Boulevard, an active non-HVL product pipeline oriented north-south along Aviation Boulevard, an abandoned pipeline oriented east-west along W. 142ND Street, and an active crude oil pipeline oriented southwest to northeast that crosses through EL Segundo Boulevard. Two gas transmission pipelines are located in the Del Aire/Wiseburn area: one

active natural gas transmission pipeline oriented north-south along Aviation Boulevard and an abandoned gas transmission pipeline oriented east-west along W. 142nd Street.

Based on review of the County's database, five plugged oil and gas wells, nine plugged dry holes, and three idle oil and gas wells are located in the Del Aire/Wiseburn area (County of Los Angeles 2023).

No Superfund sites are located within or adjacent to Del Aire/Wiseburn.

No decomposable solid waste landfills are located within the Del Aire/Wiseburn community. One decomposable solid waste landfill is located within 1,000 feet of Del Aire/Wiseburn. The landfill, 106th Street Dump, is a closed municipal solid waste landfill.

Concentrations of benzene and TCE were detected above drinking water MCLs in groundwater samples collected from wells located in several areas of the Del Aire/Wiseburn community, this area includes commercial and single family residential land uses (zoning C1 and R1). The exceedances of the TCE MCL were low-to-moderate (1 to 100 times the MCL; shown in green on Figure 4.9-4, Select Contaminants in Groundwater in the Past 10 Years - Del Aire/Wiseburn); however, elevated concentrations of benzene (greater than 1,000 times the MCL) were detected in wells associated with Thrifty Oil #253, an open Cortese List site.

No other sites, in addition to sites already listed as Cortese List sites, were listed in the EnviroStor and Geotracker databases.

Hawthorne Island

No sites listed pursuant to California Government Code Section 65962.5 (Cortese List sites) are located within Hawthorne Island.

Based on review of the NPMS database, no active hazardous liquid or gas transmission pipelines are located in Hawthorne Island.

Based on review of the County's database, no oil or gas wells are located within Hawthorne Island.

No Superfund sites are located within or adjacent to Hawthorne Island. No decomposable solid waste landfills are located on or within 1,000 feet of Hawthorne Island.

No groundwater wells with concentrations of PCE, TCE, 1,4-dioxane, benzene, or hexavalent chromium exceeding drinking water standards within the past 10 years were identified within the Hawthorne Island community.

No other sites, in addition to sites already listed as Cortese List sites, were listed in the EnviroStor and Geotracker databases.

La Rambla

Two (2) sites listed pursuant to California Government Code Section 65962.5 (Cortese List sites) are located within La Rambla (Figure 4.9-5, Cortese List Sites - La Rambla). The two listed sites are gas stations that have release cases that have been closed by the lead regulatory agency. The closed status indicates the sites have been investigated and, in some cases, remediated to the satisfaction of the regulatory agency for continued

commercial/industrial use, or in some cases unrestricted land use. One of the two sites is located within a proposed General Plan Mixed Use area while the other is within an existing commercial land use area.

Based on review of the NPMS database, no active hazardous liquid or gas transmission pipelines are located in La Rambla.

Based on review of the County's database, no oil or gas wells are located within La Rambla (County of Los Angeles 2023).

No Superfund sites are located within or adjacent to La Rambla. No decomposable solid waste landfills are located on or within 1,000 feet of La Rambla.

No groundwater wells with concentrations of PCE, TCE, 1,4-dioxane, benzene, or hexavalent chromium exceeding drinking water standards in the past 10 years were identified within the La Rambla community.

No other sites, in addition to sites already listed as Cortese List sites, were listed in the EnviroStor or GeoTracker databases.

Lennox

Seven (7) sites listed pursuant to California Government Code Section 65962.5 (Cortese List sites) are located within Lennox (Figure 4.9-6, Cortese List Sites – Lennox). Six of the seven listed sites have release cases that have been closed by the lead regulatory agency. These sites are mostly underground storage tank sites at gas stations and a car wash, but also include Caltrans, utility company, and school sites. The closed status of the six release cases indicates the sites have been investigated and, in some cases, remediated to the satisfaction of the regulatory agency for continued commercial/industrial use, or in some cases unrestricted land use. The open release site is the Lennox Sheriff's Station. A release of gasoline was reported from an underground storage tank at the site. Remediation of the impacted soil and water is underway. The open release site is located within an existing public land use area, but immediately adjacent to a proposed General Plan Residential Land Use area.

Based on review of the NPMS database, three hazardous liquid pipelines are located in the Lennox area: an active crude oil pipeline oriented north-south along La Cienega Boulevard, an abandoned hazardous liquid pipeline oriented north-south along Buford Avenue, and an active crude oil pipeline oriented north-south along S. Inglewood Avenue. A natural gas transmission line is oriented east-west along W. 104th Street.

Based on review of the County's database, there are no oil or gas wells located within Lennox (County of Los Angeles 2023).

No Superfund sites are located within or adjacent to Lennox.

No decomposable solid waste landfills are located within the Lennox community. One decomposable solid waste landfill is located within 1,000 feet of Lennox. The landfill, 106th Street Dump, is a closed municipal solid waste landfill.

Concentrations of benzene and TCE were detected above drinking water MCLs in groundwater samples collected from wells located in the Lennox community; this area includes retail and business land use (zoning C2). Low to moderate exceedances of the TCE MCL (shown in green and yellow on Figure 4.9-7, Select Contaminants in Groundwater in the Past 10 Years – Lennox) were detected near the freeway; it is unclear if they are associated

with a specific site. An elevated concentration of benzene was also detected in this area. Elevated concentrations of benzene (greater than 1,000 times the MCL) were also detected in wells associated with the Lennox Sheriff's Station, an open Cortese site.

No other sites, in addition to sites already listed as Cortese List sites, were listed in the EnviroStor or GeoTracker databases.

West Carson

Thirty-nine (39) sites listed pursuant to California Government Code Section 65962.5 (Cortese List sites) are located within West Carson (Figure 4.9-8, Cortese List Sites – West Carson). Thirty-six (36) of the listed sites have release cases that have been closed by the lead regulatory agency. These sites are mostly gas stations and auto repair shops, but also include construction companies, a medical center, and various industrial and engineering facilities. The closed status of the 36 release cases indicates the sites have been investigated and, in some cases, remediated to the satisfaction of the regulatory agency for continued commercial/industrial use, or in some cases unrestricted land use. These sites are located in various existing land use areas as well as proposed General Plan Mixed Use and General Commercial land use areas. The remaining three sites are discussed below:

- Two of the listings were associated with the Mobil #18 gas station at 21700 S. Vermont Avenue in Carson. The Mobil site qualified for low-threat case closure in 2023. While free product was detected at the site, it was attributed to releases from nearby pipelines. These pipelines and associated contamination are within the West Carson area.
- The Horace L. White Trust site, located at 1226 196th Street in Carson reported a release of gasoline to groundwater. The site is under investigation, including evaluation of potential for vapor intrusion. The site is located within an existing heavy industrial area.

Based on review of the NPMS database, many hazardous liquid pipelines are located in the West Carson area including an abandoned hazardous liquid pipeline, two non-HVL product (gasoline, diesel or jet fuel) pipelines and two crude oil pipelines oriented east-west along W. Del Amo Boulevard, a crude oil pipeline oriented east-west along W. 204th Street, a crude oil pipeline oriented north-south along Vermont Street, a non-HVL product pipeline oriented north-south along S. Normandie Avenue, a non-HVL product pipeline oriented north-south along Meyer Street, a non-HVL product pipeline oriented east-west along W. 228th Street, a non-HVL product pipeline oriented east-west along W. Carson Street, a gasoline pipeline oriented east-west along Torrance Boulevard, a non-HVL product (gasoline) pipeline oriented along Sepulveda Boulevard, and two non-HVL product (jet fuel or gasoline) pipelines and a crude oil pipeline oriented along train tracks located in the southern portion of the West Carson area. Several abandoned gas transmission pipelines are located along W. Torrance Boulevard, Del Amo Boulevard, S. New Hampshire Avenue, and W. 220th Street.

Based on a review of the County's database, 1 plugged dry hole, 1 cancelled oil and gas well, 3 plugged injection waterfloods, 23 idle oil and gas wells, 6 idle injection waterfloods, 18 active oil and gas wells, 13 active injection waterfloods, and 85 plugged oil and gas wells exist within West Carson (County of Los Angeles 2023).

Two Superfund sites are located within and/or immediately adjacent to West Carson.

- The Montrose Chemical Superfund site includes seven operational units (OUs). OU1 (Soils) is located within the northwestern portion of West Carson and immediately west of West Carson (Figure 4.9-9, Superfund

Sites). OU2 (Current Stormwater Pathway), OU4 (Historical Stormwater Pathway, North “Kenwood”), and OU 6 (Historical Stormwater Pathway South) are located within the north-central area of West Carson and surrounding areas (Figure 4.9-9). OU3 (Groundwater) is located beneath the majority of the northern third of the West Carson area (Figure 4.9-9). OUs 3 (DNAPL), 5 (Sanitary Sewer Path), and 7 (Jones Chemical) are located in adjacent or surrounding areas.

OU 1, which includes a portion of the West Carson area, is understood to include shallow soils with elevated concentrations of the pesticide DDT.

OUs 2, 4, and 6 follow a similar path through portions of the northern part of the West Carson area. These areas (Figure 4.9-9) are understood to have had elevated concentrations of DDT. Shallow soils were removed as part of a remedial effort. Deeper soil (greater than 12 feet depth) with elevated DDT concentrations remains in some areas.

OU3 is the contaminated groundwater plume that extends under several areas of West Carson. Based on a recent Monitoring and Aquifer Compliance Report, there is limited potential for direct contact or vapor intrusion related to the groundwater contamination (mainly benzene, chlorobenzene, tetrachloroethylene, and trichloroethylene; AECOM 2022). Indoor air sampling in the neighborhood south of the Del Amo site and north of Milton Street shows concentrations of the main contaminants at concentrations above screening levels; however, the contaminants were attributed to outdoor air and potential indoor sources (EPA 2020). “EPA concluded that no further testing of indoor, crawlspace, outdoor, or sub-slab air is required in residential areas, unless conditions change” (EPA 2020).

The Monitoring and Aquifer Compliance Report includes a figure showing potential sources of groundwater contamination in the site vicinity (AECOM 2022). The noted potential sources of groundwater contamination that are mapped within the West Carson area are:

- Amoco/APC, PACCAR, and Unknown, located in the narrow area in the northwestern corner of West Carson,
 - Petroleum Pipelines with free product noted in the residential area south of Del Amo Blvd.,
 - Azko and Armco, located in the industrial and residential areas southeast of Torrance Blvd. and Normandie Ave.,
 - The former Gardena Valley Landfill located southeast of Del Amo Blvd. and Vermont Ave., and
 - The Alpine Village Texaco and Mobile #18 gas stations located along Torrance Blvd.
- The Del Amo Superfund site is located immediately adjacent to the northern portion of West Carson (Figure 4.9-9). The Del Amo Superfund site includes two OUs: OU1 (Soils) consists of the entire area cut out from (excluded from) the northern portion of West Carson and OU2 (Waste Pits Area) is located immediately north of W. Del Amo Boulevard and west of Vermont Avenue.

Two decomposable solid waste landfills are located within West Carson.

- One landfill, Aline Village/Gardena Valley #4 Landfill, located at 833 W. Torrance Boulevard was listed in both CalRecycle’s Solid Waste Information System Database and Los Angeles County’s Solid Waste

Information Management System. The site was also listed in the EnviroStor and GeoTracker databases as discussed below. A landfill operated at this site from 1959 to 1962 as a Class II landfill. Landfill gas associated with the site has been monitored and recent soil vapor, vapor, and groundwater sampling was conducted. “As a result of the presence of hazardous substances in the subsurface landfill material at the Site, a LUC [land use covenant] will be established that will restrict the Site to commercial/industrial uses. The LUC will prohibit sensitive uses of the Site that could include residential, school, daycare, and hospital use. Additional details will be provided in the LUC document, which will be drafted in consultation with the DTSC.” (Ramboll, 2022).

- The other landfill (listed as an Inert Waste/Haz landfill on CalRecycle’s Solid Waste Information System Database, but listed as a Municipal Solid Waste Landfill on Los Angeles County’s Solid Waste Information Management System) is the Royal Boulevard Land Reclamation Site at 20925 South Royal Boulevard. The landfill operated from 1956 to 1985. The landfill wastes included foundry sand, dirt, brick, slag, and baghouse dust. A site characterization study in 1992 concluded that the site does not generate landfill gas (California Integrated Waste Management Board, 2010).

Two landfills were listed in Los Angeles County’s Solid Waste Information Management System, but not the CalRecycle’s Solid Waste Information System Database. These landfills (Sepulveda Blvd and Vermont Avenue at 851 Sepulveda Boulevard and Vermont Avenue & Knox Street Dump at 19240 Vermont Avenue). The information on the County’s Solid Waste Information Management System for the Vermont Avenue & Knox Street Dump indicates that the wastes disposed were clean dirt and soil. This landfill, therefore, does not appear to be a decomposable waste landfill. The other landfill (Sepulveda Blvd and Vermont Avenue) is an unknown class, inactive landfill with no further available information. It is not known if decomposable waste was disposed of at this location.

Seven decomposable solid waste landfills are located within 1,000 feet of West Carson. The landfills are:

- 186th and Vermont (190th and Vermont) Landfill, located at 18602 S. Vermont Avenue, which accepted municipal refuse,
- Morris H. Brown, located at the southwest corner of 190th Street and Figueroa Street, accepted Class III materials.
- Southwest Steel Rolling Mills #1, located at 19100 South Figueroa Street, which accepted commercial waste. This landfill was clean closed.
- LA County Sanitation District 1 Landfill #3, located at 19204 South Figueroa Street, which accepted inert, residential, and commercial waste.
- Shell Chemical Corporation Carson #1, located at 19401 South Main Street, accepted industrial wastes from a latex manufacturer.
- Southwest Conservation Inc., located at 20201 S. Main Street accepted Class II and III materials.
- Gardena Valley #1 & #2, located at 415 – 425 West Torrance Boulevard, which accepted commercial waste.

Concentrations of hexavalent chromium, PCE, TCE, and benzene were detected above drinking water MCLs in groundwater samples collected from wells located in the West Carson community; this area includes light industrial (M-1.5 and M-2-IP), commercial (SP - Neighborhood Commercial), and mixed used (SP - Mixed Use Development 1 and 2). Areas with moderate and elevated concentrations of these compounds were detected in five different areas of West Carson (Figure 4.9-10, Select Contaminants in Groundwater in the Past 10 Years – West Carson). These

areas appear to be associated with the Horace L. White Trust open Cortese List site, the closed Cortese List sites Mobil #18 MAP and Alpine Village Texaco, gas stations and the Carson-Normandie Plaza open remediation site north of W. Carson Street, and the Mobil #18 MAF open Cortese List site south of W. Carson Street. Some of the impacts may also be associated with the Montrose and Del Amo Superfund sites, as the impacted groundwater plume from those sites extends under several areas of the West Carson project area (Figure 4.9-9).

Twenty-five (25) sites, in addition to sites already listed as Cortese List sites were listed in the EnviroStor and Geotracker databases. These sites, listed in Table 4.9-3, may have subsurface contaminant impacts and several of the release cases are still open and under investigation and/or remediation. The Alpine Village/Gardena Valley #4 Landfill sites (discussed above in the landfill discussion) are two of the 25 sites listed in the EnviroStor and Geotracker databases with subsurface contamination. Details of this former landfill site are discussed above.

Westfield/Academy Hills

Three (3) sites listed pursuant to California Government Code Section 65962.5 (Cortese List sites) are located within Westfield/Academy Hills (Figure 4.9-11, Cortese List Sites – Westfield/Academy Hills). The three listed sites have release cases that have been closed by the lead regulatory agency. These sites are a school, construction company, and a closed landfill (Palos Verdes Landfill). The closed status of the release cases indicates the sites have been investigated and, in some cases, remediated to the satisfaction of the regulatory agency for continued commercial/industrial use, or in some cases unrestricted land use.

Based on review of the NPMS database, no active hazardous liquid or gas transmission pipelines are located in Westfield/Academy Hills.

Based on review of the County's database, no oil or gas wells are located within Westfield/Academy Hills (County of Los Angeles 2023).

No Superfund sites are located within or near Westfield/Academy Hills.

The Palos Verdes Landfill, a municipal solid waste landfill, is located within and adjacent to the Westfield/Academy Hills community.

No groundwater wells with concentrations of PCE, TCE, 1,4-dioxane, benzene, or hexavalent chromium exceeding drinking water standards were identified within the Westfield/Academy Hills community.

No other sites, in addition to sites already listed as Cortese List sites, were listed in the EnviroStor or GeoTracker databases.

4.9.2 Environmental Impacts

4.9.2.1 Methodology

As described in Chapter 3, Project Description, the South Bay Area Plan is a policy document that does not include or propose any site-specific development that could directly result in construction or operational impacts to the environment. However, implementation of the South Bay Area Plan would encourage development in a manner consistent with the South Bay Area Plan, which would facilitate additional future development. Therefore, this Draft PEIR does not assess the site-specific construction and operation details of each future development within the

Project area. Rather, it assesses the impacts associated with changes to existing land uses and the associated overall effects of buildout of the South Bay Area Plan through 2035, where reasonably foreseeable physical changes to the environment could occur. Analysis at a parcel or site-specific level was not conducted because, unless otherwise noted within this assessment, the actual locations of project development (and its chronologic sequence or concurrence) that may be implemented in the future are speculative.

The following analysis considers the existing environmental setting and regulatory environment applicable to the Project area. The analysis determines whether implementation of the South Bay Area Plan could create significant hazardous materials, safety, or fire hazards to the public or the environment. The analysis considers the existing subsurface conditions within the Project area based, in part, on information obtained from the following hazardous materials-related databases:

- Cortese List (Databases maintained in accordance with California Government Code Section 65962.5; CalEPA 2023b)
- National Pipeline Mapping System (NPMS 2023)
- California Geologic Energy Management Division Well Finder (CalGEM 2023)
- EPA Superfund (EPA 2023)
- State Water Resources Control Board Groundwater Ambient Monitoring and Assessment Program (SWRCB 2023a)
- DTSC's EnviroStor and SWRCB's GeoTracker Databases (DTSC 2023b and SWRCB 2023b)

The analysis also considers existing hazardous materials and waste regulations and safety plans.

In addition, and as stated above, impacts have been evaluated with the assumption that the proposed Project does not include Project-specific site plans or development proposals, but rather would facilitate future development in the unincorporated communities of the South Bay Planning Area.

4.9.2.2 Thresholds of Significance

In accordance with the County's Environmental Checklist Form (Initial Study) and Appendix G of the State CEQA Guidelines, the applicable thresholds of significance with regard to hazards and hazardous materials are listed below. A project may have a significant impact if it would:

- Threshold 4.9-1:** Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- Threshold 4.9-2:** Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials or waste into the environment.
- Threshold 4.9-3:** Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of sensitive land uses.
- Threshold 4.9-4:** Be located on a site which is included on a list of hazardous materials compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment.

Threshold 4.9-5: 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 result in a safety hazard for people residing or working in the Project area.

Threshold 4.9-6: Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan.

Threshold 4.9-7: Expose people or structures to a significant risk of loss, injury, or death involving fires, because the project is located:

- i. Within a high fire hazard area with inadequate access.
- ii. Within an area with inadequate water and pressure to meet fire flow standards.
- iii. Within proximity to land uses that have the potential for dangerous fire hazard.

Threshold 4.9-8: Does the proposed use constitute a potentially dangerous fire hazard.

4.9.2.3 Land Use Changes, Goals, and Policies

As discussed in Section 3.3.3, Project-Related Growth, of Chapter 3, Project Description, of this Draft PEIR, implementation of the Project would encourage future development in a manner consistent with the South Bay Area Plan (County of Los Angeles 2024), which would facilitate additional residential, commercial, and mixed-use development. For example, the Project would update the land use designation and zoning for the currently underutilized Alpine Village in West Carson (Assessor's Parcel Numbers [APNs] 7350-001-014, 7350-001-016, 7350-001-018, 7350-001-027, and 7350-001-029) from Light Industrial (IL) to General Commercial (CG) and from M-1.5 (Restricted Heavy Manufacturing) to C-3 (General Commercial) to allow for additional commercial uses.

The Project would include the redesignation of land in West Carson from Light Industrial (IL) to Residential 30 (H30), Residential 50 (H50), and Mixed Use (MU). The Project would redesignate 10.98 acres from IL to H30. These parcels proposed for redesignation are located along Normandie Avenue south of West 225th Street and South Vermont Avenue south of West 223rd Street. The Project would redesignate 0.42 acre from IL to H50. The proposed H50 parcels are located on South Vermont Avenue south of West 223rd Street and are adjacent to H50 parcels to the north, south and west. The Project would redesignate 12.10 acres from IL to MU. The proposed MU parcels are located within the West Carson TOD Specific Plan area along South Vermont Avenue or West 220th Street. Given this, the Project would facilitate the redevelopment of land to allow for future development of residential/mixed-use/commercial land uses on existing industrially-designated land.

Additionally, the Project would redesignate 19.06 acres in West Carson from IL to CG. The proposed CG parcels include Alpine Village, located along West Torrance Boulevard just west of I-110 (as detailed above), as well as a cluster of parcels to the northwest of the West 223rd Street/South Vermont Avenue intersection.

Finally, the Project would redesignate 0.32 acre in West Carson from IL to Heavy Industrial (IH). The parcel proposed for redesignation is located along Hamilton Avenue and is adjacent to existing IH parcels to the north and south. This land use change is intended to reflect the existing, on-the-ground industrial uses and would not facilitate any additional development. As such, the Project would not result in new industrial uses on properties that are not already zoned for industrial, and no expansion of industrially zoned land area would occur beyond the existing condition.

Regarding zone changes, the Project would also rezone parcels from IF (Industrial Flex) to MU2 (Mixed Use 2) or R-4 (Unlimited Residence/West Carson Residential 4) and from M-1 (Light Manufacturing) to R-3 (Limited Density Multiple Residence) or R-4, and from M-2 (Heavy Manufacturing) to C-2 (Neighborhood Business). Therefore, the Project would facilitate the redevelopment of land to allow for future development of residential/mixed-use/commercial land uses on existing industrially-zoned land. For more details, see Table 3-2, Proposed Zone Changes, of Chapter 3 to this Draft PEIR.

The South Bay Area Plan’s areawide and community-specific goals and policies presented below are tailored towards the unique geographic, demographic, and social diversity in the unincorporated communities of the South Bay Planning Area and are consistent with the General Plan goals and policies applicable to the topics of hazards and hazardous materials listed in Section 4.9.1.1, above.

Areawide Goals and Policies

Goal LU 5	Industrial and commercial uses are good neighbors and minimize negative impacts on the environment and proximate uses.
Policy LU 5.1	Mitigating Commercial and Industrial Impacts. Ensure that design treatments, such as noise buffers, screening, building orientation, and parking/loading locations, are incorporated into commercial and industrial development to minimize negative impacts on sensitive uses and surrounding neighborhoods.
Policy LU 5.3	Landscape Buffers. Require landscape buffers and screening for industrial uses abutting residential uses, including buffered landscape strips, trees, and/or walls.
Policy LU 5.4	Industrial Truck Access. Prohibit industrial uses from using residential streets for truck access and parking.
Goal LU 6	Ensure the responsible development and maintenance of industrial areas so they are clean, safe, and aesthetically pleasing.
Policy LU 6.1	Jurisdictional Collaboration. Partner with neighboring jurisdictions to mitigate the negative impacts associated with industrial uses in areas adjacent to the unincorporated communities and develop solutions for future smart industrial growth.
Policy LU 6.2	Oil Well Sites. Prioritize the remediation and redevelopment of oil well sites, ensuring proper cleanup of site prior to construction, in partnership with community and tribal engagement.
Policy COSE 2.4	Restore and Convert Degraded Land. Support the restoration and conversion of degraded land, such as oil fields, brownfields, and landfills, into new parks and open spaces and other degraded land in areas of high environmental burden, as identified by the 2022 Parks Needs Assessment+ Final Report.

Community-Specific Goals and Policies

Del Aire

Policy 1.4 Landscape Buffers. Enhance or create landscape buffers to serve as noise/screening/air pollution buffers against freeways and industrial uses along the following areas:

- Along Aviation Blvd.
- Along 116th Street
- Between Aviation/LAX station and residential community
- Between industrially zoned areas and residential community

Policy 1.5 Light Industrial Area Visioning. Explore future visioning for the transformation of the light industrial area in northeast Del Aire as properties become vacant or underutilized over time, including introducing new uses and improving connectivity to the surrounding residential community.

West Carson

Goal 5 Existing industrial uses are good neighbors and minimize impacts on proximate uses.

Policy 5.1 Redirect Truck Traffic. Discourage trucks from using the local roadways as a means of cutting through the community to access the freeway. Instead, for trucks leaving the industrial area north of West Carson, encourage trucks to travel north on Normandie Avenue, where the roadway is not fronted by residential units, to access the I-405 freeway.

Policy 5.2 Green Buffering. Encourage green spaces and vegetative buffers between industrial and residential uses.

Policy 5.3 New Uses. Consider opportunities to transition existing industrial uses to new commercial and residential land uses to reflect the changing needs of the community.

Goal 6 Legacy pollution issues that are addressed, and community histories are acknowledged.

Policy 6.1 Brownfield Remediation. Explore opportunities to develop a brownfields inventory for SBAP to facilitate remediation and obtaining grant funding.

4.9.2.4 Impact Analysis

Threshold 4.9-1 Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. Any material may be considered hazardous if it is specifically listed by statute or if the material or waste is considered toxic, ignitable, corrosive, and/or reactive. Hazardous materials are used in various commercially available products (e.g., household cleaners, industrial solvents, paint, pesticides), used in

the manufacturing of various products, and can include petroleum and natural gas. The land uses that would be developed under the proposed Project include new residential uses, (including mixed-use development on commercial properties) through the implementation of the Housing Element Update; new commercial uses on previously industrial properties; and new neighborhood-scale commercial uses within corner lots in existing residentially-zoned parcels, which would require the use of hazardous material during both the construction and operation of future development projects. Implementation of the South Bay Area Plan would not involve the direct impacts related to the routine transport, use or disposal of any hazardous materials; however, future development projects that would be implemented under the South Bay Area Plan have the potential to routinely transport, use and/or dispose of hazardous materials.

Construction

Demolition, earthwork, and construction activities for future projects implemented under the South Bay Area Plan would require the use of heavy equipment and machinery and various building materials, which would require temporary and limited use of hazardous substances. The temporary transport, storage, and use of commonly used hazardous substances, such as gasoline, diesel fuel, lubricating oils, paint, grease, adhesives, welding gases, solvents, and vehicle and equipment-maintenance related materials, is anticipated to be required for future projects. All hazardous materials must be used and stored in accordance with manufacturers' instructions and handled in compliance with federal, local and state requirements as summarized in Section 4.9.1.1 of this Draft PEIR. Such requirements include compliance with the federal Hazardous Materials Transportation Act. The transport of hazardous waste materials is further governed by HSC Section 25163, which requires transporters of hazardous waste to hold a valid registration issued by the DTSC while transporting hazardous waste, and CCR Title 22, Chapter 13, which requires haulers to have an identification number and a registration certificate from DTSC; obtain a Uniform Hazardous Waste Manifest signed by the generator and transporter prior to accepting hazardous wastes; and delivery of hazardous waste to authorized facilities only.

During construction activities, the commonly used hazardous substances must be transported from construction sites and disposed of at a contracted solid waste disposal provider in accordance with all federal, state, and local regulations, including the HSC, Hazardous Materials Transportation Act, Cal/OSHA, and LACoFD requirements. The proposed Project would not result in new or different methods for future construction activities that are not already allowed within the Project area or otherwise result in changes to existing requirements for the transport, use or disposal of hazardous materials. Consequently, with compliance of applicable regulations, the future use of construction-related hazardous materials would not pose a significant risk to the public or environment through the temporary routine transport and limited use or disposal of hazardous materials. Therefore, construction impacts would be less than significant.

Operation

Long-term operations of future residential, commercial, and mixed-use land uses implemented under the South Bay Area Plan would be generally associated with expanded use of typical household and commercial materials (e.g., paints, solvents, cleaning supplies, refrigerants, landscaping products, and petroleum products).

Future residential, mixed-use, and commercial land uses and ACUs would use typical household and commercially available hazardous materials, and the Project does not propose industrial uses or new land uses that are not already allowed within the residential and commercial zones in the Project area. Redesignating the currently commercial land uses to mixed-use to allow for residential development would not expand or increase risks associated with hazardous materials or otherwise result in changes to existing requirements for the transport, use

or disposal of hazardous materials. Moreover, the Project would not result in any new industrial uses and no expansion of industrially-zoned land area would occur beyond the existing condition.⁶ Regulations that would be required of those transporting, using, or disposing of hazardous materials include RCRA, which provides the cradle to grave regulation of hazardous wastes; CERCLA, which regulates closed and abandoned hazardous waste sites; the Hazardous Materials Transportation Act, which governs hazardous materials transportation on U.S. roadways; IFC, which creates procedures and mechanisms to ensure the safe handling and storage of hazardous materials; Title 22, which regulates the generation, transportation, treatment, storage and disposal of hazardous waste; Title 27, which regulates the treatment, storage and disposal of solid wastes; and the County Consolidated Fire Code, which regulates hazardous materials and hazardous substance releases. For development within the State of California, Government Code Section 65850.2 requires that no final certificate of occupancy or its substantial equivalent be issued unless there is verification that the owner or authorized agent has met, or is meeting, the applicable requirements of the HSC, Division 20, Chapter 6.95, Article 2, Sections 25500 through 25520.

Businesses are required to strictly adhere to the federal, state, and local rules and regulations regarding the transport, use and disposal of hazardous materials. Businesses that handle hazardous materials are required to do so under HSC Division 20, Chapter 6.95, Sections 25500–25520 which requires a hazardous materials business plan (HMBP) to be created and submitted to the regional CUPA agency. The HMBP lists reportable quantities of hazardous materials stored and managed at a business. Transportation of hazardous materials is regulated under Title 13 CCR, Division 2, Chapter 6 of the California Highway Patrol, which requires safety measures and labels to identify and safely transport hazardous materials. California also has air and water emission standards, which require permits for limited emissions from commercial and industrial businesses, under the regulatory authority of SCAQMD and State Water Quality Control Board, respectively. Further, Section 105.6.20 of the County Code requires operational permits to store, transport on site, dispense, use, or handle hazardous materials in excess of amounts listed in Table 105.6.20 of the County Code. These laws and regulations are designed to reduce and/or eliminate exposure of hazardous materials to the public and the environment.

Additionally, prior to the issuance of a demolition or building permit at the County, all project applicants must obtain the proper clearance through the Los Angeles County Department of Public Works, Division of Building and Safety (Building & Safety), which is responsible for the plan check review and determination of compliance with applicable regulations and the Building Code associated with the plan check review process. The Project also includes a proposed policy to prohibit industrial uses from using residential streets for truck access and parking (e.g., Policy LU 5.4, listed above in Section 4.9.2.3, Land Use Changes, Goals, and Policies), which would help promote safe transport routes for haulers of hazardous industrial materials.

Overall, with regulatory compliance and the implementation of South Bay Area Plan goals and policies that aim to protect the environment from hazards and pollutants, future development projects are not anticipated to create a significant hazard to the public or the environment through the routine transport, use, and disposal of hazardous materials, and impacts would be less than significant.

Threshold 4.9-2 Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident

⁶ The Project would redesignate one industrial parcel in West Carson from Light Industrial (IL) to Heavy Industrial (IH); however, this land use change would reflect existing, on-the-ground, heavy-industrial uses and would not facilitate any new industrial development.

conditions involving the release of hazardous materials or waste into the environment?

Significant and Unavoidable Impact. The following impact analysis discusses the proposed Project's potential to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials or waste into the environment. The following hazardous materials or waste are considered: asbestos, lead-based paint, and PCBs; industrial operations; and oil wells, pipelines, landfills, and soil and groundwater contamination.

Asbestos, Lead-Based Paint and PCBs.

Future development projects that would be implemented under the South Bay Area Plan are anticipated to result in the redevelopment of existing land uses. Demolition and construction activities associated with future development facilitated by the proposed Project could result in the disturbance of hazardous materials. Asbestos, lead-based paint, and universal wastes may be present in existing buildings to be demolished or redeveloped as part of the Project. Demolition activities must be conducted in compliance with a suite of regulations with the purpose of addressing these common hazards.

Prior to the issuance of a demolition or building permit at the County, all project applicants must obtain the proper clearance through the Los Angeles County Department of Public Works, Building & Safety, which is responsible for the plan check review and determination of compliance with applicable regulations and the Building Code associated with the permits. Hazardous material assessment of asbestos and lead-based paint and, if necessary, abatement is required under local regulations, specifically OSHA, Cal/OSHA, California Department of Public Health, and SCAQMD Rule 1403. Certain universal wastes (e.g., batteries, lamps and light ballasts, and mercury-containing equipment) are required to be managed and disposed of under California Code of Regulations Title 22, Section 66273.33 and Title 40 CFR. Hazardous wastes in major appliances, including PCBs, refrigerants, oils, and circuit boards, must be removed before major appliances are recycled or disposed of in accordance with California Health and Safety Code Section 25212. Lastly, PCBs in building materials are regulated under the Toxic Substances Control Act. Adherence to these rules prior to and during demolition of existing buildings and structures would ensure proper handling and disposal of hazardous building materials and appliances.

Adherence to the County's permitting process and compliance with applicable laws related to asbestos-containing materials, lead-based paint, and/or PCBs rules prior to and during demolition of existing buildings and structures would limit public exposure to hazardous materials and would ensure that no significant hazards to the environment would occur.

Oil Wells, Pipelines, and Landfills

As discussed in the Existing Environmental Conditions (Section 4.9.1.2), there are multiple sites identified in the Project area that contain or are near oil wells and associated pipelines and/or landfills. As discussed in Section 4.9.1.2, 98 plugged oil/gas wells, 18 active oil/gas wells, 26 idle oil/gas wells, numerous hazardous liquid and natural gas pipelines, and 2 closed decomposable solid waste landfills are located within the Project area. Additional wells and landfills are located in the surrounding areas. Three decomposable solid waste landfills are located within 1,000 feet of the Project areas, specifically West Carson. As discussed above in Section 4.9.1.1, according to the recent Zoning Code amendments implemented under the Oil Well Ordinance, existing Project-area

oil and gas wells that are operating by right are now considered nonconforming due to use.⁷ Pursuant to Zoning Code Section 22.172.050, all nonconforming uses must be discontinued and removed from their sites within 20 years. Therefore, development under the South Bay Area Plan could facilitate the removal of oil and gas wells on certain properties, in compliance with the Zoning Code, and could result in construction adjacent to known landfills. Unknown contamination from well or pipeline leakage could result in soil or groundwater contamination, which could result in a significant risk to the public if excavation or ground disturbance would result in human exposure or contact.

However, all future development projects implemented under the South Bay Area Plan must undergo a site plan review and approval process to obtain a building permit from the Los Angeles County Department of Public Works, Building and Safety. The Building & Safety's plan check process involves review of the Solid Waste Information Management System (SWIMS) website to identify properties within 1,000 feet of landfills and within 300 feet of active, abandoned, or idle oil and gas wells (Robinson 2024). Therefore, all future development projects that are in proximity to an oil/gas well and/or a landfill would be identified through the Building & Safety's plan check process and the potential for contamination would be identified accordingly. The plan check objective is to ensure full compliance with all Building Code and applicable regulations before issuing building or grading permits. During this process, Building & Safety will circulate the proposed project-level plan to all relevant Public Works Divisions, County departments, and other public agencies. This coordinated approach ensures a comprehensive assessment of potential issues that may emerge during the review. For instance, if the site includes abandoned oil wells, the approval process may necessitate validation of well closure permits, site surveys, remediation, and other conditions.

In addition, Title 26 of the Los Angeles County Code grants the County the discretion to deny permits for new constructions, additions, or conversions within 300 feet of active, abandoned, or idle oil or gas well(s) or within 1,000 feet of a landfill containing decomposable materials, unless supported by a report conducted by a registered design professional (such as an engineer or a geologist) that evaluates the potential risks associated with building near or on contaminated areas, oil or gas wells, or landfills containing decomposable materials. The same regulations apply to buildings on contaminated soil as defined in Title 14, Section 17361(b) of the California Code of Regulations. In addition, as CalGEM recommends that structures are not built over or adjacent to oil wells, abandonment or re-abandonment of oil wells may be needed to facilitate redevelopment. The "Los Angeles Just Transition Strategy" provides methods to identify and abandon idle oil wells while ensuring their complete and timely remediation, in compliance with CEQA and other local laws.

As an example, the Alpine Village/Gardena Valley #4 Landfill site is listed in Table 4.9.3. This landfill site is required, in accordance with DTSC oversight, to implement a land use covenant in order to protect future human health. The land use covenant restricts the property use to commercial or industrial land uses only. According to records on the site, a Soil Management Plan has been prepared to guide future earthwork at the site and requires a vapor intrusion mitigation system for future buildings on the site (Ramboll, 2022). Future development at the site would be required to comply with these restrictions and would be subject to oversight by the applicable agencies (e.g. DTSC and/or LACoFD as CUPA).

LACoFD is the designated CUPA and is responsible for implementing at the local level the Unified Program, which serves to coordinate the administrative requirements, permits, inspections, and enforcement activities related to hazardous materials and waste management. Therefore, the County's plan check process in coordination with the

⁷ The Oil Well Ordinance prohibits new oil and gas wells in the unincorporated County areas. Therefore, new oil and gas wells are prohibited in all Project-area communities.

LACoFD/CUPA, would require the evaluation of all potential impacts related to oil wells and/or landfills at a future project site and if necessary, require preparation of a site investigation to the County for review and approval prior to the issuance of a permit. Any site investigations and remediation that may be required would be conducted to the satisfaction of the overseeing environmental agency(ies) in compliance with all applicable state and local regulations.

Adherence to the County's permitting process and compliance with applicable laws related to oil wells and/or landfills prior to and during demolition of existing buildings and structures would limit public exposure to hazardous materials and would ensure that no significant hazards to the environment would occur.

Soil and Groundwater Contamination

As discussed in the Existing Environmental Conditions (Section 4.9.1.2), there are multiple sites within the Project area that have been identified as contaminated sites. These sites are listed as sites on the Cortese List (see Tables 4.9-1 and 4.9-2) and additional sites listed on the EnviroStor or GeoTracker databases (see Table 4.9-3). Further, Superfund sites with soil and groundwater contamination are discussed in Section 4.9.1.2 and shown on Figure 4.9-9 and locations where concentrations of common contaminants were detected above drinking water MCLs in samples collected from groundwater wells indicate areas with known groundwater contamination (see Figures 4.9-2, -4, -7, and -10).

The individual sites identified in Section 4.9.1.2 and on Table 4.9-1 have open files with DTSC or the RWQCB, and future development at these sites has the potential to result in a significant upset or accident condition if not completed in compliance with regulations and with the proper oversight. Other sites noted as having closed cleanup cases (Table 4.9-2) may either 1) have been given closure for unrestricted land use or 2) have remaining contamination that was determined to not be a significant risk to the existing land use. The closure for these sites may be based on maintaining the existing land use. While closed Cortese List sites met agency closure requirements at the time of closure, those requirements may have changed over time. Additionally, those sites may have met closure requirements for a specific land use that may not be applicable to the proposed land use. As noted in the closure letters for these sites, the cases should be reevaluated if land use changes. Additional sites listed on the EnviroStor or GeoTracker databases may also have remaining contamination (Table 4.9-3). These contaminated sites (Tables 4.9-1, -2, and -3) may have the potential to result in a significant upset or accident condition if future development is not completed in compliance with regulations and with the proper oversight.

The Project would not result in new industrial uses, and no expansion of industrially zoned land area would occur beyond the existing condition. However, as detailed in Chapter 3, Project Description, of this Draft PEIR, the Project would include the redesignation of land from Light Industrial (IL) to Residential 30 (H30), Residential 50 (H50), and Mixed Use (MU). The Project would also rezone parcels from IF (Industrial Flex) to MU2 (Mixed Use 2) or R-4 (Unlimited Residence/West Carson Residential 4) and from M-1 (Light Manufacturing) to R-3 (Limited Density Multiple Residence) or R-4. Therefore, the Project would facilitate the redevelopment of land to allow for future development of residential/mixed-use/commercial land uses on existing industrially designated/zoned land. Similarly, the Project would result in land use changes from commercial to residential/mixed-use through the redesignation of land from General Commercial (CG) to Mixed Use (MU) and rezoning of parcels from C-1 (Restricted Business), C-2 (Neighborhood Business), and C-3 (General Commercial) to MXD (Mixed Use). With the proposed land use changes (i.e., industrial to residential), existing and prior uses on site could have created unknown contamination within soils and/or groundwater beneath currently developed properties. As such, the Project's land use changes would have the potential to result in risks associated with hazardous materials associated with existing/former industrial uses and certain commercial uses (e.g., dry cleaning establishments).

As stated above, the Building & Safety's plan check process involves review of the SWIMS website; however, the plan check process does not include a review of other lists or websites, does not have a standardized list of contaminants to have soils tested for or a mechanism to require soils testing, nor does the plan check process identify underground gas lines (Robinson 2024). Upon submittal of building plans to Building & Safety, the plan checker will complete an Agency Referral Sheet, which aims to identify potential hazards and require the review and clearance from the appropriate Public Works Divisions and outside government agencies. If a project site has been previously subject to approval or oversight from the Los Angeles County Environmental Programs Division, Industrial Waste Unit (e.g., permit, remediation, or cleanup plan), proof of industrial Waste Unit approval is required. If a project site is under a remediation or cleanup plan from a regulatory oversight agency (e.g., Water Quality Control Board, Department of Toxic Substances Control, County Fire, etc.), proof of agency approval of the on-site soils management plan or other concurrence for soil excavation activities is required. If applicable, the Los Angeles Fire Department's Site Mitigation Unit approval of soil excavation may be required. Further, if contaminated soils are encountered at any time during grading activities, the County requires the permittee to halt work until an oversight agency approval is received.

For projects that would be located on properties previously subject to approval or oversight the Industrial Waste Unit or under active cleanup with regulatory oversight, the County's Agency Referral Sheet and plan check process in coordination with the LACoFD/CUPA, would require the evaluation of all potential impacts related to the known contamination and would require preparation of a site investigation to the County for review and approval prior to the issuance of a permit. Any site investigations and remediation that may be required would be conducted to the satisfaction of the overseeing environmental agency(ies) in compliance with all applicable state and local regulations.

However, for projects that contain unknown contamination and are not under agency oversight, the County's plan check process would not require investigations or otherwise confirmation of lack of contamination. For properties occupied with industrial and/or commercial uses, unknown contamination may be present within soils and/or groundwater beneath currently developed properties. Given the age of some developed properties within the Project area, information about the details of historic property uses, potential leaks from historic underground storage tanks, soil contamination from spills or leaking pipelines, improper disposal of hazardous materials, and/or accidental spills, may not be able to be known for certain. Unknown contaminants from historical activities could pose a significant hazard through reasonably foreseeable accidents or upset conditions. These hazards could be from petroleum hydrocarbons (e.g., oil and gas), agricultural chemicals (e.g., pesticides, herbicides, insecticides), solvents, heavy metals (e.g., lead, arsenic, cadmium, chromium, mercury) and/or soil vapor from volatile organic compounds (VOCs) or other unknown contaminants, which could pose a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials.

Therefore, site investigations to identify potential areas of contamination are critical to ensuring that the County's permitting process is effective in avoiding hazards associated with upset or accident conditions. In order to reduce potential hazards associated with construction activities on properties with known or unknown contamination, Mitigation Measure (MM) MM-4.9-1, Environmental Site Assessment (ESA), is required. MM-4.9-1 whenever there is a suspected escape, spill or release of hazardous materials into the environment based on site-specific considerations, the County shall require project applicants to prepare a Phase I ESA and/or a Phase II Investigation to determine if contamination is present and or for the purpose of determining applicability of the hazardous waste control laws. A remedial action would be required whenever it is determined that there was an escape, spill or release of hazardous materials into the environment that may pose a significant threat to human health or the

environment. Any site remediation must be conducted to the satisfaction of the overseeing environmental agency(ies) in compliance with all applicable state and local regulations prior to the issuance of a grading or building permit.

Furthermore, as listed above in Section 4.9.2.3, Land Use Changes, Goals, and Policies, the South Bay Area Plan includes proposed goals and policies related to industrial uses that would be addressed with the implementation of future developments to help minimize negative impacts on the environment and proximate uses. These include Goals LU 5, LU 6, West Carson Goal 5, Policies LU 5.1, LU 5.3, LU 5.4, LU 6.1, LU 6.2, Del Aire Policies 1.4 and 1.5, and West Carson Policies 5.1, 5.2, and 5.3. The Project also includes proposed policies related to the restoration and conversion of degraded land (e.g., Policy COSE 2.4, West Carson Goal 6, and West Carson Policy 6.1).

While investigations into potential contamination and subsequent site remediation are common requirements for infill development and redevelopment of industrial properties, these measures do not ensure that all impacts from future projects would be mitigated to a level of less than significant. Future non-discretionary projects that would be implemented under the South Bay Area Plan would be subject to the federal, state and local regulations mentioned above; however, these non-discretionary projects would not necessarily be subject to CEQA review, additional environmental assessments, or mitigation measures. As such, even with implementation of existing regulations, applicable South Bay Area Plan goals and policies, and MM-4.9-1, potential impacts related to the creation of a significant hazard to the public or the environment due to hazards associated with contaminated sites would be significant and unavoidable because it is not possible to ensure the successful avoidance of all hazards associated with upset or accidental conditions where new development may occur.

Threshold 4.9-3 Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of sensitive land uses?

Less Than Significant Impact. Sensitive land uses are typically residences, schools, parks, and similar uses that are at risk of potential adverse health and safety impacts. The Project area, including the parcels identified for land use changes, are located within one-quarter mile of sensitive uses. Future development projects that would be implemented under the South Bay Area Plan are anticipated to result in the redevelopment of existing land uses, including residential, commercial, and mixed-use. The residential, commercial, and mixed-use development that is anticipated to be facilitated by the implementation of the South Bay Area Plan would not result in emissions or handling of acutely hazardous materials, substances, or hazardous wastes. Moreover, as discussed previously, long-term operations of future residential, commercial, and mixed-use development implemented under the South Bay Area Plan would be generally associated with typical household and commercial materials (e.g., paints, solvents, cleaning supplies, refrigerants, landscaping products, and petroleum products). The proposed land use changes would not expand or increase risks associated with hazardous materials.

Moreover, the Project would not result in new industrial uses on properties that are not already zoned for industrial, and no expansion of industrially-zoned land area would occur beyond the existing condition. The Project would not introduce industrial businesses into areas that were previously residential/commercial or other uses, and would therefore not expose new sensitive receptors to industrial uses.

Any new residential, commercial, and mixed-use operations in proximity to existing sensitive land uses would be required to comply with regulations related to the routine use, storage, and transport of hazardous materials described under Threshold 4.9-1. Further, the South Bay Area Plan includes Policy LU 5.4, which would prohibit industrial uses from using residential streets for truck access and parking, promoting safe transport routes for

haulers of hazardous industrial materials, substances, or waste. For the reasons discussed above, impacts would be less than significant.

Threshold 4.9-4 Would the project be located on a site which is included on a list of hazardous materials compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment?

Significant and Unavoidable Impact. Sixty-one (61) sites within the Project area are included on the Cortese List, which was compiled pursuant to Government Code Section 65962.5. The vast majority of these sites (56 of the 61 Cortese List sites; Table 4.9-2) have release cases that have been closed by the lead regulatory agency. The closed status indicates the sites have been investigated and, in some cases, remediated to the satisfaction of the regulatory agency for continued commercial/industrial use, or in some cases unrestricted land use. Five (5) of the 61 Cortese List sites within the Project area are open active investigation or remediation sites (Table 4.9-1). Potential future development of these sites or sites that would be listed under future conditions could occur under the implementation of the South Bay Area Plan.

Sites listed in Table 4.9-1 have open files with DTSC and RWQCB and could pose a significant hazards impact related to future development of a listed site. The sites identified in Table 4.9-2 have closed regulatory cleanup cases but may have remaining contamination that may pose a significant impact for the future development. In addition, sites are added to the contaminated site lists as defined in Government Code Section 65962.5 over time and the list must be referenced regularly to ensure the latest available information is obtained. Therefore, the sites identified in Tables 4.9-1 and 4.9-2 should not be considered the extent of potential impacts for future development.

As stated above, the Building & Safety's plan check process involves review of the SWIMS website; however, the plan check process does not include a review of other lists or websites, does not have a standardized list of contaminants to have soils tested for or a mechanism to require soils testing, nor does the plan check process identify underground gas lines (Robinson 2024). Therefore, there is potential for future development to encounter contamination associated with sites as defined in Government Code Section 65962.5. Contaminants from historical activities could pose a significant hazard through human exposure to petroleum hydrocarbons (e.g., oil and gas), agricultural chemicals (e.g., pesticides, herbicides, insecticides), solvents, heavy metals (e.g., lead, arsenic, cadmium, chromium, mercury) and/or soil vapor from volatile organic compounds (VOCs) or other contaminants, which could pose a significant hazard to the public or the environment.

As required under MM-4.9-1, whenever there is a suspected escape, spill or release of hazardous materials into the environment based on site-specific considerations, the County shall require project applicants to prepare a Phase I ESA and/or a Phase II Investigation to determine if contamination is present and or for the purpose of determining applicability of the hazardous waste control laws. A remedial action would be required whenever it is determined that there was an escape, spill or release of hazardous materials into the environment that may pose a significant threat to human health or the environment. Any site remediation must be conducted to the satisfaction of the overseeing environmental agency(ies) in compliance with all applicable state and local regulations prior to the issuance of a grading or building permit.

While investigations into potential contamination and subsequent site remediation are common requirements for infill development and redevelopment of industrial properties, these measures do not ensure that all impacts from future projects would be mitigated to a level of less than significant. Future non-discretionary projects that would

be implemented under the South Bay Area Plan would be subject to the federal, state and local regulations mentioned above; however, these non-discretionary projects would not necessarily be subject to CEQA review, additional environmental assessments, or mitigation measures. As such, even with implementation of existing regulations, applicable South Bay Area Plan goals and policies, and MM-4.9-1, potential impacts related to the creation of a significant hazard to the public or the environment due to hazards associated with contaminated sites would be significant and unavoidable because it is not possible to ensure the successful avoidance of all hazards associated with contamination where new development may occur.

Threshold 4.9-5 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 result in a safety hazard for people residing or working in the Project area?

Less Than Significant Impact. The Project area is located within two miles of the following public airports or public use airports: Torrance Municipal Airport, Hawthorne Municipal Airport, and Los Angeles International Airport (LAX). Each airport is considered under the Los Angeles County Airport Land Use Compatibility Plan, which outlines the Airport Influence Areas' boundaries including the airport property, runway protection zones, and noise contours. The parcels identified for the Project's proposed land use changes do not overlay with the Airport Influence Areas of the Torrance Municipal Airport or the Hawthorne Municipal Airport. Only parcels within the unincorporated community of Lennox are within the LAX Airport Influence Area (County of Los Angeles 2023d).

With certain exceptions, all developments located in an Airport Influence Area are subject to review by the Los Angeles County Airport Land Use Commission (ALUC) for compliance with noise and safety regulations, per Title 21 of the California Code of Regulations. State Law requires the creation of Airport Land Use Commissions (ALUCs) to coordinate planning for the areas surrounding public use airports. Section 2.2 of the Los Angeles County Airport Land Use Commission Review Procedures provides guidance for the ALUC regarding the review process for community land use plans and ordinances (ALUC 2004). The ALUC has prepared and adopted the Los Angeles County Airport Land Use Compatibility Plan. Los Angeles County and each city affected by the plan is required to make its general plan consistent with the Los Angeles County Airport Land Use Compatibility Plan (ALUCP).

The ALUCP regulates future development of new residential dwellings, commercial structures, and other noise- or risk-sensitive uses within the Airport Influence Area based on factors, including but not limited to noise, overflight, safety, and airspace protection (see more discussion in Section 4.11, Land Use and Planning, and Section 4.13, Noise). Height Restriction boundaries are based on Federal Aviation Regulations (FAR) Part 77 guidelines. In addition, Countywide policies, including policies for determining land use compatibility, apply to areas within 2 miles of an airport runway.

Aircraft noise contours that pertain to Lennox affect the compatibility of land uses that can reside within the exposure areas due to noise-sensitive land uses, such as residential and schools, that cannot be located within areas exposed to aircraft noise levels of Community Noise Equivalent Level (CNEL) 65 dB and greater. As such, future development projects on sites within the 65 dB CNEL boundaries would be required to be consistent with any applicable ALUC regulations, including building height.

The Project proposes General Plan land use changes and zone changes to parcels within the unincorporated community of Lennox, which would overlap the LAX Airport Influence Area. However, although the same airport influence area overlies a small area within Del Aire/Wiseburn, there are no proposed land use changes within the boundaries detailed in Figure 4.9-12, Airport Influence Areas.

The following parcels would be subject to proposed land use changes associated with the South Bay Area Plan:

- Proposed zoning to R-2 (Two-Family Residence) and R-3 (Limited Density Multiple Residence), located in the center of Lennox, just east of Inglewood Avenue and north of Lennox Boulevard,
- Proposed land use change to H9 (Residential), located north of 104th Street,
- Proposed land use changes to H18 (Residential) along Lennox Boulevard
- Proposed land use change to H18 (Residential), located on southwest corner of Lennox
- Proposed land use changes to H18 (Residential), generally located within the vicinity of Hawthorne Boulevard, east of South Grevillea Avenue, and west of Larch Avenue
- Proposed land use changes to H18 (Residential), located west of Prairie Avenue on the eastern edge of Lennox

The County's General Plan does not impose height restrictions for the H9 (Residential) and H18 (Residential) land use designation. However, the County Code restricts building height in R-2 and R-3 zones to not exceed 35 feet above grade. Per FAR Part 77 guidelines, as detailed in Section 4.9.1.1, Regulatory Setting, buildings constructed within the Airport Influence Areas shall not exceed 200 feet above the ground level. In addition, FAR Part 77 guidelines specify restrictions on construction at a 100 foot to 1 foot slope for a horizontal distance of 20,000 feet from the nearest point of the nearest runway. The Project's nearest changed parcel would be approximately 3,500 feet east of the nearest point of the nearest runway, which at the 100:1 foot slope, would limit buildings to a maximum of 35 feet. This is consistent with the County's maximum height restrictions for R-2 and R-3 zones. As such, the Project's proposed rezoning would not facilitate the future development of buildings above the height restrictions necessary for consistency with the ALUCP. Thus, requirements to confirm that future project-level developments are in compliance with the ALUCP and associated regulations would ensure the implementation of the proposed Project would not result in a safety hazard or be exposed to safety hazards related to the operation of an airport. Therefore, impacts would be less than significant, and no mitigation measures are required.

Threshold 4.9-6 Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. The emergency response plan for the Project area is the Operational Area Emergency Response Plan, which is prepared by Emergency Management Organization of Los Angeles County. The Operational Area Emergency Response Plan strengthens short- and long-term emergency response and recovery capability and identifies emergency procedures and emergency management routes in Los Angeles County. Implementation of the proposed Project is not anticipated to result in future development that would alter roadways or otherwise facilitate changes that would result in inadequate emergency access. It is possible that construction activities associated with future projects that may be developed under the South Bay Area Plan may result in the presence of construction equipment and materials adjacent to roadways could temporarily impede emergency access to and within the Project area. Many construction projects would be required to submit construction traffic management plans to the Los Angeles County Public Works Traffic and Lighting Division for review and approval. Further, future development would need to comply with all applicable building code requirements in the California Building Code, Fire Code, and County Code related to access and design requirements to allow for emergency services to access all structures. With compliance to any requirements deemed necessary for approval of the Traffic and Lighting Division, impacts to emergency access would be less than significant and no mitigation is required.

Threshold 4.9-7(i) Would the project expose people or structures to a significant risk of loss, injury, or death involving fires, because the project is located within a high fire hazard area with inadequate access?

Less Than Significant Impact. The Project area is urbanized, with very little remaining natural vegetation or other known wildland fire fuel sources. However, as shown in Figure 4.20-1, Fire Hazard Severity Zones, Westfield/Academy Hills is within a Very High Fire Hazard Severity Zone (VHFHSZ) and La Rambla is within 600 feet of the same VHFHSZ, which covers the central and western portions of the Pismo Verdes Peninsula (CAL FIRE 2023). As mentioned above, the proposed Project would not result in inadequate emergency access. Moreover, LACoFD provides fire, safety, and emergency medical services to the Project area. As described in Section 4.20, Wildfire, of this Draft PEIR, there are five existing LACoFD fire stations located near the communities of Westfield/Academy Hills and La Rambla. The locations of the existing LACoFD fire stations indicate that emergency services are available within Project areas located within or near a VHFHSZ. In addition, the General Plan Safety Element identifies possible evacuation routes in the vicinity of La Rambla, including South Weymouth Avenue and West 1st Street.

As the Project area is urbanized and built out, Project facilitated development and/or redevelopment would consist entirely of infill projects in urban or suburban areas with established streets and infrastructure, which would not be likely to require any substantive reconfigurations, changes, or additions to the street system that could impair or otherwise affect access. Due to compliance with required regulations (including applicable provision of the California Fire Code), continued implementation of emergency response programs to support the goals and policies set forth in the General Plan, and the general location and nature of Project facilitated development (which would consist of infill development in areas with established roadway infrastructure and within existing LACoFD service areas), the proposed Project would not expose people or structures to a significant risk of loss, injury, or death because the Project would maintain adequate emergency access and is not located in an area of high fire hazards. Therefore, the proposed Project would result in a less than significant impact. Refer to Section 4.20, Wildfire, for further discussion on wildfire hazards in the Project area.

Threshold 4.9-7(ii) Would the project expose people or structures to a significant risk of loss, injury, or death involving fires, because the project is located within an area with inadequate water and pressure to meet fire flow standards?

Less Than Significant Impact. As mentioned in Threshold 4.9-7(i) above, portions of the Project area are located in or near a high fire hazard area. Implementation of the proposed Project would rely on existing water services to meet water and pressure fire flow standards throughout the Project area. As discussed in Section 4.19, Utilities and Service Systems, water supplies for the Project would be sourced from purchased Metropolitan Water District (MWD) imported water. In the Project area, MWD provides water to the West Basin Municipal Water District (WBMWD) and Los Angeles Department of Water and Power (LADWP). The WBMWD in turn wholesales potable water to six of the seven Project area communities. WBMWD does not serve potable water to the La Rambla community. WBMWD is the wholesaler for two retail water purveyors within the Project area, including the California Water Service Company (Cal Water) and Golden State Water Company. The community of La Rambla is served by the LADWP with primary sources of water from the Los Angeles Aqueducts, local groundwater, and MWD. Based on Urban Water Management Plans (UWMPs) completed by the retail water purveyors in the Project area, adequate water supplies are available to serve the anticipated Project related increases in population, during normal, single dry, and multiple dry year scenarios. These supplies would provide fire flows in accordance with mandatory standards set forth in the County Fire Code. Regarding local water conveyance systems and segments that may be required to carry additional water/pressure resulting from increases in density and intensification of Project land

uses, the County Department of Public Works reviews project-level plans to identify and confirm compliance with all Fire Code requirements related to fire flows and pressures, and that any system deficiencies during individual plan check reviews would be addressed prior to building permit issuance. Thus, the proposed Project would result in a less than significant impact related to the adequacy of water and pressure to meet fire flow requirements. Refer to Section 4.15, Public Services, for further discussion on fire protection services to the Project area and Section 4.20, Wildfire, for further discussion on impacts related to wildfire.

Threshold 4.9-7(iii) Would the project expose people or structures to a significant risk of loss, injury, or death involving fires, because the project is located within proximity to land uses that have the potential for dangerous fire hazard?

Less Than Significant Impact. Land uses that may pose a dangerous potential for fire hazards may include wildland open space areas subject to wildfire hazards or facilities that handle large amounts of reactive/explosive materials, such as fertilizer plants or refineries. As mentioned in Threshold 4.9-7(i) above, portions of the Project area are located in or near a high fire hazard area. Refer to Section 4.20, Wildfire, for further discussion on wildfire hazards in the Project area.

The Project area contains typical urban and suburban land uses and does not contain land uses that pose a significant risk of fire hazard. Further, all land uses must be constructed and maintained in compliance with applicable state and local regulations and building code requirements, as well as County Fire Code requirements related to building design and hazardous materials storage and handling. Implementation of the South Bay Area Plan would not exacerbate or otherwise alter the existing conditions in the Project area that relate to fire hazards. LACoFD is the designated CUPA and is responsible for implementing at the local level the Unified Program, which serves to coordinate the administrative requirements, permits, inspections, and enforcement activities related to hazardous materials and waste management. Compliance with applicable regulations and permit requirements would ensure that future development under the South Bay Area Plan would not expose people or structures to a significant risk of loss, injury, or death involving fires due to proximity to dangerous fire hazards. Therefore, the Project would result in a less than significant impact.

Threshold 4.9-8 Does the proposed use constitute a potentially dangerous fire hazard?

Less Than Significant Impact. The development of residential, mixed-use, and commercial would not pose significant fire hazards. All land use changes associated with the South Bay Area Plan would facilitate uses that are typical for urban and suburban areas and are not associated with substantial hazards from fire. All future projects would need to be constructed in compliance with applicable state and local regulations and building code requirements, as well as County Fire Code requirements related to building design. Businesses that handle regulated substances, such as toxic or flammable chemicals, in quantities that exceed established thresholds are required to prepare and submit a Risk Management Plan to the CUPA in accordance with CalARP. The overall purpose of CalARP is to prevent accidental releases of regulated substances and reduce the severity of releases that may occur. The CalARP program requires businesses to have planning activities that are intended to minimize the possibility of an accidental release by encouraging engineering and administrative controls. LACoFD is the designated CUPA and is responsible for implementing at the local level the Unified Program, which serves to coordinate the administrative requirements, permits, inspections, and enforcement activities related to hazardous materials and waste management. Compliance with applicable regulations and permit requirements would ensure that future development under the South Bay Area Plan would not constitute a dangerous fire hazard. Therefore, the Project would result in less than significant impacts.

4.9.2.5 Cumulative Impact Analysis

Where a lead agency concludes that the cumulative effects of a project, as defined by CEQA, taken together with the impacts of other closely related past, present, and reasonably foreseeable future projects are significant, the lead agency then must determine whether the project's incremental contribution to such significant cumulative impact is "cumulatively considerable" (and thus significant in and of itself). The cumulative study area used to assess potential cumulative impacts related to hazards and hazardous materials includes the entirety of Los Angeles County and considers the future buildout of applicable local and regional plans. The full list of related plans applicable to the Project's cumulative analyses is provided in Section 2.5, Cumulative Impact Analysis, in Chapter 2, Environmental Setting of this Draft PEIR.

Threshold 4.9-1. The Office of Environmental Health Hazard Assessment has developed the CalEnviroScreen tool to assist with the evaluation of cumulative impacts related to environmental hazards, including release of hazardous material or waste into the environment through the routine transport, use, or disposal of hazardous materials. The CalEnviroScreen tool does this by combining the multiple stressors that a community is exposed into a combined score. These stressors include exposure to ozone, particulate matter, toxic releases, traffic, pesticides, drinking water contaminants, and lead in housing. The tool also considers environmental effects from cleanup sites, groundwater threats, hazardous waste, impaired waters, and solid waste, as well as sensitive populations and socioeconomic factors within the community. The CalEnviroScreen scores for each of the South Bay Area Plan communities ranged from 0 to 100, which covers the entire score range (OEHHA 2023). The majority of the communities (Alondra Park/El Camino Village, Del Aire/Wiseburn, Hawthorne Island, Lennox, and West Carson) had scores at the high end of the range (80 to 100). This indicates that these communities are already subject to a high environmental burden associated with pollution and other hazardous conditions. Through unchecked transport, use, or disposal of hazardous materials, future development projects implemented under the South Bay Area Plan could potentially contribute to this existing burden, leading to potentially-cumulatively considerable impacts. However, compliance with applicable federal, state, and local regulations would protect residents, workers, and the environment from significant hazards associated with hazardous materials. Thus, as discussed in further detail below, the Project's incremental effects would not be cumulatively considerable.

Impacts related to the creation of a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials are generally site-specific. Future concurrent construction activities under the South Bay Area Plan would necessitate the temporary transport, storage, and use of hazardous substances like fuel, lubricants, paint, solvents, and maintenance materials. Compliance with federal, local, and state regulations, including the Hazardous Materials Transportation Act and HSC Section 25163, among others, would be mandatory to ensure safety. Despite the potential risks associated with these hazardous materials, the application of strict regulations ensures that the materials' transport, use, and disposal won't pose a significant threat to the public or the environment. Consequently, the Project's incremental effects would not be cumulatively considerable, and no cumulatively significant construction impact would occur.

Long-term operations of future land uses under the South Bay Area Plan would involve the routine transport, use, and disposal of household and commercial hazardous materials, but the Project would not involve the creation of new industrial uses that could create new hazards. The Project would not introduce new industrial uses not already zoned or expand industrially-zoned land area beyond the existing condition. Thus, the use of residential and commercial-grade hazardous materials from the Project would be addressed through regulatory compliance and proposed South Bay Area Plan policies would not result in significant hazard to the public or environment. As such,

the Project's incremental effects regarding the routine transport, use, and disposal of hazardous materials would not be cumulatively considerable, and no cumulatively significant impacts would occur.

Threshold 4.9-2. As discussed above under cumulative Threshold 4.9.1, much of the Project area is already subject to a high environmental burden associated with pollution and other hazardous conditions associated with reasonably foreseeable accident or upset conditions. Thus, although impacts related to potential upset and accident conditions involving the release of hazardous materials or waste into the environment are generally site-specific, given the existing conditions, there is a potential for the Project's incremental effects to be cumulatively considerable.

Compliance with the County's permitting process and other applicable federal, state, and local regulations would protect existing future residents and workers, as well as the environment, within the Project area from exposure to significant hazards associated with known contamination conditions (e.g. properties near oil wells, landfills, or properties under regulatory agency oversight). None the less, even with site investigations that may be required for select projects, unknown contamination may be present within soils and/or groundwater beneath currently developed properties, including properties in the vicinity of a contaminated property or hazardous pipeline. Because redevelopment of industrial and commercial properties is expected to occur in the South Bay Planning Area, the potential for encountering unknown soil contamination and/or soil vapor conditions during construction activities may occur and could result in significant hazards to the public or the environment due to accidental or upset conditions. As described above, although implementation of MM-4.9-1 would reduce impacts, not all development projects would be subject to this requirement and the Project's incremental contribution to significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials or waste into the environment would be cumulatively considerable.

Threshold 4.9-3. Regarding impacts related to hazardous emissions or handling of hazardous or acutely hazardous materials, substance, or waste within one-quarter mile of sensitive land uses, implementation of the Project would result in additional development throughout the Project area, including within one-quarter mile of sensitive land uses. As discussed above, the CalEnviroScreen scores for each of the Project area communities are in the highest score range, indicating that the Project area is already subject to a high pollution burden related to hazardous emissions and/or acutely hazardous materials, sources, and waste. Hazardous emissions sites within the Project area and at other projects outside of the Project area and within the unincorporated County would each be required to comply with existing federal, state, and County regulations. Further, the Project would not involve the construction of new industrial uses that could increase the potential for emissions of hazardous materials or substances. Compliance with existing regulations would reduce impacts in the Project area and unincorporated County to a less than significant level, and thus, impacts related to hazardous emissions or handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of sensitive land uses would not be cumulatively considerable.

Threshold 4.9-4. Impacts related to projects being located on a site which is included on a list of hazardous materials compiled pursuant to Government Code Section 65962.5 are generally site-specific. As discussed above, cumulative development projects would be required to comply with applicable local, state and federal regulations regarding contamination, which would reduce individual effects. However, the Public Works' Building & Safety plan check process would not identify properties that may be listed in accordance with Government Code Section 65962.5 within the Project area. Therefore, future development under the South Bay Area Plan would contribute to cumulative development within the South Bay Planning Area on properties compiled pursuant to Government Code Section 65962.5. Further, the CalEnviroScreen scores for each of the Project area communities indicate that the Project area is already subject to a high pollution burden related to hazardous emissions and/or acutely hazardous

materials, sources, and waste. As described above, although implementation of MM-4.9-1 would reduce impacts, not all development projects would be subject to this requirement and the Project's incremental contribution to significant hazards to the public or the environment through development of sites on a list of hazardous materials compiled pursuant to Government Code Section 65962.5 would be cumulatively considerable.

Threshold 4.9-5. Impacts related to potential safety hazards to residents or workers created as a result of projects being located within two miles of a public airport or public use airport, or within an airport land use plan, are generally site specific. Cumulative development projects in the Project area and throughout the unincorporated County area must follow Federal FAA Regulation 14 CFR 77.9, which requires filing with FAA for proposed structures based on several factors such as distance from runways and structure height. The Project proposes land use changes located within the LAX Airport Influence Area and is thus subject to the development conditions of the Los Angeles County Airport Land Use Plan and the ALUC, which would restrict the height of future development (ALUC 2023). Because the Project (without mitigation) would have a less than significant impact to safety hazards created as a result of projects located within two miles of an airport or within an airport land use plan and all development in the cumulative study area (i.e. the unincorporated County) would be similarly subject to existing FAA and County regulations, the Project's impacts related to safety hazards resulting from airport-project-adjacency would not be cumulatively considerable.

Threshold 4.9-6. The emergency response plan for the Project area and the cumulative study area is the County's Operational Area Emergency Response Plan. Any future development in the unincorporated County would be included within the Operational Area Emergency Response Plan area, and would be required to comply with applicable federal, state and local regulations related to emergency response, such as emergency evacuations and adhering to fire/sheriff mandates for evacuations, in support of the response plan. Required compliance with applicable regulations throughout the unincorporated County would help ensure cumulative project impacts related to emergency response in the County's unincorporated areas would be less than significant. Although the Project would increase the service population within the unincorporated County, as discussed in Section 4.15, Public Services, of this Draft PEIR, the Project's cumulative impacts to emergency services would be less than significant, which suggests that the County has adequate resources to respond to County-wide emergencies, if a regional disaster were to occur, necessitating emergency response actions outlined in an adopted emergency response or evacuation plan. All new development must adhere to the County's Building Code and Fire Code requirements for access and design features that can accommodate emergency response. Project-level compliance with applicable federal/state/local regulations and continued implementation of General Plan goals and policies (including Goal S 7 and Policies S 7.1 through 7.9 of the revised Safety Element, as listed in Section 4.9.1.1, above) would ensure the risk of impaired implementation or physical interference with an adopted emergency response plan or emergency evacuation plan would be less than significant, and Project impacts would not be cumulatively considerable.

Threshold 4.9-7i. The Project area is in a developed, urban and suburban area. However, portions of the Project area are located in or near a high fire hazard area. Project facilitated development and/or redevelopment would consist entirely of infill projects in urban or suburban areas with established streets and infrastructure, which would not be likely to require any substantive reconfigurations, changes, or additions to the street system that could impair or otherwise affect access. Due to compliance with required regulations (i.e., California Fire Code), the Project and related project would not expose people or structures to a significant risk of loss, injury, or death involving fires due to inadequate access within a high fire hazard severity area and would not contribute to an existing cumulative impact. Therefore, Project impacts related to exposure people or structures to a significant risk of loss, injury, or death involving fires, within a high fire hazard area with inadequate access would not be cumulatively considerable.

Threshold 4.9-7ii. Regarding exposure of people or structures to a significant risk of loss, injury, or death involving fires, due to location within an area with inadequate water and pressure to meet fire flow standards, the Project area is located in a developed, urban and suburban area. Although portions of the Project area are located within a VHFHSZ, implementation of the proposed Project would rely on existing water services to meet water and pressure fire flow standards throughout the Project area. Moreover, changes in land use would comply with the California Building Code to meet fire safety requirements and infrastructure demands to accommodate for fire flows.

Further, as discussed in Section 4.19, Utilities and Service Systems, water supplies for the Project would be sourced from purchased MWD imported water, groundwater from the West Coast groundwater basins, and recycled water. Based on 2020 UWMPs completed by the retail water purveyors in the Project area, adequate water supplies are available to serve the anticipated Project related increases in population, during normal, single dry, and multiple dry year scenarios. In addition, because groundwater withdrawals from the West Coast groundwater basins are limited based on an adjudication process, compliance with the judgment that set pumping rights would eliminate the potential for the water agencies that will serve anticipated Project-related growth to substantially impact the groundwater aquifers. As a result, the water suppliers for the Planning Area and County as a whole would have sufficient water supplies available to serve the Project. Therefore, and for the reasons discussed above, Project impacts related to exposure of people or structures to a significant risk of loss, injury, or death involving inadequate water and pressure would not be cumulatively considerable.

Threshold 4.9-7iii. Land uses that may pose a dangerous potential for fire hazards may include wildland open space areas subject to wildfire hazards or facilities that handle large amounts of reactive/explosive materials, such as fertilizer plants or refineries. As mentioned above, portions of the Project area are located in or near a VHFHSZ. However, the Project area contains typical urban and suburban land uses and does not contain land uses that pose a significant risk of fire hazard. Further, future development in proximity to land uses that have the potential for dangerous fire hazards requires site-specific consideration. For instance, development in areas of the County that are not near the Project area would not be affected by, and would not affect, development associated with the South Bay Area Plan due to distance. Further, all land uses in the County must be constructed and maintained in compliance with applicable state and local regulations and building code requirements, as well as County Fire Code requirements related to building design and hazardous materials storage and handling. Implementation of the South Bay Area Plan would not exacerbate or otherwise alter the existing conditions in the Planning Area that relate to fire hazards. LACoFD is the designated CUPA and is responsible for implementing at the local level the Unified Program, which serves to coordinate the administrative requirements, permits, inspections, and enforcement activities related to hazardous materials and waste management. Compliance with applicable regulations and permit requirements would ensure that future development under the South Bay Area Plan as well as cumulative development would not expose people or structures to a significant risk of loss, injury, or death involving fires due to proximity to dangerous fire hazards and impacts would not be cumulatively considerable.

Threshold 4.9-8. The development of residential, mixed-use, and commercial would not pose significant fire hazards. All land use changes associated with the South Bay Area Plan would facilitate uses that are typical for urban and suburban areas and are not associated with substantial hazards from fire. All future projects would need to be constructed in compliance with applicable state and local regulations and building code requirements, as well as County Fire Code requirements related to building design. LACoFD is the designated CUPA and is responsible for implementing at the local level the Unified Program, which serves to coordinate the administrative requirements, permits, inspections, and enforcement activities related to hazardous materials and waste management. Compliance with applicable regulations and permit requirements would ensure that future development under the South Bay Area Plan and cumulative projects would not constitute a dangerous fire hazard or be cumulatively

considerable. Therefore, Project impacts related to uses that would constitute a potentially dangerous fire hazard would not be cumulatively considerable.

4.9.2.6 Mitigation Measures

MM-4.9-1 Environmental Site Assessment (ESA). During subsequent project-level environmental review, the County shall consider all relevant information available for the property (e.g., applicable database search, site visit, past and present land uses on the property, and/or existing site investigations) to determine potential project impacts related to hazards. If review of relevant information, including past and present land use on the property, identifies potential impacts related to hazards, the County shall require project applicants to retain a qualified hazardous materials specialist to prepare a Phase I Environmental Site Assessment (ESA) in accordance with American Society for Testing Materials (ASTM) Standard E-1527-21. Any and all recognized environmental conditions (RECs) identified in the Phase I ESA shall be investigated through completion of a Phase II ESA in accordance with ASTM Standard 1903-19. The Phase II ESA shall compare sampling results to regulatory screening levels for applicable contaminants. If concentrations exceed current screening levels, the Applicant shall consult with the applicable environmental agency(ies) (e.g., CalEPA, DTSC, RWQCB, County Fire Department) to determine any requirements for additional investigations and/or restrictions on site development based on the Applicant's development proposal.

If remediation activities are required, all remediation shall be conducted to the satisfaction of the overseeing environmental agency(ies) in compliance with all applicable state and local regulations. Prior to the issuance of a grading or building permit, the Applicant shall provide the County Department of Public Works, Building and Safety and County Planning with written documentation from the overseeing environmental agency that states the proposed site development is safe and would not significantly impact the health and safety of construction workers, adjacent sensitive receptors, or future occupants on the site.

4.9.2.7 Significance Conclusion

Threshold 4.9-1 The Project would have **less than significant** impacts related to creation of a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials and would not be cumulatively considerable.

Threshold 4.9-2. Even with implementation of MM-4.9-1, the Project would have **significant unavoidable** impacts related to creation of a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials or waste into the environment.

Threshold 4.9-3 The Project would have **less than significant** impacts related to emitting hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of sensitive land uses and would not be cumulatively considerable.

Threshold 4.9-4 Even with implementation of MM-4.9-1, the Project would have **significant unavoidable** impacts related to creation of a significant hazard to the public or the environment as a

result of being located on sites included on a list of sites with hazardous materials compiled pursuant to Government Code Section 65962.5.

- Threshold 4.9-5** The Project would have **less than significant** impacts related to locations 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, which would result in a safety hazard for people residing or working in the Project area and would not be cumulatively considerable.
- Threshold 4.9-6** The Project would have **less than significant** impacts related to impaired implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan and would not be cumulatively considerable.
- Threshold 4.9-7i** The Project would have **less than significant** impacts related to exposure of people or structures to a significant risk of loss, injury, or death involving fires due to location within a high fire hazard area with inadequate access and would not be cumulatively considerable.
- Threshold 4.9-7ii** The Project would have **less than significant** impacts related to exposure of people or structures to a significant risk of loss, injury, or death involving fires, because the project is located within an area with inadequate water and pressure to meet fire flow standards and would not be cumulatively considerable.
- Threshold 4.9-7iii** The Project would have **less than significant** impacts related to exposure of people or structures to a significant risk of loss, injury, or death involving fires, because the project is located within proximity to land uses that have the potential for dangerous fire hazard and would not be cumulatively considerable.
- Threshold 4.9-8** The Project would have **less than significant** impacts related to a proposed use constituting a potentially dangerous fire hazard and would not be cumulatively considerable.
- Cumulative** The Project would have **significant and unavoidable** impacts related to hazards and hazardous materials.

4.9.3 References

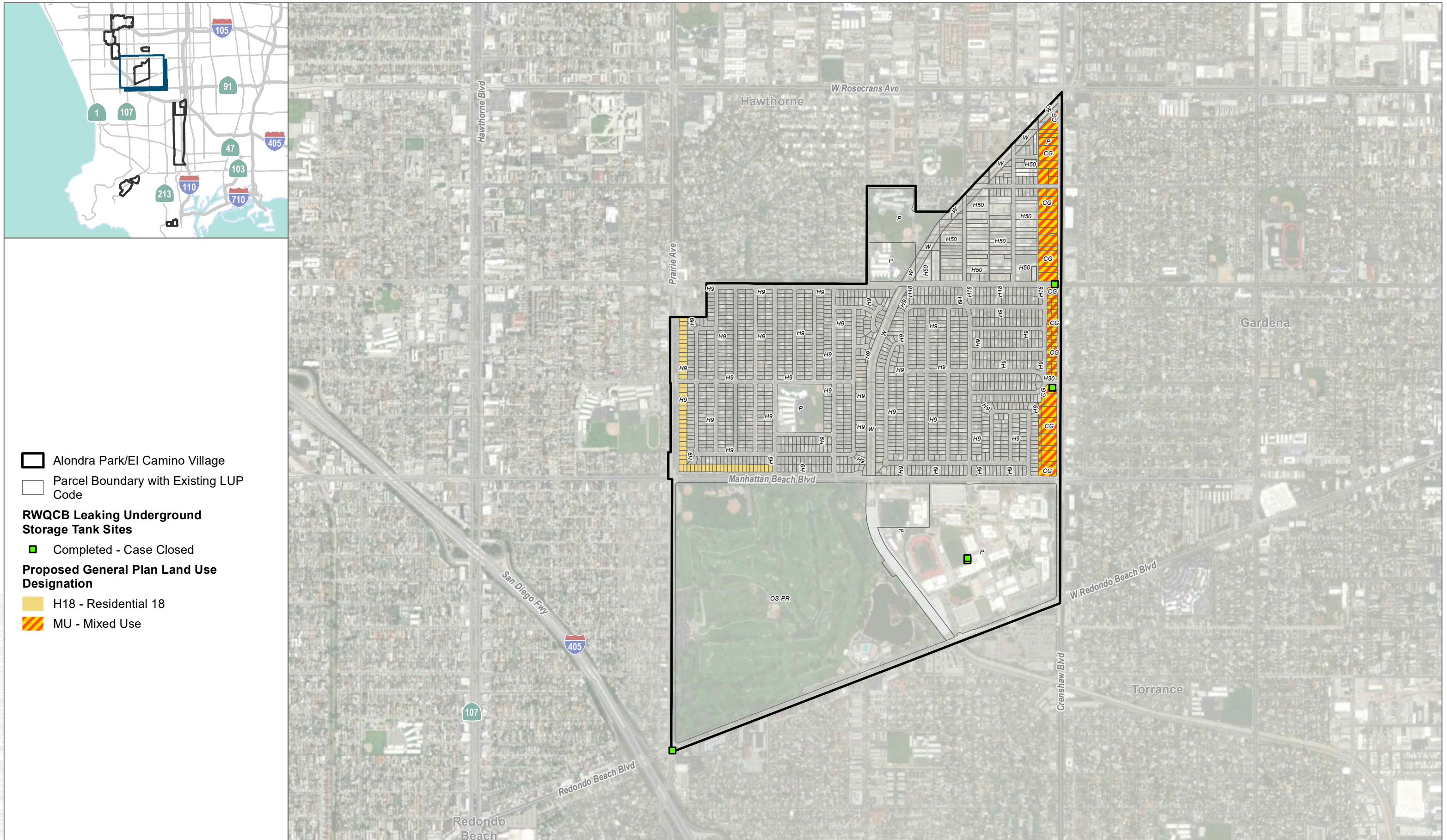
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- Alondra Park/El Camino Village
- Parcel Boundary with Existing LUP Code
- RWQCB Leaking Underground Storage Tank Sites**
- Completed - Case Closed
- Proposed General Plan Land Use Designation**
- H18 - Residential 18
- MU - Mixed Use

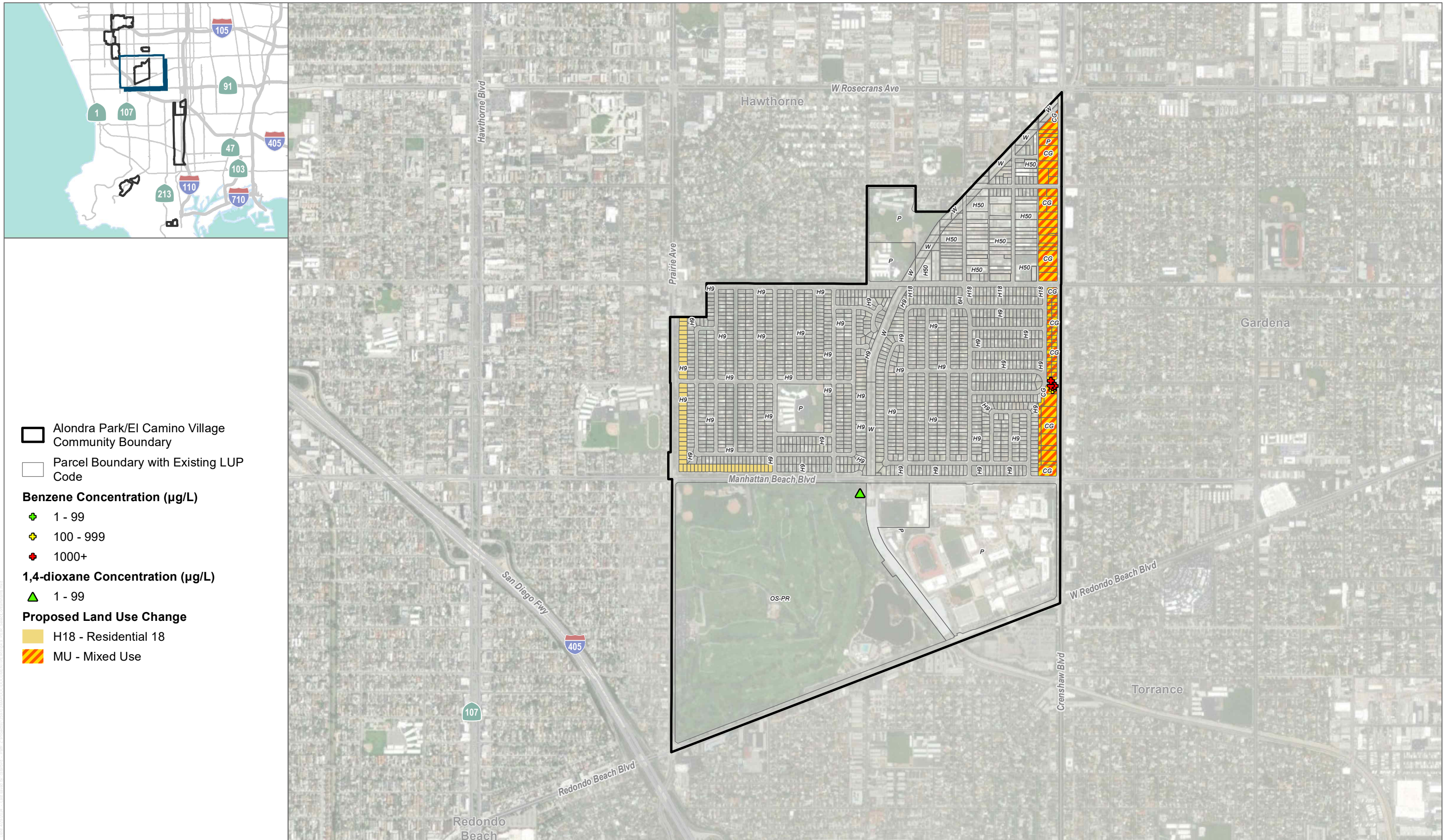
SOURCE: FEMA; Open Street Map 2019; LA County 2021



FIGURE 4.9-1

Cortese List Sites – Alondra Park/El Camino Village
 Los Angeles County South Bay Area Plan Project Historic Context Statement

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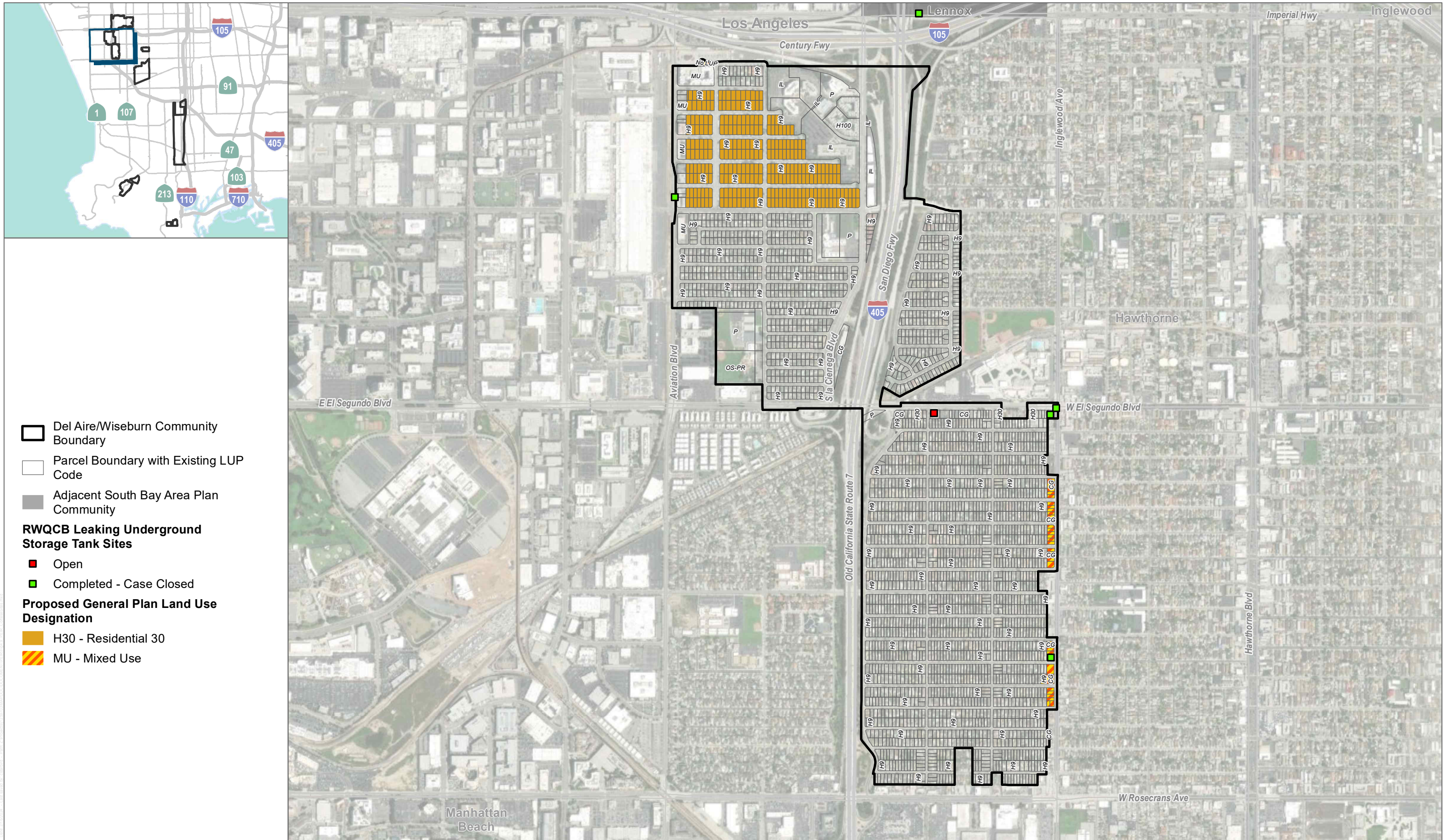
- Alondra Park/El Camino Village Community Boundary
- Parcel Boundary with Existing LUP Code
- Benzene Concentration ($\mu\text{g/L}$)**
 - 1 - 99
 - 100 - 999
 - 1000+
- 1,4-dioxane Concentration ($\mu\text{g/L}$)**
 - 1 - 99
- Proposed Land Use Change**
 - H18 - Residential 18
 - MU - Mixed Use

SOURCE: FEMA; Open Street Map 2019; LA County 2021



FIGURE 4.9-2
 Select Contaminants in Groundwater in the Past 10 Years – Alondra Park/El Camino Village
 Los Angeles County South Bay Area Plan Project Historic Context Statement

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SOURCE: FEMA; Open Street Map 2019; LA County 2021



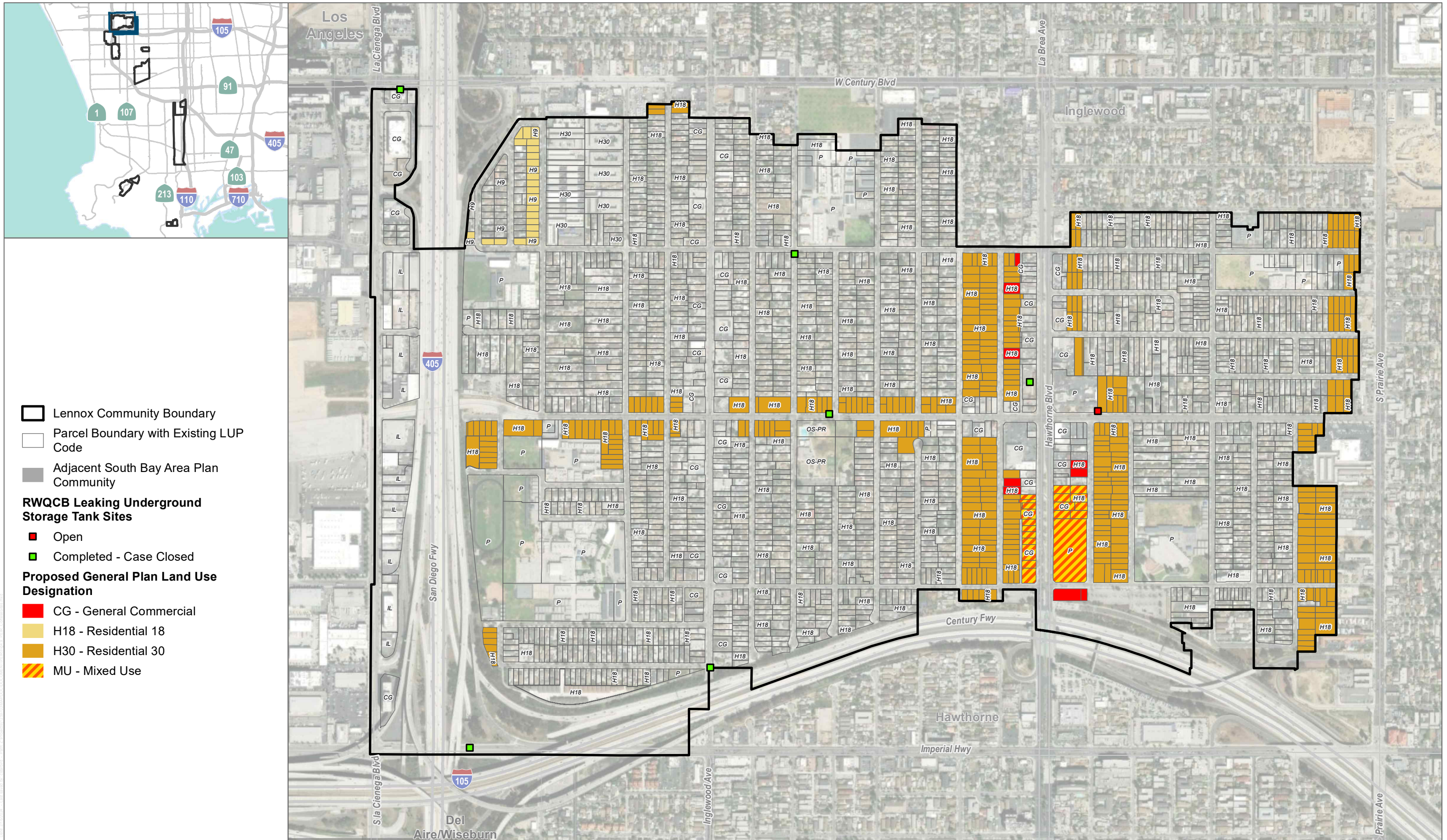
FIGURE 4.9-3

Cortese List Sites – Del Aire/Wiseburn

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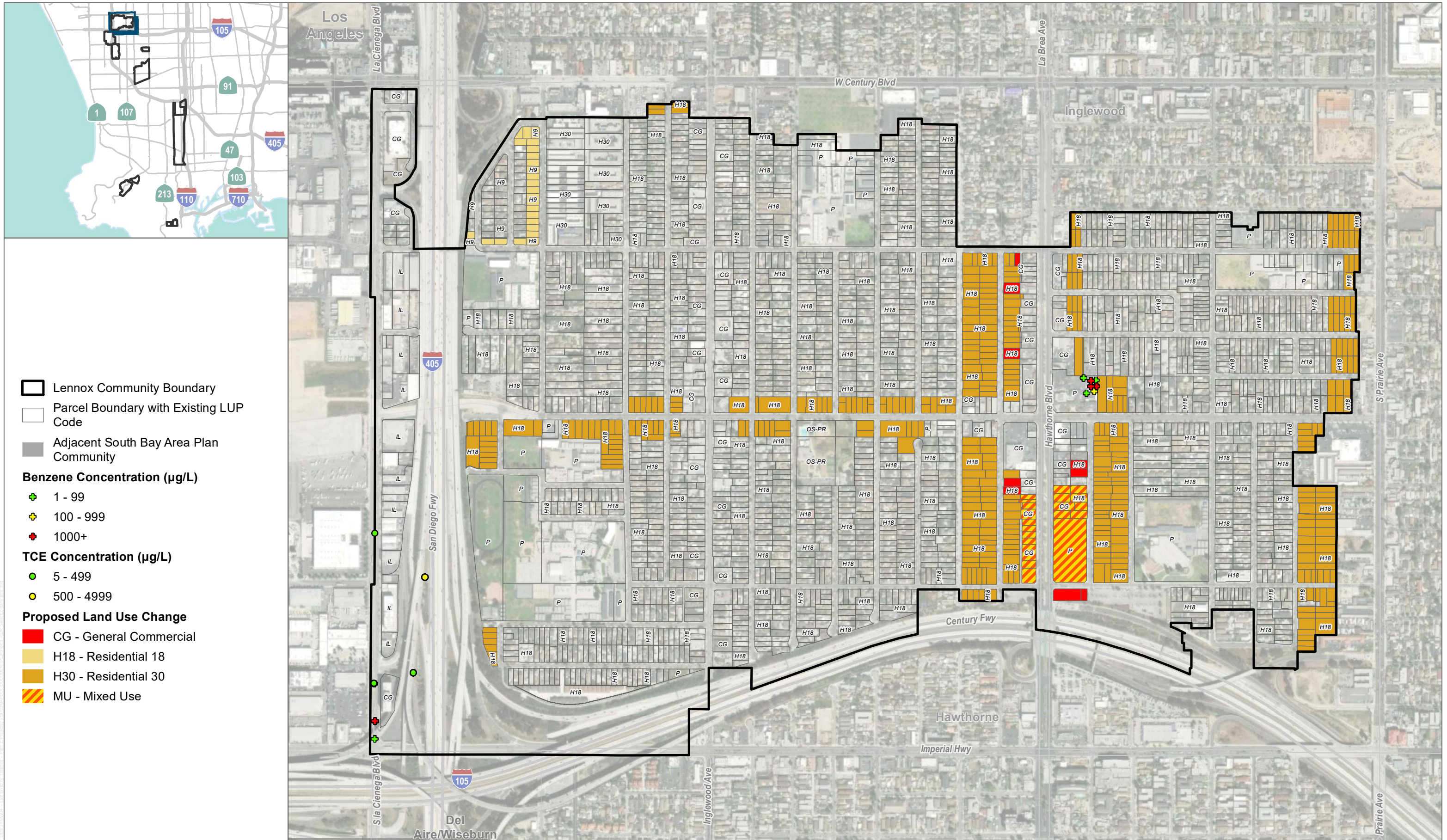
SOURCE: FEMA; Open Street Map 2019; LA County 2021



FIGURE 4.9-6

Cortese List Sites – Lennox

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SOURCE: FEMA; Open Street Map 2019; LA County 2021

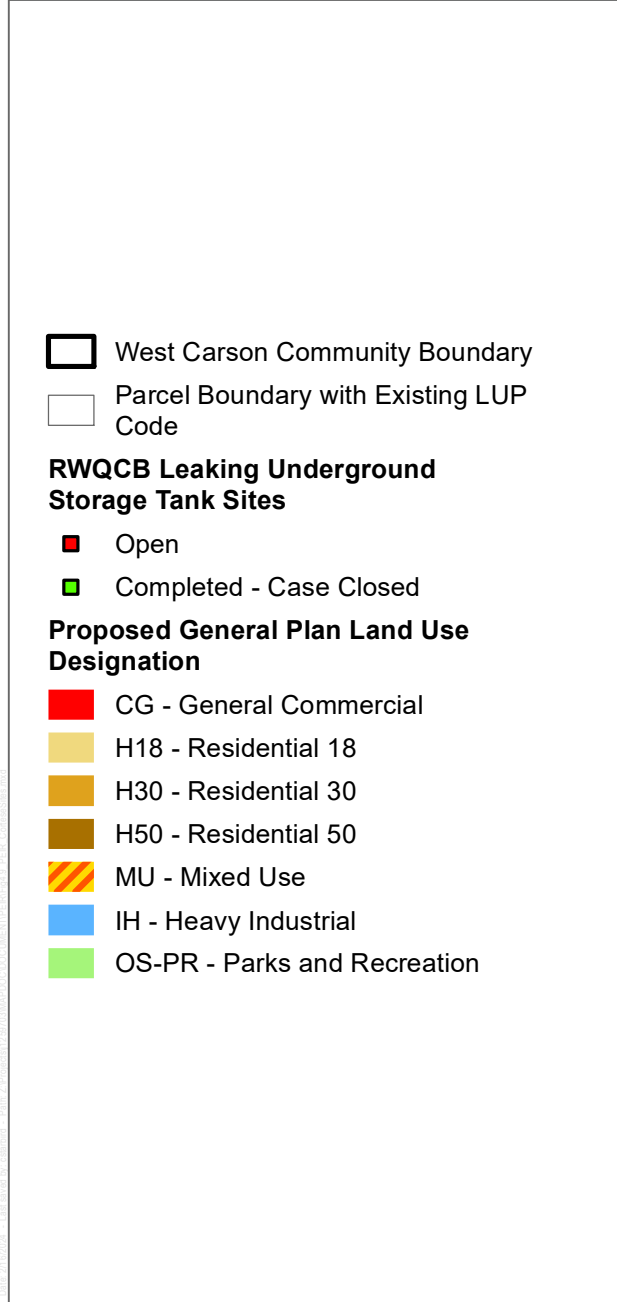
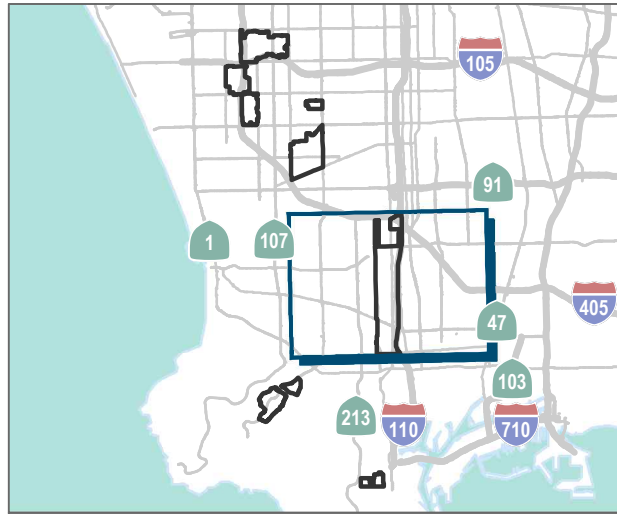


FIGURE 4.9-7

Select Contaminants in Groundwater in the Past 10 Years – Lennox

Los Angeles County South Bay Area Plan Project Historic Context Statement

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West Carson Community Boundary

Parcel Boundary with Existing LUP Code

RWQCB Leaking Underground Storage Tank Sites

- Open
- Completed - Case Closed

Proposed General Plan Land Use Designation

- CG - General Commercial
- H18 - Residential 18
- H30 - Residential 30
- H50 - Residential 50
- MU - Mixed Use
- IH - Heavy Industrial
- OS-PR - Parks and Recreation

SOURCE: FEMA; Open Street Map 2019; LA County 2021



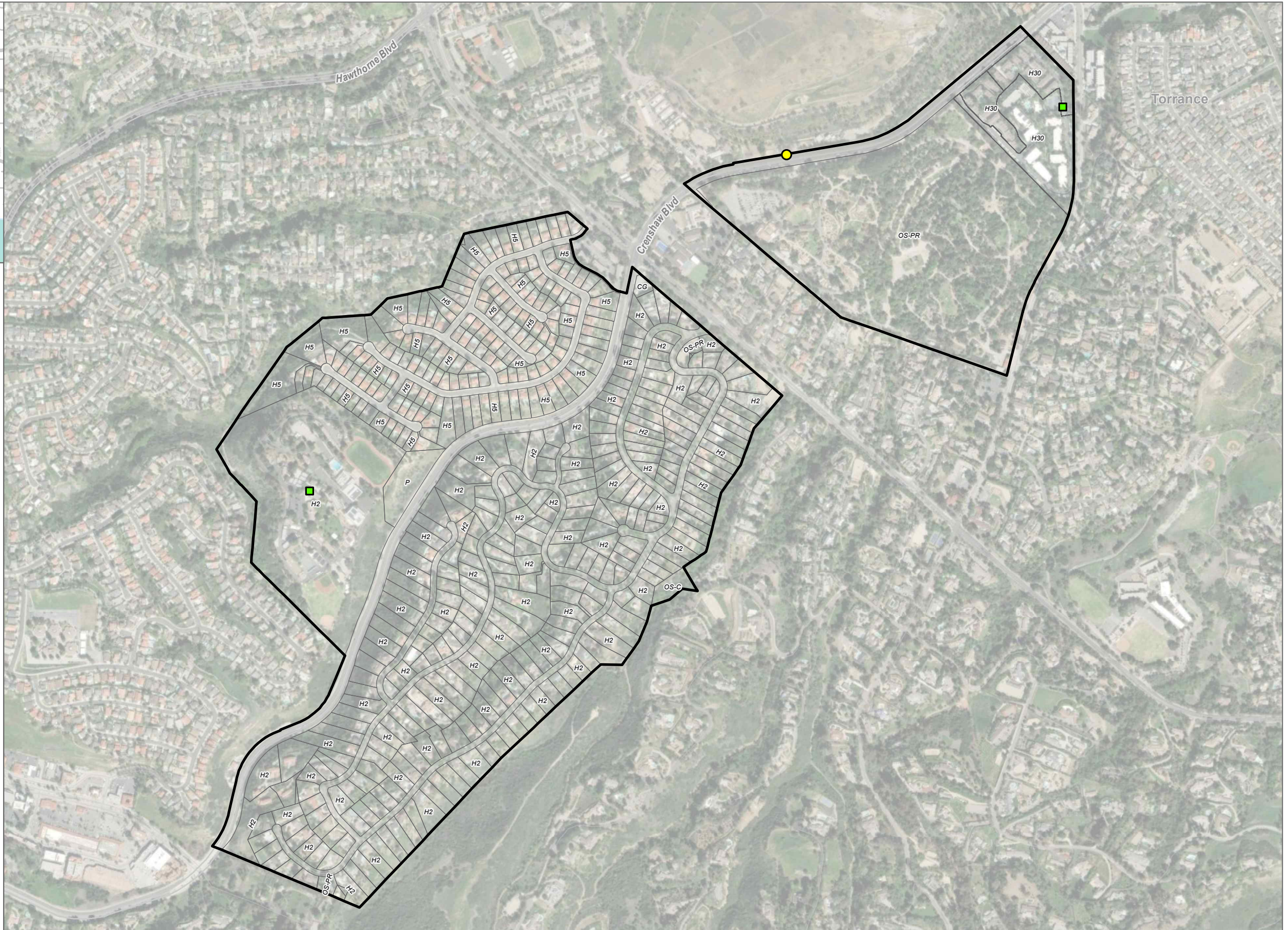
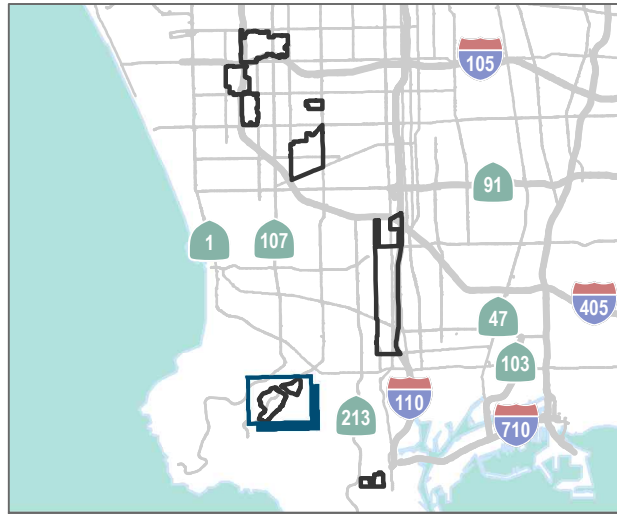
FIGURE 4.9-8

Cortese List Sites – West Carson

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Westfield/Academy Hills Community Boundary

Parcel Boundary with Existing LUP Code

DTSC Hazardous Waste and Substances Sites

● Certified / Operation & Maintenance – Land Use Restrictions

RWQCB Leaking Underground Storage Tank Sites

■ Completed - Case Closed

Note: No changes to land use policy are proposed in this community.

SOURCE: FEMA; Open Street Map 2019; LA County 2021

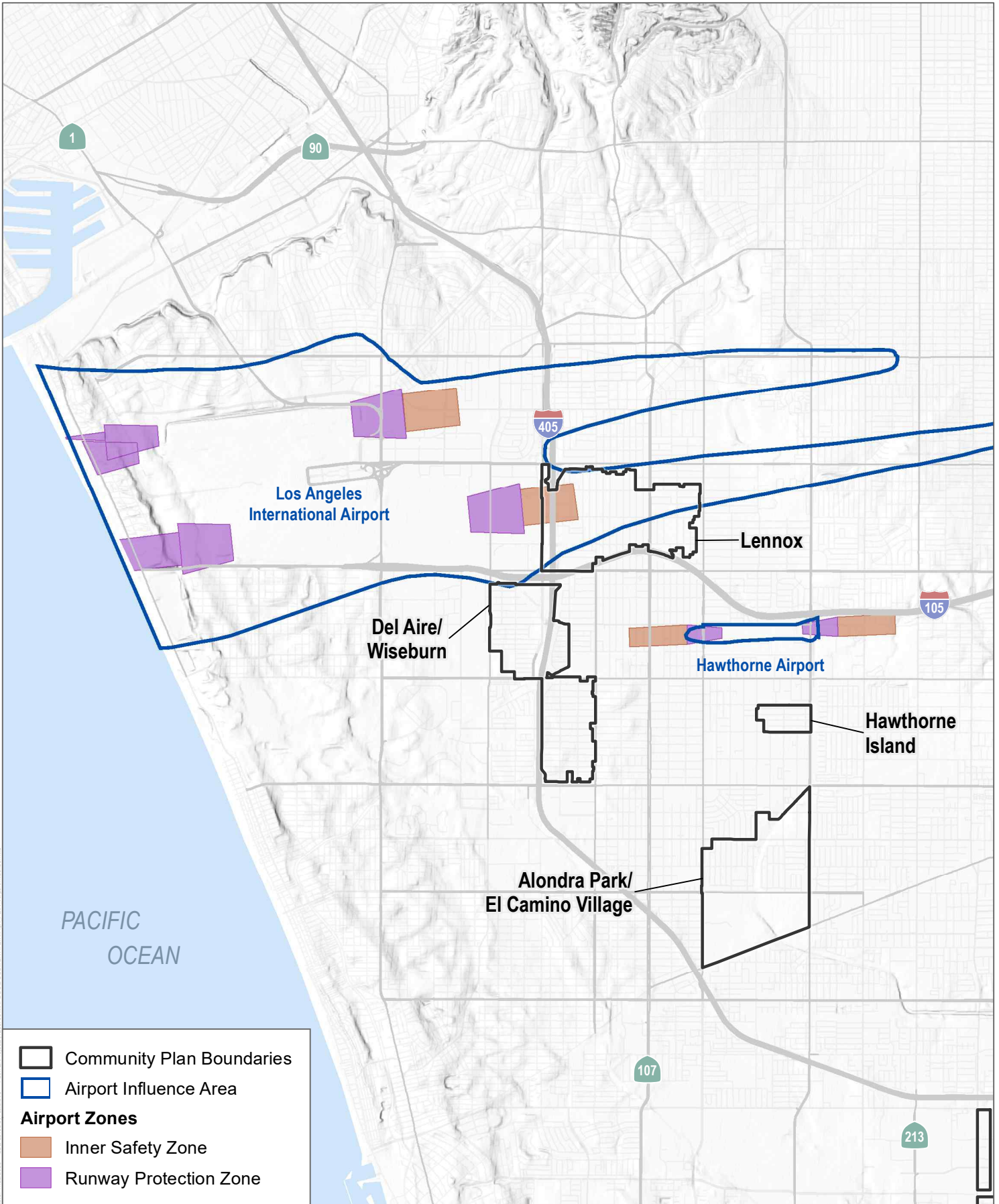


FIGURE 4.9-11

Cortese List Sites – Westfield/Academy Hills

Los Angeles County South Bay Area Plan Project Historic Context Statement

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SOURCE: Open Street Map; County of Los Angeles

FIGURE 4.9-12

Airport Influence Areas

Los Angeles County South Bay Area Plan Project

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4.10 Hydrology and Water Quality

This section of the Draft PEIR analyzes the potential impacts from the implementation of the South Bay Area Plan (Project) on hydrology and water quality, including impacts related to water quality and quantity of stormwater runoff associated with changes to drainage patterns, groundwater supply, groundwater recharge, and flooding, on a programmatic level. A discussion of the existing hydrology and water quality in the Project and surrounding areas is also included in this section to present the environmental baseline for the Project. The analysis is based, in part, on County of Los Angeles Department of Regional Planning documents, which in turn are based on publicly available information from the State Water Resources Control Board (SWRCB), Los Angeles Regional Water Quality Control Board (RWQCB), Federal Emergency Management Agency (FEMA), U.S. Army Corps of Engineers (ACOE), Los Angeles County Flood Control District (LACFCD), Water Replenishment District of Southern California, Central Basin Municipal Water District (CBMWD), West Basin Municipal Water District (WBMWD), Los Angeles Department of Water and Power, California Department of Water Resources, and Los Angeles County Department of Public Works (LACDPW).

Other sources consulted are listed in Section 4.10.3, References.

Comments received in response to the Notice of Preparation (NOP) are summarized in Table 1-1, Notice of Preparation and Comment Letters Summary, included in Chapter 1, Introduction, of this Draft PEIR. A copy of the NOP is included in Appendix A-1 and the comment letters received in response to the NOP are included in Appendix A-2 of this Draft PEIR.

4.10.1 Environmental Setting

4.10.1.1 Regulatory Setting

Federal

Clean Water Act

The federal Water Pollution Control Act, or Clean Water Act (CWA) is the principal statute governing water quality. This act establishes the basic structure for regulating discharges of pollutants into the Waters of the United States (U.S.) and provides the U.S. Environmental Protection Agency (EPA) authority to implement pollution control programs, such as setting wastewater standards for industries. The goal of the statute is to completely end all discharges and to restore, maintain, and preserve the integrity of the nation's waters. The CWA regulates direct and indirect discharge of pollutants, sets water quality standards for all contaminants in surface waters, and makes it unlawful for any person to discharge any pollutant from a point source into navigable waters unless a permit is obtained under its provisions. The CWA mandates permits for wastewater and stormwater discharges; 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 CWA funds the construction of sewage treatment plants and recognizes the need for planning to address nonpoint sources of pollution. Section 402 of the CWA requires a permit for all point source (i.e., a discernible, confined, and discrete conveyance, such as a pipe, ditch, or channel) discharges of any pollutant (except dredge or fill material) into Waters of the U.S.

Section 303(d) of the CWA requires states to identify waterbodies that are "impaired," or those that do not meet water quality standards and are not supporting their beneficial uses. Total Maximum Daily Loads (TMDLs) are established in Section 303(d) to serve as pollution controls for these specific pollutants. TMDLs define how much

of a specific pollutant/stressor a given water body can tolerate and still meet relevant water quality standards. The RWQCB has developed TMDLs for select reaches of water bodies.

National Pollutant Discharge Elimination System

In compliance with the National Pollutant Discharge Elimination System (NPDES) program (under Section 402 of the CWA), all facilities that discharge pollutants from any point source into Waters of the U.S. must have an NPDES permit. The term “pollutant” broadly applies to any type of industrial, municipal, and agricultural waste discharged into water. Point sources can be publicly owned treatment works (POTWs), industrial facilities, and urban runoff. The NPDES program addresses certain agricultural activities, but the majority are considered nonpoint sources and are exempt from NPDES regulation. Direct sources discharge directly to receiving waters, and indirect sources discharge to POTWs, which in turn discharge to receiving waters. Under the NPDES program, permits are issued only for direct, point-source discharges. The National Pretreatment Program addresses industrial and commercial indirect dischargers. Municipal sources are POTWs that receive primarily domestic sewage from residential and commercial customers. Specific NPDES program areas applicable to municipal sources are the National Pretreatment Program, the Municipal Sewage Sludge Program, Combined Sewer Overflows, and the Municipal Storm Water Program. Nonmunicipal sources include industrial and commercial facilities. Specific NPDES program areas applicable to these industrial/commercial sources are: Process Wastewater Discharges, Non-process Wastewater Discharges, and the Industrial Storm Water Program. NPDES issues two basic permit types: individual and general. The EPA has focused on integrating the NPDES program further into watershed planning and permitting.

The NPDES has a variety of measures designed to minimize and reduce pollutant discharges. All counties with storm drain systems that serve a population of 100,000 or more, as well as construction sites one acre or more in size, must file for and obtain an NPDES permit. Another measure for minimizing and reducing pollutant discharges to a publicly owned conveyance or system of conveyances (including roadways, catch basins, curbs, gutters, ditches, human-made channels, and storm drains designed or used for collecting and conveying stormwater) is the EPA’s Storm Water Phase I Final Rule. The Phase I Final Rule requires an operator (such as a city) of a regulated municipal separate storm sewer system (MS4) to develop, implement, and enforce a program (e.g., best management practices [BMPs], ordinances, or other regulatory mechanisms) to reduce pollutants in post-construction runoff to Los Angeles County’s storm drain system from new development and redevelopment projects as designated by the Low-Impact Development Manual from Los Angeles County Public Works.

The MS4 Permit in effect for the Project area is Order No. R4-2012-0175-A01, issued by the Los Angeles RWQCB in 2012 and amended in 2016. The LACDPW enforces conditions of the MS4 NPDES permit on development and redevelopment projects under Los Angeles County’s jurisdiction.

Federal Antidegradation Policy

The Federal Antidegradation Policy (Title 40 Code of Federal Regulations Section 131.12) requires states to develop statewide policies to prevent degradation of water quality and identify methods for implementing those policies. Pursuant to the Code of Federal Regulations, state antidegradation policies and implementation methods shall, at a minimum, protect and maintain: (1) existing in-stream water uses; (2) existing water quality where the quality of the waters exceeds levels necessary to support existing beneficial uses, unless the state finds that allowing lower water quality is necessary to accommodate economic and social development in the area; and (3) water quality in waters considered an outstanding national resource.

National Flood Insurance Program

The National Flood Insurance Act of 1968 established the National Flood Insurance Program in order to provide flood insurance within communities that were willing to adopt floodplain management programs to mitigate future flood losses. The Act also required the identification of all floodplain areas within the U.S. and the establishment of flood-risk zones within those areas. FEMA is the primary agency responsible for administering programs and coordinating with communities to establish effective floodplain management standards. FEMA is responsible for preparing Flood Insurance Rate Maps that delineate the areas of known special flood hazards and their risk applicable to the community. The program encourages the adoption and enforcement by local communities of floodplain management ordinances that reduce flood risks. In support of the program, FEMA identifies flood hazard areas throughout the United States on FEMA flood hazard boundary maps.

Federal Guidelines for Emergency Action, FEMA Publication No. 64

These guidelines provide guidance to help dam owners, in coordination with emergency management authorities, effectively develop and exercise Emergency Action Plans for dams. The guidelines encourage (1) the development of comprehensive and consistent emergency action planning to protect lives and reduce property damage and (2) the participation of emergency management authorities and dam owners in emergency action planning.

Federal Guidelines for Dam Safety Risk Management, FEMA Publication No. 1025

These guidelines enable federal agencies to use the general principles of risk management to make risk-informed decisions. The agencies work to develop and maintain consistent application of risk analysis, risk assessment, risk management, and risk communication, using equivalent procedures and tools. Risk estimates typically reflect the risk at a given dam at the snapshot in time when the risk analysis is performed. Risk management includes structural and nonstructural actions on a given dam, as well as activities such as routine and special inspections, instrumented monitoring, structural analyses, site investigations, development and testing of emergency action plans, and many other activities.

State

Porter-Cologne Water Quality Act

The Porter-Cologne Water Quality Act (Water Code Section 13000 et seq.) is the basic water quality control law for California. Under this act, the SWRCB has ultimate control over state water rights and water quality policy. In California, the U.S. EPA has delegated authority to issue NPDES permits to the SWRCB. The state is divided into nine regions related to water quality and quantity characteristics. The SWRCB, through its nine RWQCBs, carries out the regulation, protection, and administration of water quality in each region. Each regional board is required to adopt a water quality control plan or basin plan that recognizes and reflects the regional differences in existing water quality, the beneficial uses of the region's ground and surface water, and local water quality conditions and problems. The Project area is in the jurisdiction of Los Angeles RWQCB Region 4, which encompasses the Los Angeles and Santa Monica Bay watersheds. The Basin Plan for Region 4, which was adopted in 1995 and most recently amended in March 2022 (Los Angeles RWQCB 2023c), provides direction on the beneficial uses of the state waters in Region 4; describes the water quality that must be maintained to support such uses; and provides programs, projects, and other actions necessary to achieve the standards in the Basin Plan.

Construction General Permit Order No. 2022-0057-DWQ

Pursuant to the CWA, the SWRCB issued a statewide general NPDES permit for stormwater discharges from construction sites in 2001 (Order No. 2022-0057-DWQ, effective September 1, 2023). Under this Statewide Construction General Permit, discharges of stormwater from construction sites with a disturbed area of one acre or more are required to either obtain individual NPDES permits for stormwater discharges or be covered by the General Permit. Coverage by the General Permit is accomplished by completing and filing a Notice of Intent with the SWRCB and developing and implementing a Storm Water Pollution Prevention Plan (SWPPP). Each applicant under the Construction General Permit must ensure that a SWPPP is prepared prior to grading and is implemented during construction. The SWPPP must list BMPs implemented on the construction site to protect stormwater runoff and must contain a visual monitoring program, a chemical monitoring program for “nonvisible” pollutants to be implemented if there is a failure of BMPs, and a monitoring plan if the site discharges directly to a waterbody listed on the state’s 303(d) list of impaired waters.

California Antidegradation Policy

The California Antidegradation Policy, otherwise known as the Statement of Policy with Respect to Maintaining High Quality Water in California, was adopted by the SWRCB (State Board Resolution No. 68-16) in 1968. Unlike the Federal Antidegradation Policy, the California Antidegradation Policy applies to all waters of the state (e.g., isolated wetlands and groundwater), not just surface waters. The policy states that whenever the existing quality of a water body is better than the quality established in individual Basin Plans, such high quality shall be maintained, and discharges to that water body shall not unreasonably affect present or anticipated beneficial use of such water resource.

California Toxics Rule

The U.S. EPA has established water quality criteria for certain toxic substances via the California Toxics Rule. The California Toxics Rule established acute (i.e., short-term) and chronic (i.e., long-term) standards for bodies of water, such as inland surface waters and enclosed bays and estuaries, that are designated by each RWQCB as having beneficial uses protective of aquatic life or human health.

Sustainable Groundwater Management Act

On September 16, 2014, Governor Jerry Brown signed into law a three-bill legislative package—Assembly Bill 1739 (Dickinson), Senate Bill 1168 (Pavley), and Senate Bill 1319 (Pavley)—collectively known as SGMA, which requires governments and water agencies of high- and medium-priority basins to halt overdraft and bring groundwater basins into balanced levels of pumping and recharge. Under SGMA, these basins should reach sustainability within 20 years of implementing their sustainability plans. For critically over-drafted basins, sustainability should be achieved by 2040. For the remaining high- and medium-priority basins, 2042 is the deadline. Through SGMA, the California Department of Water Resources provides ongoing support to local agencies through guidance, financial assistance, and technical assistance. SGMA empowers local agencies to form Groundwater Sustainability Agencies to manage basins sustainably, and requires those Groundwater Sustainability Agencies to adopt Groundwater Sustainability Plans for crucial (i.e., medium to high priority) groundwater basins in California.

Assembly Bill 3030 - Groundwater Management Act

In 1992, Assembly Bill 3030 was passed, which increased the number of local agencies authorized to develop a groundwater management plan and set forth a common framework for management by local agencies throughout

California. These agencies could possess the same authority as a water replenishment district to “fix and collect fees and assessments for groundwater management” (California Water Code Section 10754), provided they receive a majority of votes in favor of the proposal in a local election (California Water Code Section 10754.3).

California Water Code

The California Water Code includes 22 kinds of districts or local agencies with specific statutory provisions to manage surface water. Many of these agencies have statutory authority to exercise some forms of groundwater management. For example, a Water Replenishment District (California Water Code Section 60000 et seq.) is authorized to establish groundwater replenishment programs and collect fees for that service, while a Water Conservation District (California Water Code Section 75500 et seq.) can levy groundwater extraction fees. Through special acts of the Legislature, 13 local agencies have been granted greater authority to manage groundwater. Most of these agencies, formed since 1980, have the authority to limit export and control some in-basin extraction upon evidence of overdraft or the threat of an overdraft condition. These agencies can also generally levy fees for groundwater management activities and for water supply replenishment.

California Water Code, Division 3. Dams and Reservoirs, Sections 6101–6102

These regulations require dam owners to maintain records of, and to report on, maintenance, operation, staffing, and engineering and geologic investigations and to issue orders as necessary to secure maintenance and operations to safeguard life and property. The owner of a dam, or his agent, shall fully and promptly advise the Department of Water Resources of any sudden or unprecedented flood or unusual or alarming circumstance or occurrence affecting the dam or reservoir. These regulations require the Department of Water Resources to periodically inspect dams and reservoirs for the purpose of determining their safety. If required, the dam owner shall perform work necessary to secure maintenance and operation that will safeguard life and property.

Governor’s Office of Emergency Services, California Code of Regulations, Title 19 - Public Safety, Division 2 - Office of Emergency Services, Chapter 2 – Emergencies and Major Disaster, Subchapter 4 – Dam Inundation Mapping Procedures

These regulations were adopted to implement the provisions of Government Code Section 8589.5, which provide the standards for producing and submitting an inundation map, acquiring a waiver from the inundation mapping requirement, and administering the program. These regulations are not applicable to those structures identified as Debris Basins in Department of Water Resources Division of Safety and Dams Bulletin 17-00, dated July 2000. However, these regulations are not intended to limit the authority of the Governor’s Office of Emergency Services, or any appropriate public agency, to act under the police power of the state, when necessary, to protect life and property from a threatened or actual dam failure.

California Fish and Game Code, Sections 1600–1616

California Fish and Game Code, Sections 1600–1616, mandates that “it is unlawful for any person to substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake designated by the department, or use any material from the streambeds, without first notifying the department of such activity.” Under California Fish and Game Code, Sections 1600–1616, the California Department of Fish and Wildlife (CDFW) has the authority to regulate work that will substantially divert or obstruct the natural flow of, or substantially change or use any material from, the bed, channel, or bank of any river, stream, or lake. The CDFW also has the authority to regulate work that will 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. This regulation takes the form of a requirement for a Lake or Streambed Alteration (LSA) Agreement and is applicable to all projects.

Applications to the CDFW must include a complete certified document pursuant to the California Environmental Quality Act (CEQA).

Local

Los Angeles County 2035 General Plan

The Conservation and Natural Resources Element of the Los Angeles County 2035 General Plan (General Plan) provides the following goals and policies potentially relevant to the Project. The South Bay Area Plan would support and/or would not conflict with the implementation of the following goals and policies:

Goal C/NR 5 Protect any useable local surface water resources.

- Policy C/NR 5.1** Support the Low Impact Development (LID) philosophy, which seeks to plan and design public and private development with hydrologic sensitivity, including limits to straightening and channelizing natural flow paths, removal of vegetative cover, compaction of soils, and distribution of naturalistic BMPs at regional, neighborhood, and parcel-level scales.
- Policy C/NR 5.2** Require compliance by all County departments with adopted MS4, General Construction, and point source NPDES permits.
- Policy C/NR 5.3** Actively engage with stakeholders in the formulation and implementation of surface water preservation and restoration plans, including plans to improve impaired surface water bodies by retrofitting tributary watersheds with LID types of BMPs.
- Policy C/NR 5.4** Actively engage in implementing all approved Enhanced Watershed Management Programs/Watershed Management Programs and Coordinated Integrated Monitoring Programs/Integrated Monitoring Programs or other County-involved Total Maximum Daily Load (TMDL) implementation and monitoring plans.
- Policy C/NR 5.5** Manage the placement and use of septic systems in order to protect nearby surface water bodies.
- Policy C/NR 5.6** Minimize point and non-point source water pollution.
- Policy C/NR 5.7** Actively support the design of new and retrofit of existing infrastructure to accommodate watershed protection goals, such as roadway, railway, bridge, and other— particularly—tributary street and greenway interface points with channelized waterways.

Goal C/NR 6: Protect any useable local groundwater resources.

- Policy C/NR 6.1** Support the LID philosophy, which incorporates distributed, post-construction parcel-level stormwater infiltration as part of new development.
- Policy C/NR 6.2** Protect natural groundwater recharge areas and regional spreading grounds.
- Policy C/NR 6.3** Actively engage in stakeholder efforts to disperse rainwater and stormwater infiltration BMPs at regional, neighborhood, infrastructure, and parcel-level scales.

- Policy C/NR 6.4** Manage the placement and use of septic systems in order to protect high groundwater.
- Policy C/NR 6.5** Prevent stormwater infiltration where inappropriate and unsafe, such as in areas with high seasonal groundwater, on hazardous slopes, within 100 feet of drinking water wells, and in contaminated soils.

The Safety Element of the General Plan provides the following goals and policies potentially relevant to the Project. The South Bay Area Plan would support and/or would not conflict with the implementation of the following goal and policies:

- Goal S 2** An effective regulatory system that prevents or minimizes personal injury, loss of life, and property damage due to flood and inundation hazards.
 - Policy S 2.1** Discourage development in the County’s Flood Hazard Zones.
 - Policy S 2.2** Discourage development from locating downslope from aqueducts.
 - Policy S 2.4** Ensure that developments located within the County’s Flood Hazard Zones are sited and designed to avoid isolation from essential services and facilities in the event of flooding.
 - Policy S 2.5** Ensure that the mitigation of flood related property damage and loss limits impacts to biological and other resources.
 - Policy S 2.6** Work cooperatively with public agencies with responsibility for flood protection, and with stakeholders in planning for flood and inundation hazards.

The Public Services and Facilities Element of the General Plan provides the following goals and policies potentially relevant to the Project. The South Bay Area Plan would support and/or would not conflict with the implementation of the following goals and policies:

- Goal PS/F 3** Increased local water supplies through the use of new technologies.
 - Policy PS/F 3.1** Increase the supply of water through the development of new sources, such as recycled water, gray water, and rainwater harvesting.
 - Policy PS/F 3.2** Support the increased production, distribution, and use of recycled water, gray water, and rainwater harvesting to provide for groundwater recharge, seawater intrusion barrier injection, irrigation, industrial processes, and other beneficial uses.
- Goal PS/F 4** Reliable sewer and urban runoff conveyance treatment systems.
 - Policy PS/F 4.1** Encourage the planning and continued development of efficient countywide sewer conveyance treatment systems.
 - Policy PS/F 4.2** Support capital improvement plans to improve aging and deficient wastewater systems, particularly in areas where the General Plan encourages development, such as Transit Oriented Districts.
 - Policy PS/F 4.3** Ensure the proper design of sewage treatment and disposal facilities, especially in landslide, hillside, and other hazard areas.
 - Policy PS/F 4.4** Evaluate the potential for treating stormwater runoff in wastewater management systems or through other similar systems and methods.

Los Angeles County Code

The Los Angeles County Code consists of the regulatory, penal, and administrative ordinances for the County. Components of the County Code that are applicable to the subject of hydrology and water quality are identified below.

Title 26—Building Code

Requirements for erosion control and water quality for grading activities are set forth in Title 26 of the County Code. NPDES compliance is required for all projects within the Project area. For small residential construction sites with a disturbed, graded area less than one acre, stormwater pollution control measures/BMPs must be incorporated on the site during construction. Appendix J, Grading, includes various requirements related to hydrology and water quality, including grading requirements and storm water control, flood resiliency, NPDES compliance, Erosion and Sediment Control Plans (ESCP), and SWPPPs.

For all new non-residential projects consisting of a disturbed, graded area less than one acre, an ESCP, which should include specific BMPs to minimize the transport of sediment and protect public and private property from the effects of erosion, flooding, or the deposition of mud, debris, or construction-related pollutants, is required prior to issuance of a grading permit by the County.

In addition to an ESCP, for construction sites with a disturbed, graded area of one acre or greater, a state SWPPP must be prepared, and a Notice of Intent filed with the SWRCB. Filing of a Notice of Intent and attainment of a Waste Discharge Identification number from the state is necessary for projects of this magnitude prior to issuance of a grading permit by the County. State SWPPPs prepared in accordance with the Construction General Permit can be accepted as ESCPs.

All active grading projects with grading proposed within the rainy season, October 15 through April 15 of each calendar year, must update the ESCP on file with the County annually and have all BMPs installed prior to the beginning of the rainy season or as determined by the County's building official.

Los Angeles County Flood Control District Code

Chapter 21 of the County Flood Control District Code, Stormwater and Runoff Pollution Control, sets forth requirements regulating discharges to Los Angeles County Flood Control District storm drains. The following discharges to County storm drains are prohibited (County Flood Control District Code Sections 21.07 and 21.09):

- Discharges of stormwater containing pollutant concentrations that exceed or contribute to the exceedance of a water-quality standard.
- Non-stormwater discharges unless authorized by an NPDES Permit and by a permit issued by the Chief Engineer.
- Discharges of sanitary or septic waste or sewage from any property or residence, any type of recreational vehicle, camper, bus, boat, holding tank, portable toilet, vacuum truck or other mobile source, or any waste holding tank, container, or device.
- Pollutants, leaves, dirt, or other landscape debris.

Chapter 20.94, Channels, of the County Flood Control District Code has additional requirements for flood resiliency, including County Flood Control District Code Section 20.94.040, which prohibits placing obstructions, refuse and/or contaminating substances in a flood control channel, including within the channel, bed, or on the bank of any river, stream, wash or arroyo (County Flood Control District Code Section 20.94.040).

Los Angeles County Low Impact Development Standards Manual

Los Angeles County prepared the 2014 *Low Impact Development Standards Manual* (LID Standards Manual) to comply with the requirements of the MS4 permit (County of Los Angeles 2014c). The LID Standards Manual is an update and compilation of the following documents:

- *Development Planning for Storm Water Management: A Manual for the Standard Urban Storm Water Mitigation Plan* (September 2002)
- *Technical Manual for Stormwater Best Management Practices in the County of Los Angeles* (2004 Design Manual, February 2004)
- *Stormwater Best Management Practice Design and Maintenance Manual* (2010 Design Manual, August 2010)
- *Low Impact Development Standards Manual* (2009 LID Manual, January 2009)

The LID manual addresses the following objectives and goals:

- Lessen the adverse impacts of stormwater runoff from development and urban runoff on natural drainage systems, receiving waters, and other waterbodies.
- Minimize pollutant loadings from impervious surfaces by requiring development projects to incorporate properly designed, technically appropriate BMPs, and other LID strategies.
- Minimize erosion and other hydrologic impacts on all projects within natural drainage systems that have not been improved by requiring projects to incorporate properly designed, technically appropriate hydromodification control development principles and technologies.

Projects identified as “designated projects” are required to implement site design/LID and source control BMPs applicable to their specific designated project categories and treatment control BMPs where necessary. Designated projects include new industrial or commercial developments 10,000 square feet or more; restaurants, gas stations, or parking lots 5,000 square feet or more; and projects creating or replacing 5,000 square feet or more of impervious surfaces. Selection of LID and additional treatment control BMPs is based on the pollutants of concern for the specific project site and the BMP’s ability to effectively treat those pollutants.

The LID Standards Manual also has requirements for non-designated projects. For small-scale non-designated projects (residential development and redevelopment of four units or less), at least two of the following simple BMPs are to be incorporated into the site design: porous pavement, downspout routing, disconnection of impervious surfaces, dry wells, landscaping and landscape irrigation interception of runoff, or green roofs. For large-scale non-designated projects (all non-designated residential developments of five units or greater and all nonresidential, non-designated projects), the change in Stormwater Quality Design Volume (SWQDv) must be retained through infiltration, evapotranspiration, stormwater runoff harvest and use, or a combination thereof unless technically infeasible. To meet these requirements, large-scale non-designated projects must conduct site assessments and identify design considerations, apply site-specific source control measures, calculate the change in SWQDv, implement stormwater quality control measures, implement any necessary hydromodification requirements, and develop a maintenance plan, if necessary.

Green Infrastructure Guidelines

The Green Infrastructure Guidelines provide guidance for new construction and reconstruction of LACDPW projects, such as road and flood control projects. The goal of the guidelines is to incorporate sustainable practices into the

design, construction, and operation of LACDPW infrastructure. The guidelines provide LID design options to consider during planning or designing of road and flood projects intended to manage stormwater runoff. All new development under the Project shall:

- Demonstrate that site improvements do not introduce new flooding concerns upstream or downstream from the project.
- Submit LID and/or SWPPPs—as required by the NPDES thresholds—to ensure preservation of water quality and mitigation of environmental impacts.
- Incorporate BMPs, as appropriate to the project and parcel, consistent with the LID Manual and Green Infrastructure Guidelines.

Measure R

Measure R was passed in 2008 to fund transportation projects and programs in the County. Currently approved projects include the Compton Boulevard project in East Rancho Dominguez—slated to begin construction in 2025—which will reconstruct portions of Compton Boulevard and will include stormwater collection and flow improvements along the roadway (County Planning 2022).

Existing Community Based Plans and Specific Plans

The West Carson Transit Oriented District (TOD) Specific Plan and the Vision Lennox Plan are the only existing community-based or specific plans applicable to the Project area. However, there are no applicable Vision Lennox goals or policies pertaining to hydrology and water quality in the Project area.

West Carson Transit Oriented District Specific Plan. The West Carson TOD Specific Plan guides and fosters transit-supportive development. The West Carson TOD Specific Plan contains policies relevant to water quality and water resources, such as encouraging resource-efficient building techniques, materials, and other principles of green building design in new construction, renovation, and landscaping (Policy 7.1) (County of Los Angeles 2019).

4.10.1.2 Existing Environmental Conditions

Regional Drainage

Dominguez Channel and Los Angeles Harbor Watershed

All of the communities within the Project area lie within the Dominguez Channel and the Los Angeles Harbor Watershed (see Figure 4.10-1, Watershed Map). The Dominguez Channel and the Los Angeles Harbor Watershed spans 133 square miles of southwest Los Angeles County, extending from just north and east of the Los Angeles International Airport (LAX) at its north end to the Los Angeles Harbor at its south end (LARWQCB 2023b). Most of the watershed is within the Los Angeles Basin; however, the watershed also encompasses north- and east-facing slopes of the Palos Verdes Hills. The Dominguez Channel, the primary drainage channel in the watershed, extends 15 miles from the City of Hawthorne to the Los Angeles Harbor (LARWQCB 2023b). Historically, the area consisted of marshes and mudflats with a large marshy area, Dominguez Slough, to the north, and flow from the Los Angeles River entered where the Dominguez Channel now drains. Near the end of the 19th century and during the beginning of the next century, 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 to be swiftly moved (LARWQCB 2023b). The Dominguez Slough was completely channelized and became the drainage endpoint for runoff from a highly industrialized area.

Water Quality

As discussed above in Section 4.10.1.1, the Basin Plan for RWQCB Region 4, which was adopted in 1995 and most recently amended in June 2021 (Los Angeles RWQCB 2023c), provides direction on the beneficial uses of the state waters in Region 4; describes the water quality that must be maintained to support such uses; and provides programs, projects, and other actions necessary to achieve the standards in the Basin Plan. Beneficial uses form the cornerstone of water quality protection under the Basin Plan. Once beneficial uses are designated, appropriate water quality objectives can be established and programs that maintain or enhance water quality can be implemented to ensure the protection of beneficial uses. The designated beneficial uses, together with water quality objectives, form water quality standards. Table 4.10-1, Designated Beneficial Uses of Water Bodies, lists beneficial uses of water bodies in the vicinity of the Project area communities.

Table 4.10-1. Designated Beneficial Uses of Water Bodies

Water Body	Designated Beneficial Uses (Potential and Existing)
Dominguez Channel (lined portion above Vermont Avenue)	NAV, COMM, EST, MAR, WILD, RARE, MIGR, SPWN
Dominguez Channel Estuary (unlined portion below Vermont Avenue)	MUN, WARM, WILD, RARE

Source: Los Angeles RWQCB 2023c

Notes:

- NAV – Navigation, uses of water for shipping, travel, or transportation
- COMM – Commercial and sport fishing
- EST – Estuarine habitat
- MAR – Marine ecosystems
- GWR – Groundwater recharge
- IND – Industrial service supply
- MIGR – Migration of aquatic organisms and fish
- MUN – Municipal and domestic supply
- PROC – Industrial process supply
- RARE – Preservation of rare and endangered species
- SPWN – Spawning, reproduction, and development
- WARM – Warm freshwater habitat
- WILD – Wildlife habitat

As discussed in Section 4.10.1.1, Section 303(d) of the CWA requires states to identify waterbodies that are “impaired,” or those that do not meet water quality standards and are not supporting their beneficial uses. Table 4.10-2, TMDLs for Water Bodies in Vicinity of Project area Communities, summarizes impaired water bodies in the vicinity of the Project area communities, with corresponding TMDL approval dates.

Table 4.10-2. TMDLs for Water Bodies in Vicinity of Project Area Communities

Water Body	Impairments	TMDL Approval Date
Dominguez Channel (lined portion above Vermont Avenue)	Ammonia	2019
	Copper	2019
	Diazinon	2021
	Indicator Bacteria	2007
	Lead	2019

Table 4.10-2. TMDLs for Water Bodies in Vicinity of Project Area Communities

Water Body	Impairments	TMDL Approval Date
	Toxicity	2021
	Zinc	2019
Dominguez Channel Estuary (unlined portion below Vermont Avenue)	Ammonia	2008
	Benthic Community Effects	2019
	Benzo(a)anthracene	2019
	Benzo(a)pyrene (3,4-Benzopyrene-7-d)	2019
	Chlordane	2019
	Chrysene	2019
	Coliform Bacteria	2007
	DDT (tissue and sediment)	2019
	Dieldrin (tissue)	2019
	Lead	2019
	PCBs	2019
	Phenanthrene	2019
	Pyrene	2019
	Sediment Toxicity	2021
Zinc	2019	

Source: SWRCB 2023

Notes:

TMDL Total Maximum Daily Load

PCBs Polychlorinated biphenyls

DDT Dichlordiphenyltrichloroethane

In accordance with existing, approved County implementation programs (e.g., green street and green alley projects) the County will continue to construct green stormwater infrastructure in appropriate Project-area locations, which incorporates vegetation (e.g., perennials, shrubs, trees), soil, and other engineered systems (e.g., permeable pavers) to slow, filter, and cleanse stormwater runoff from impervious surfaces (e.g., streets, sidewalks) (Public Works 2023). This approved program will incrementally improve the drainage and water quality conditions of the Project area.

Groundwater

The Project area overlies the Central Basin of the Coastal Plain of Los Angeles Groundwater Basin, which is composed of four groundwater subbasins: the Santa Monica, Hollywood, West Coast, and Central subbasins, as shown on Figure 4.10-2, Groundwater Basin Map. The Central Basin encompasses 270 square miles and underlies portions of the Los Angeles River, Upper San Gabriel, and San Gabriel River/Rio Hondo Enhanced Watershed Management Program areas. Recharge to the Central Basin occurs primarily by engineered recharge of stormwater, imported water, and reclaimed water along the upper reaches of the San Gabriel River and the Rio Hondo via the San Gabriel River Water Conservation System. This system is a series of dams, spreading grounds, and instream recharge systems that facilitate groundwater recharge into the Main San Gabriel Basin and Montebello Forebay of the Central Basin. Recycled water has also been delivered for recharge in the Montebello Forebay since 1962 (WRD 2016).

With the exception of the Westfield/Academy Hills and La Rambla communities which are outside of the Central Basin, all the remaining communities are located within the West Coast Subbasin. The West Coast Subbasin aquifers are generally confined and receive the majority of their natural replenishment from adjacent groundwater basins or from the Pacific Ocean (seawater intrusion). Both the Newport-Inglewood Uplift and the Charnock Fault are partial barriers to groundwater flow, causing differences in water levels on opposite sides of each fault system. Groundwater flows between the West Coast and Central groundwater subbasins based on the groundwater elevations on either side of the Newport-Inglewood Uplift. Most of the groundwater in the West Coast and Central basins remains at an elevation below sea level due to historic over-pumping, so maintaining the seawater barrier wells to keep out the intruding saltwater is of vital importance (WRD 2016).

Groundwater Supply

Prior to the adjudication of groundwater rights in the early 1960s, annual production (pumping) reached levels as high as 292,000 acre-feet (AF) in the Central Basin and 94,000 AF in the West Coast Basin. This was more than double the 173,400 AF of natural safe yield of the basins determined by the Department of Water Resources in 1962. The “natural safe yield” is the amount that can be withdrawn from the aquifer without adverse effect, assuming natural replenishment of the aquifer generally from runoff and precipitation. Due to this serious overdraft, water levels declined, groundwater was lost from storage, and seawater intruded into the coastal aquifers. To remedy this problem, the courts adjudicated the two basins to limit pumping. The current amount allowed to be pumped from both basins in total is 281,835 acre-feet per year (AFY) (WRD 2016).

Prior to recent Judgment (i.e., adjudication) amendments, the Judgments did not allow for use of currently unused storage space in the basins, estimated at a total of 450,000 AF in both basins (120,000 AF in the West Coast Basin and 330,000 AF in the Central Basin). In 2009, motions were filed in court to amend both Judgments to allow parties to the Judgments to store water for later extraction. The amendments also included provisions for the inter-basin transfer of storage rights between the West Coast and Central Basins, also not previously allowed. Most significantly, the implementation of water augmentation projects, wherein recharge and extraction volumes are matched, now allows pumping beyond adjudicated rights, without using the allotted storage space described in the storage provisions.

After several challenges to these motions, final decisions on the amendments were rendered on December 23, 2013 (Central Basin) and December 5, 2014 (West Coast Basin).

SGMA groundwater basin designations do not apply to the adjudicated Central and West Coast groundwater basins. Rather, the Water Replenishment District of Southern California (WRD) regulates these basins. The WRD was created in 1959, primarily out of cooperation between the West Coast Basin Water Association and the Central Basin Water Association, with the directive to facilitate artificial replenishment of the two basins as a means of eliminating groundwater overdraft and halting seawater intrusion. As the regional groundwater management agency for West Coast and Central Subbasins, two of the most utilized groundwater basins in the state of California, the WRD plays an integral role in overall water resource management in southern Los Angeles County. The WRD manages groundwater for nearly four million residents in 43 cities of southern Los Angeles County. The 420 square mile service area uses about 250,000 AFY of groundwater, which equates to nearly 40% of the total demand for water. The WRD ensures that a reliable supply of high quality groundwater is available through its clean water projects, water supply programs, and effective management principles.

Retail Water Purveyor

The Metropolitan Water District of Southern California (MWD) is a water wholesaler to its member agencies, which in turn distribute the water to end users. MWD sources much of its water from the Colorado River and the State Water Project (i.e., surface water sources). In the Project area, MWD provides water to the West Basin Municipal Water District (WBMWD) which in turn wholesales potable water to the Project area communities. Approximately 19% of WBMWD's water supply is derived from groundwater from the West Coast Groundwater Basin (WBMWD 2023). As discussed in the previous section, the West Coast Groundwater Basin has been adjudicated due to previous excessive pumping of groundwater. The adjudication limits the amount of groundwater pumping from the basin.

Groundwater Quality

Groundwater quality reflects current and historical land uses. As a highly urban area, commercial and industrial activities have resulted in groundwater contamination due to leaking aboveground and underground storage tanks, leaking sewer and oil pipelines, spills, and illegal discharges.¹ Many groundwater contamination plumes consist of priority contaminants such as petroleum fuels and additives (e.g., methyl tert-butyl ether), solvents (e.g., trichloroethylene and perchloroethylene), herbicides (e.g., atrazine, simazine, prometon), and other hazardous/toxic substances (e.g., arsenic, perchlorate). In general, contaminated plumes are found in shallow groundwater; however, as the aquifers and confining layers in these alluvial basins are typically interfingering, the quality of groundwater in the deeper production aquifers is threatened by the migration of pollutants from the upper aquifers (WRD 2016). See Section 4.9, Hazards and Hazardous Materials, of this Draft PEIR for additional information pertaining to potentially contaminated groundwater.

Between the 1900s and 1950s, the availability of groundwater for municipal use was an important factor in urbanization within the Central and West Coast groundwater basins. As development proliferated, excessive over-pumping in the basins caused severe overdraft (i.e., lowered groundwater levels) and created a hydraulic gradient that resulted in seawater intrusion, which contaminated the coastal groundwater aquifers. To address this problem and halt the intrusion, three seawater intrusion barriers were constructed. While the water injection activities at the barriers were successful in halting further seawater intrusion, these efforts could not address the seawater that had already intruded into the Central and West Coast subbasins before the barriers were constructed. These large plumes of saline water, referred to as "saline plumes," are trapped inland of the injection wells, thereby degrading significant volumes of groundwater with high concentrations of chloride and total dissolved solids, and decreasing the ability of affected aquifers to provide groundwater storage. The West Coast Basin includes the West Coast Basin Barrier and Dominguez Gap Barrier.

In general, groundwater is of good quality in the main producing aquifers of the Central and West Coast basins. Localized areas of marginal to poor quality water exist, primarily at the basin margins where seawater intrusion occurred in the past and also in mostly shallow groundwater near environmental release sites. Contaminated groundwater plumes are well documented by the Los Angeles RWQCB and U.S. Environmental Protection Agency. Water purveyors in the Central and West Coast groundwater basins restrict recharge activities that may create an increased driver for contaminant migration (WRD 2016).

¹ As discussed above under "Water Quality," the approved green infrastructure improvements and park projects could reduce pervious surface area and filter runoff. In addition to improved surface water quality and drainage conditions, these planned improvements could directly (e.g., through increased percolation) or indirectly (e.g., through reduced contaminated runoff) contribute to improved groundwater quality/recharge conditions.

Flooding

FEMA determines floodplain zones in an effort to assist cities in mitigating flooding hazards through land use planning, and outlines specific regulations for any construction within a 100-year floodplain. A 100-year floodplain is an area that has a 1% chance of being inundated during a 12-month period. The 100-year floodplain has been established as the base flood for purposes of floodplain management measures. As illustrated in Figure 4.10-3, Flood Hazard Zones, with the exception of a short section of the 208th Street concrete flood control channel the West Carson community, 100-year flood plains are not present within any of the Project area communities.

The County has established Los Angeles County Capital Flood Severe Flood Hazard Areas (Capital Flood Areas), which, in addition to the FEMA Flood Hazard Zones, identify potential severe flood hazard areas. A Capital Flood is the runoff produced by a 50-year frequency rainfall storm, which is a storm with a 2% chance of being equaled or exceeded in any year. The County Capital Flood Areas and FEMA's Flood Hazard Zones maps are used to regulate development, including but not limited to activities requiring building and grading permits, within the Capital Flood Areas. No Capital Flood Areas (e.g., Capital floodplains or floodways) are located within Project area communities (County of Los Angeles 2021).

All of the Project area communities are far enough away from the Pacific Ocean that they are not susceptible to tsunamis (DOC 2023). Water inundation caused by catastrophic failure of any of the 103 dams in Los Angeles County can devastate large areas and threaten residences and businesses. The Division of Safety of Dams of the California Department of Water Resources has jurisdiction over large dams throughout the State and enforces strict safety requirements and annual inspections. Additionally, dam inundation areas have been mapped by dam owners and submitted to the California Office of Emergency Services (Cal/OES) to ensure effective emergency planning and adequate preparations in the event of a catastrophic event (County of Los Angeles 2015).

The only dam located upstream of any of the Project area communities are two subterranean reservoirs in Torrance known as the 18 million gallon Walteria and 10 million gallon Walteria as well as the Palos Verdes Reservoir (DSOD 2023). However, the inundation maps for these three facilities do not intersect any of the Project communities (DSOD 2023).

4.10.2 Environmental Impacts

4.10.2.1 Methodology

As described in Chapter 3, Project Description, the South Bay Area Plan is a policy document that does not include or propose any site-specific development that could directly result in construction or operational impacts to the environment. However, implementation of the South Bay Area Plan would encourage development in a manner consistent with the South Bay Area Plan, which would facilitate additional future development. Therefore, this Draft PEIR does not assess the site-specific construction and operation details of each future development within the Project area. Rather, it assesses the impacts associated with changes to existing land uses and the associated overall effects of buildout of the South Bay Area Plan through 2045, where reasonably foreseeable physical changes to the environment could occur. Analysis at a parcel or site-specific level was not conducted because, unless otherwise noted within this assessment, the actual locations of project development (and its chronologic sequence or concurrence) that may be implemented in the future are speculative.

The following analysis considers the existing environmental setting and regulatory environment applicable to the Project area. This analysis considers the County's adopted CEQA Guidelines (listed under Section 4.10.2.2) in

determining whether implementation of the Project, including the increased density in residential, commercial, and mixed-use land uses (summarized below in Section 4.10.2.3, Land Use Changes, Goals, and Policies), could adversely affect the quality of waterbodies during construction activities or result in a long-term increase in pollutant levels in stormwater originating from the Project area communities. The analysis considers the existing regulatory requirements related to hydrology and water quality that prohibit the contamination of receiving water bodies and provides protection of surface waters and groundwater supplies.

Impacts associated with potential increased stormwater runoff have been evaluated on a programmatic level. Drainage impacts have been evaluated with consideration of existing regulatory requirements, as specified in the Los Angeles County LID Standards Manual and LACDPW Green Infrastructure Guidelines, which are designed to lessen the adverse impacts of stormwater runoff from development and urban runoff on natural drainage systems, receiving waters, and other waterbodies. Impacts to groundwater supplies have been evaluated based on the existing 2020 Urban Water Management Plan for MWD and the 2020 Urban Water Management Plan for WBMWD, the water purveyor for the communities.

4.10.2.2 Thresholds of Significance

In accordance with the County's Environmental Checklist Form (Initial Study) and Appendix G of the State CEQA Guidelines, the applicable thresholds of significance with regard to hydrology and water quality are listed below. A project may have a significant impact if it would:

Threshold 4.10-1: Violate any water-quality standards or waste-discharge requirements.

Threshold 4.10-2: Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.

Threshold 4.10-3: Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a Federal 100-year flood hazard area or County Capital Flood floodplain; the alteration of the course of a stream or river; or through the addition of impervious surfaces, in a manner which would:

- i. Result in substantial erosion or siltation on- or off-site.
- ii. Substantially increase the rate, amount, or depth of surface runoff in a manner which would result in flooding on- or off-site?
- iii. 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.
- iv. Impede or redirect flood flows which would expose existing housing or other insurable structures in a Federal 100-year flood hazard area or County Capital Flood floodplain to a significant risk of loss or damage involving flooding.

Threshold 4.10-4: Otherwise place structures in Federal 100-year flood hazard or County Capital Flood floodplain areas which would require additional flood proofing and flood insurance requirements.

Threshold 4.10-5: Conflict with the Los Angeles County Low Impact Development Ordinance (L.A. County Code, Title 12, Ch. 12.84).

- Threshold 4.10-6:** Use onsite wastewater treatment systems in areas with known geological limitations (e.g. high groundwater) or in close proximity to surface water (including, but not limited to, streams, lakes, and drainage course).
- Threshold 4.10-7:** In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.
- Threshold 4.10-8:** Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

4.10.2.3 Land Use Changes, Goals, and Policies

As discussed in Section 3.3.3, Project-Related Growth, in Chapter 3, Project Description, of this Draft PEIR, implementation of the South Bay Area Plan (County of Los Angeles 2024) would encourage future development in a manner consistent with the South Bay Area Plan, which would facilitate additional residential, commercial, and mixed-use development based on the following:

1. The Project would redesignate parcels within the Project-area communities of Alondra Park/El Camino Village, Del Aire/Wiseburn, Lennox, La Rambla, and West Carson to allow for 9,853 additional dwelling units, which would result in approximately 30,745 additional Project-area residents. Under existing conditions, the sites affected are primarily designated as residential or commercial, and nearly all are occupied by existing development. The proposed General Plan land use redesignations are illustrated in the following figures in Chapter 3, Project Description, of this Draft PEIR: Figure 3-1a, Proposed General Plan Land Use, Alondra Park/El Camino Village; Figure 3-1b, Proposed General Plan Land Use, Del Aire/Wiseburn; Figure 3-1d, Proposed General Plan Land Use, La Rambla; Figure 3-1e, Proposed General Plan Land Use, Lennox; and Figure 3-1f, Proposed General Plan Land Use, West Carson.
2. The Project would allow for the development of accessory commercial units (ACUs) on corner lots in residentially zoned areas as an accessory use to a primary residence within the Project area. It is projected that approximately 12 residentially-zoned corner lots in the Project area may develop ACUs (approximately 10,200 square feet), which would generate approximately 23 new jobs. For a distribution of the residential zones within the Project area where ACUs would be permitted on corner lots, please refer to the following figures in Chapter 2, Environmental Setting of this Draft PEIR: Figure 2-4a, Existing Zoning, Alondra Park/El Camino Village; Figure 2-4b, Existing Zoning, Del Aire/Wiseburn; Figure 2-4c, Existing Zoning, Hawthorne Island; Figure 2-4d, Existing Zoning, La Rambla; Figure 2-4e, Existing Zoning, Lennox; Figure 2-4f, Existing Zoning, West Carson; and Figure 2-4g, Existing Zoning, Westfield/Academy Hills.
3. The Project would redesignate parcels in the communities of Alondra Park/El Camino Village, Del Aire/Wiseburn, Lennox, La Rambla, and West Carson to facilitate new commercial development. In total, these proposed land use changes would facilitate approximately 777,697 square feet of additional commercial use and 1,412 new employees.

The South Bay Area Plan does not propose any land use or zoning changes to parcels currently zoned or designated as open space. Instead, the Project would facilitate changes to development type/intensity on parcels that already support and/or are designated/zoned for development. Potential future development would predominantly consist of infill development within previously disturbed and/or developed parcels.

The South Bay Area Plan's areawide and community-specific goals and policies presented below are tailored towards the unique geographic, demographic, and social diversity in the unincorporated communities of the South

Bay Planning Area and are consistent with the Los Angeles County General Plan goals and policies applicable to the topic of hydrology and water quality listed in Section 4.10.1.1 above.

Areawide Goals and Policies

Policy LU 3.3	Residential Trees. Encourage drought-tolerant landscaping and trees within residential uses' front yards to enhance greening and encourage low-impact development.
Goal COSE 3	A built environment that integrates open and green spaces at various sizes and scales and seeks to improve environmental conditions.
Policy COSE 3.3	Open Space Design Guidelines. Explore developing guidelines for incorporating non-residential open spaces, such as outdoor dining areas, promenades, green alleys, plazas, or other usable outdoor spaces in mixed-use areas.
Goal COSE 4	A resilient Planning Area that integrates sustainable methods and techniques throughout open spaces, streetscapes, and other elements of the built environment.
Policy COSE 4.1	Multi-benefit Spaces. Provide multi-benefit open spaces that incorporate or provide sustainable and environmental elements with water quality improvements, including slowing and capturing water and enabling groundwater recharge; native habitat; connectivity between open space areas; enhanced biodiversity; and improved open space access.
Goal COSE 4.2	Climate-Resilience. Foster the design of climate-resilient streetscapes and outdoor public facilities that provide active and passive programmable environments for residents in the SBAP communities.
Policy COSE 4.4	Native Landscaping. Improve existing and future public and private open spaces, greenways, streets, and sidewalks with additional native trees and drought-tolerant native plants to mitigate heat island effects, create comfort for users, and manage water usage.
Goal PS 3	Sustainable and resilient public services, facilities, and other infrastructure that meets the needs of the SBAP communities while benefiting the environment and improving aesthetics.
Policy PS 3.1	Greening in Infrastructure. Support the integration of street trees, sustainable pavements, bioretention, bioswales, and other "green streets" components within the public right-of-way to improve efficiencies and enhance climate resilience.
Policy PS 3.2	Greening in County Projects. Implement greening through County-led and funded projects, such as new and upgraded parks, vegetation, bioswales, permeable pavements, green alleys, and green roofs and walls.

- Policy PS 3.3** Multi-benefit Projects. Encourage the development of multi-benefit projects as part of new public facilities and services or upgrades to existing areas to improve water quality and support resilience while also enhancing communities.
- Policy PS 3.5** Public-Private Partnerships. Promote the development of new green infrastructure projects through public-private partnerships, ensuring they align with sustainable practices and meet the evolving needs of the community.

Community-Specific Goals and Policies

There are no proposed community-specific goals or policies applicable to the topics of hydrology and water quality.

4.10.2.4 Impact Analysis

Threshold 4.10-1 Would the project violate any water-quality standards or waste-discharge requirements?

Less Than Significant Impact. For the reasons discussed below, construction and operation of the Project would not violate any water-quality standards or waste-discharge requirements, and impacts would be less than significant.

Construction

This impacts analysis does not assess the project-specific construction details of future development within the Project area. Rather, Project impacts are evaluated here at the programmatic level in consideration of reasonably foreseeable impacts resulting from the Project. Future development would typically include demolition of existing structures, site grading, and new construction. Demolition of existing structures, removal of existing vegetation and trees, pavement and concrete replacement, grading, stockpiling of materials, excavation and the import/export of soil and building materials, construction of new structures, and landscaping activities could expose and loosen sediment and building materials, which have the potential to mix with stormwater and urban runoff and degrade surface and receiving-water quality. Furthermore, construction generally requires the use of heavy equipment and construction-related substances and chemicals, such as concrete, cement, asphalt, fuels, oils, antifreeze, transmission fluid, grease, solvents, and paints.

The South Bay Area Plan includes goals and policies that aim to improve water quality and, if implemented through future development, could minimize hydrologic hazards and impacts, including the following: Policy LU 3.3, Goal COSE 3, Policy COSE 3.3, Goal 4, COSE 4.1, Goal PS 3, Policy PS 3.1, Policy PS 3.2, and PS 3.3. These goals and policies are listed above in Section 4.10.2.3, Land Use Changes, Goals, and Policies. As detailed in Section 4.10.1.1, Regulatory Setting, there are existing federal, state, and local policies and regulations in place to identify, assess impacts to, and protect water quality in the Project area. Because each future development project pursuant to implementation of the Project would be required to comply with NPDES requirements, BMPs would be in place to prevent potentially harmful materials from being accidentally spilled or improperly disposed of during construction activities. These BMPs would also substantially reduce the potential for contaminated surface water to wash into and pollute surface waters or groundwater. Although the receiving waters of the Project area (Dominguez Channel and Dominguez Channel Estuary) are impaired for several pollutants, as shown above in Table 4.10-2, compliance with the NPDES Construction General Permit would substantially reduce the potential for pollutants from future construction sites to exacerbate the current impairment of downstream receiving waters.

Each future development project would be assessed individually to ensure compliance with applicable County standards and NPDES requirements. Future development projects disturbing more than one acre of ground surface would be required to develop a SWPPP as part of compliance with the Construction General Permit that implements BMPs designed to prevent water quality degradation. Types of BMPs would be customized for each individual project, but could include erosion control, sediment control, waste management, and post-construction LID features, all of which would prevent the introduction of pollutants into runoff, and consequentially, receiving waters. Projects disturbing less than one acre of ground surface during construction would be required to implement the BMPs specified in an ESCP, as required in the County of Los Angeles Grading Code. As a result, construction impacts related to water quality standards or waste discharge requirements would be adequately addressed through compliance with existing regulations. Therefore, impacts related to water quality standards and waste discharge requirements due to implementation of the Project would be less than significant.

Operations

As described above in Section 4.10.1.2, Existing Environmental Conditions, the receiving waters of the Project area are impaired by several pollutants. Future Project-facilitated development would include residential, mixed use, and commercial uses (including ACUs). Pollutants associated with these land uses typically include sediments, trash, petroleum products, metals, and chemicals.

Design of future projects must adhere to the County LID Standards Manual, which requires retention-based stormwater quality control measures (e.g., bioretention, infiltration basin, dry well, permeable pavement), biofiltration measures, and vegetation-based stormwater quality control measures (e.g., stormwater planter or planter box, vegetated swale, green roof) of the estimated stormwater quality design volume (SWQDv). If retention of the SWQDv is not technically feasible, future designated projects would be required to treat the SWQDv prior to its release or contribute to groundwater recharge. Large-scale non-designated projects would implement stormwater quality control measures to retain the project-related change in SWQDv and small-scale non-designated projects would be required to implement specific site design BMPs to filter and/or reduce runoff. By retaining and/or treating runoff on site, the amount of potentially pollutant-laden runoff leaving a developed site and contaminating receiving waters would be minimized.

Compliance with regulations and implementation of LID practices per Los Angeles RWQCB MS4 requirements and LACDPW Green Infrastructure Guidelines would minimize pollutants being transported off site into downstream receiving waters from the reasonably foreseeable future development of residential, mixed use, and commercial uses in the Project area. As a result, future projects implemented under the South Bay Area Plan would not violate water quality standards or waste discharge requirements and impacts would be less than significant.

Threshold 4.10-2 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?

Less Than Significant Impact. For the reasons discussed below, the Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin, and impacts would be less than significant.

Groundwater Supplies

As detailed in Table 4.10-3, Projected Increase in Water Demand, the Project would facilitate a total increase in population and employees of 32,185 people based on 9,853 new dwelling units, 777,697 square feet of new commercial building area, and 10,200 square feet of new ACUs. As a result, the estimated additional water usage associated with this growth would be approximately 3.59 million gallons per day or approximately 4,024 AFY.

In the Project area, MWD provides water to the WBMWD. The WBMWD in turn wholesales potable water to the Project area communities. Approximately 19% of WBMWD's water supply is derived from groundwater from the West Coast Groundwater Basin.

According to Table 2-5 of MWD's 2020 Urban Water Management Plan, MWD is projected to have a 675,000 AFY multiple (5) dry year surplus in 2045 within its service area (MWD 2021). The increase of 4,024 AFY (3.59 million gallons per day) as a result of the Project constitutes approximately 0.6% of MWD's projected dry year surplus. While it is not possible to fully evaluate the future supply condition without also understanding the total potential increase in demand across all of MWD's service area, given that the Project area estimated water usage increase would constitute approximately 0.6% of MWD's projected 2045 surplus and MWD can deliver water to the entire Project area, it is anticipated that projected water supply from MWD would be sufficient to accommodate the Project area's water demand increase at Project buildout.

Table 4.10-3. Projected Increase in Water Demand

Project-Area Community	Increase in Residential Population ¹	Increase in Commercial Employees	Increase in ACU ³ Employees	Total Increase in Population and Employees ⁴	UWMP 2020 Actual GPCD ⁵	Est. Increased Average Water Demand (mgd) ⁶
Lennox	2,962	53	5	3,020	84	0.25
Del Aire/ Wiseburn	3,183	11	4	3,198	84	0.27
West Carson	9,370	1,293	2	10,665	157	1.67
Alondra Park/ El Camino Village	9,876	50	4	9,930	84	0.83
Hawthorne Island	—	—	4	4	84	—
Westfield/ Academy Hills	—	—	2	2	229	—
La Rambla	5,354	10	2	5,366	106	0.57
Project Area Total	30,745	1,417	23	32,185	-	3.59

Sources: GSWC 2020; CWS 2020a; CWS 2020b; LADWP 2020.

Notes: ACU = accessory commercial use; UWMP = urban water management plan; gpcd = gallons per capita per day; mgd = million gallons per day.

¹ Population growth is calculated by multiplying the additional units accommodated by the proposed Project by an "Assumed PPH" of 3.12 persons per household. An "Assumed PPH" of 3.12 is used for all communities which is derived from the average persons

per household calculation for the South Bay Area Plan communities. There would be no residential population increases in the communities of Hawthorne Island or Westfield/Academy Hills.

2. As indicated by “–” there would be no Project-related commercial employment increases in the communities of Hawthorne Island or Westfield/Academy Hills.
3. Accessory Commercial Units (ACU) employment refers to employment associated with new ACUs, which would include corner markets, cafes, and/or in-home businesses on corner lots in residential zones within the Project area.
4. Numbers may not sum precisely due to rounding.
5. The actual gallons per capita per day (GPCD) rates are derived from applicable 2020 urban water management plans (UWMPs), which are the Golden State Water Company Southwest Area UWMP (Lennox, Del Aire/Wiseburn, Alondra Park/El Camino Village, and Hawthorne Island), California Water Service Dominguez District UWMP (West Carson), California Water Service Palos Verdes District UWMP (Westfield/Academy Hills), and Los Angeles Department of Water and Power UWMP (La Rambla) (GSWC 2020; CWS 2020a; CWS 2020b; LADWP 2020).
6. The estimated increased water demand was based on the total increase in population/employees times the 2020 actual rate in gallons per capita per day (GPCD). As indicated by “–”, the numbers for Hawthorne Island and Westfield/Academy Hills are not shown due to rounding. Hawthorne Island increased average water demand = 336 gallons per day. Westfield/Academy Hills increased average water demand = 458 gallons per day.

In addition, as discussed in Section 4.10.1.2, Existing Environmental Conditions, the West Coast and Central groundwater basins are adjudicated basins. The current amount allowed to be pumped from both basins in total is 281,835 AFY. Prior to recent Judgment amendments, the Judgments did not allow for use of currently unused storage space in the basins, estimated at a total of 450,000 AF in both basins (120,000 AF in the West Coast Basin and 330,000 AF in the Central Basin). In 2009, motions were filed in court to amend both Judgments to allow parties to the Judgments to store water for later extraction. The amendments also included provisions for the inter-basin transfer of storage rights between the West Coast and Central Basins, also not previously allowed. Most significantly, the implementation of water augmentation projects, wherein recharge and extraction volumes are matched, now allows pumping beyond adjudicated rights, without using the allotted storage space described in the storage provisions.

Because groundwater withdrawals from the West Coast and Central groundwater basins are limited based on the adjudication, compliance with the judgment that set pumping rights would eliminate the potential for the water agencies that will serve anticipated Project-related growth to substantially impact the groundwater aquifers. In addition, as discussed above, it is anticipated that projected water supply from MWD would be sufficient to accommodate the Project area’s water demand increase at Project buildout. As a result, the Project would not substantially decrease groundwater supplies such that the Project may impede sustainable groundwater management of the basin. Impacts would be less than significant.

Groundwater Recharge

As described above, the Project area is located within the West Coast Subbasin. The Project area is predominantly developed and therefore currently has limited groundwater recharge potential. The Project would not involve the conversion of undeveloped open spaces to urban uses or facilitate development of areas that provide for percolation/infiltration of rainwater into the groundwater basin. Natural recharge to the West Coast Subbasin occurs primarily from adjacent groundwater basins or from the Pacific Ocean (seawater intrusion). To combat seawater intrusion and prevent other adverse effects to water levels, engineered recharge of stormwater, imported water, and reclaimed water are sourced and managed by the Water Replenishment District as watermaster for the subbasin in accordance with the adjudication agreement. Therefore, because the development associated with the Project would likely have no net effect on groundwater recharge, it would not reduce the groundwater recharge potential of the area and impacts would be less than significant.

Threshold 4.10-3(i) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course

of a Federal 100-year flood hazard area or County Capital Flood floodplain; 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?

Less Than Significant Impact. There are no County Capital Flood floodplains or floodways in the Project area (County of Los Angeles 2021). The only Federal 100-year flood area within any of the communities is limited to a short section of the 208th Street concrete flood control channel in the West Carson community (See Figure 4.10-3). The flood control channel would not be altered as a result of future development within the Project area communities. The Project would not involve the conversion of undeveloped open spaces to urban uses or otherwise convert greenfield/undeveloped areas to urban uses. Because the area is predominantly developed with impervious surfaces and no open space areas would be developed as part of the Project, future development completed in accordance with the Project is expected to generate little or no increase in runoff to the existing stormwater drainage system.

There are no natural river courses within the Project area; however, there are ephemeral streams located in La Rambla and Westfield/Academy Hills. These waters in La Rambla are limited to an approximately 0.16-mile stretch of riverine habitat south of Big Canyon Place and north of West 6th Street. There are General Plan Land use changes proposed adjacent to (but not within) this area of La Rambla. There are also no General Plan land use changes proposed in Westfield/Academy Hills.

However, ephemeral streams are partially located within residential zones in both La Rambla and Westfield/Academy Hills, where proposed ACUs would be permitted subject to a Site Plan Review. The proposed regulations for ACUs would restrict both the size and potential location of ACU development. ACUs would have a maximum floor area of approximately 1,000 square feet and would only be permitted on corner-residential lots. Furthermore, as discussed in Chapter 3, Project Description, is anticipated that only one corner lot in Westfield/Academy Hill and one corner lot in La Rambla would develop ACUs. However, if an ACU is proposed in an area that would divert or obstruct the natural flow or change the bed, channel, or bank of any ephemeral stream, a LSA Agreement would be required (discussed above in Section 4.10.1.1, Regulatory Setting), which is a discretionary permit issued by the CDFW pursuant to Section 1602 of the California Fish and Game Code. Before issuing a LSA Agreement, CDFW must comply with CEQA, which would include requirements to avoid impacts related to siltation or erosion. Furthermore, the County LID Standards Manual and Green Infrastructure Guidelines require the use of stormwater control measures to reduce the potential for increased runoff and associated erosive scour and siltation of on- or off-site water bodies. These measures include the use of retention, biofiltration, vegetation-based, and/or treatment-based stormwater quality measures. Because many, if not most, of the individual existing Project sites to be redeveloped as part of the Project currently lack drainage improvements that are in compliance with the County LID Standards Manual and Green Infrastructure Guidelines, Project related redevelopment would improve drainage conditions by decreasing off-site flow and reducing potential downstream erosive scour. Such improved drainage conditions would be considered a beneficial impact. Therefore, the Project would not alter the existing drainage pattern of the Project area or future redevelopment projects, resulting in substantial erosion or siltation, on- or off-site. Impacts would be less than significant.

Threshold 4.10-3(ii) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a Federal 100-year flood hazard area or County Capital Flood floodplain; the alteration of the course of a stream or river; or through the addition of impervious surfaces, in a manner which

would substantially increase the rate, amount, or depth of surface runoff in a manner which would result in flooding on- or off-site?

Less Than Significant Impact. As indicated for Threshold 4.10-3(i), there are no substantive areas located in Federal 100-year flood hazard areas or County Capital Flood areas within the Project area communities. Future development completed in accordance with the Project is expected to generate little or no increase in runoff to the existing stormwater drainage system. Project related redevelopment could improve drainage conditions by decreasing off-site flow and reducing potential downstream flooding through adherence to the more current drainage control requirements. Such improved drainage conditions would be considered a beneficial impact. Therefore, the Project would not alter the existing drainage pattern of the Project area or future redevelopment projects, resulting in flooding on- or off-site. Impacts would be less than significant.

Threshold 4.10-3(iii) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a Federal 100-year flood hazard area or County Capital Flood floodplain; the alteration of the course of a stream or river; or through the addition of impervious surfaces, in a manner which would 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?

Less Than Significant Impact. As indicated for Thresholds 4.10-3(i) and (ii), there are no substantive areas located in Federal 100-year flood hazard areas or County Capital Flood areas within the Project area communities. Project related redevelopment could improve drainage conditions by decreasing off-site flow and reducing potential downstream flooding and adverse water quality impacts. Such improved drainage conditions would be considered a beneficial impact. Therefore, the Project would not alter the existing drainage pattern of the Project area or future redevelopment projects, resulting in exceedance of the capacity of existing or planned stormwater drainage systems, or provide substantial additional sources of polluted runoff. Impacts would be less than significant.

Threshold 4.10-3(iv) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a Federal 100-year flood hazard area or County Capital Flood floodplain; the alteration of the course of a stream or river; or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows which would expose existing housing or other insurable structures in a Federal 100-year flood hazard area or County Capital Flood floodplain to a significant risk of loss or damage involving flooding?

No Impact. As indicated for Thresholds 4.10-3(i), (ii), and (iii), there are no substantive areas located in Federal 100-year flood hazard areas or County Capital Flood areas within the Project area communities. As a result, future development in accordance with the Project would not expose existing housing or other insurable structures to a significant risk of loss or damage involving flooding. No impacts would occur.

Threshold 4.10-4 Would the project otherwise place structures in Federal 100-year flood hazard or County Capital Flood floodplain areas which

would require additional flood proofing and flood insurance requirements?

Less Than Significant Impact. As indicated for Thresholds 4.10-3(iv), no substantive areas of Federal 100-year flood hazard areas or County Capital Flood areas are present within the Project area communities. The only dams located upstream of any of the Project area communities are the two Walteria facilities and the Palos Verdes Reservoir. None of the mapped inundation areas for these facilities intersect any of the Project communities (DSOD 2023). Therefore, future development in accordance with the Project would not place structures in Federal 100-year flood hazard or County Capital Flood floodplain areas which would require additional flood proofing and flood insurance requirements. Flood related impacts would be less than significant.

Threshold 4.10-5 **Would the project conflict with the Los Angeles County Low Impact Development Ordinance (L.A. County Code, Title 12, Ch. 12.84)?**

Less Than Significant Impact. The Los Angeles County LID Ordinance incorporates design strategies using naturalistic, on-site BMPs for new development to reduce impacts to stormwater quality and quantity. All designated, non-designated, street and road construction, and single-family hillside home projects within the unincorporated areas of Los Angeles County, including in the Project area communities, are required to comply with the LID Standards Manual. A comprehensive LID plan and analysis demonstrating compliance with the LID Standards Manual must be submitted for review and approval by the Director of Public Works. Future redevelopment and infill development pursuant to implementation of the Project would be required to adhere to the ordinance as applicable. As a result, the Project would not conflict with the Los Angeles County LID Ordinance and less than significant impacts would occur.

Threshold 4.10-6 **Would the project use onsite wastewater treatment systems in areas with known geological limitations (e.g. high groundwater) or in close proximity to surface water (including, but not limited to, streams, lakes, and drainage course)?**

No Impact. The Project area communities are served by existing public sanitary sewers. No on-site wastewater treatment systems are proposed as part of the Project. In addition, on-site wastewater treatment systems would not be allowed in these urbanized areas. Therefore, no impact would occur with respect to use of on-site wastewater treatment systems.

Threshold 4.10-7 **In a flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?**

No Impact. As previously discussed, the Project area communities are not in a flood hazard or tsunami zone. No large open bodies of water, such as reservoirs or lakes, are located within close enough proximity to the Project area communities for any risks of seiche wave hazards. Therefore, future development under the Project would not be subject to seiche inundation during an earthquake. As a result, future development completed under the Project would not risk release of pollutants due to project inundation and no impacts would occur.

Threshold 4.10-8 Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact. As previously described in Threshold 4.10-1, construction activities on future redevelopment sites in excess of one acre would be required to comply with the NPDES Construction General permit that would include typical BMPs for erosion control, sediment control, and waste management. Similarly, future redevelopment sites less than one acre would be required to implement the BMPs specified in an ESCP, as required in the County of Los Angeles Grading Code. Operational activities associated with future development projects of the Project would be required to meet MS4 permit requirements through compliance with the County LID Standards Manual.

With respect to sustainable groundwater management, SGMA groundwater basin designations do not apply to adjudicated basins. As discussed in Section 4.10.1.2, Existing Environmental Conditions, and in Threshold 4.10-2, several retail water purveyors that supply water to the Project areas have pumping rights to obtain groundwater from the Central and West Coast groundwater basins. These pumping rights were established as part of the adjudication of these basins. Because groundwater withdrawals from the Central and West Coast groundwater basins are limited based on the adjudication, compliance with the judgments that set pumping rights would eliminate the potential for the water agencies that serve the Project area communities to substantially impact the groundwater aquifer. Therefore, implementation of the Project would not conflict with a water quality control plan or sustainable groundwater management plan and impacts would be less than significant. For more discussion on water supply, please refer to Section 4.19, Utilities and Service Systems of this Draft PEIR.

4.10.2.5 Cumulative Impact Analysis

Where a lead agency concludes that the cumulative effects of a project, taken together with the impacts of other closely related past, present, and reasonably foreseeable future projects are significant, the lead agency then must determine whether the project's incremental contribution to such significant cumulative impact is "cumulatively considerable" (and thus significant in and of itself). The cumulative study area used to assess potential cumulative hydrology and water quality impacts includes the Dominguez Channel/Los Angeles Harbor watershed and the Central and West Coast groundwater basins. This cumulative analysis considers the future buildout of applicable local and regional plans. The full list of related plans applicable to the Project's cumulative analyses is provided in Section 2.5, Cumulative Impact Analysis, in Chapter 2, Environmental Setting of this Draft PEIR.

Threshold 4.10-1. The geographic scope for cumulative impacts related to water quality includes the Dominguez Channel/Los Angeles Harbor watershed, as stormwater runoff from related projects would similarly (i.e., in addition to the Project area communities) flow into these water bodies. The Los Angeles RWQCB Basin Plan includes water quality objectives, beneficial uses, and a list of impaired water bodies within this watershed. The Basin Plan, in combination with other local and state regulations and plans, provide a framework and goals for cumulatively addressing water quality issues throughout the Dominguez Channel/Los Angeles Harbor watershed. Implementation of cumulative development would be required to comply with all pertinent regulations, such as the NPDES Construction General Permit and the County LID Standards Manual, which are designed to reduce adverse water quality impacts, reduce incrementally contributing pollution to already impaired water bodies, attain water quality objectives, and protect beneficial uses of water bodies. Compliance with these regulations would reduce impacts on water quality, such that impacts would be less than cumulatively significant. Because development completed under the Project would similarly be required to implement NPDES and LID Ordinance requirements, the

Project would minimize its impact on water quality. Therefore, the Project's contribution to cumulative water quality impacts would not be cumulatively considerable.

Threshold 4.10-2. The geographic scope for cumulative impacts related to groundwater impacts includes the service areas of the Central and West Coast groundwater basins. As cumulative development growth occurs within the basins, the water purveyors that will serve the future development will use groundwater as well as other water supplies to meet the future demand. However, the water rights of each water purveyor that has rights to groundwater from the Central and West Coast basins are limited based on the adjudication that established the pumping rights for each purveyor. Because groundwater withdrawals from these groundwater basins are limited based on that adjudication, compliance with the judgment that set pumping rights would eliminate the potential for the water agencies that will serve cumulative development growth to substantially impact the groundwater aquifers. Therefore, cumulative development would result in less-than-significant impacts on groundwater from the Central and West Coast groundwater basins, and the Project's incremental contribution would not be cumulatively considerable.

Although most of the Project area communities are paved and impervious, groundwater recharge for the Central Basin occurs along the upper reaches of the San Gabriel River and the Rio Hondo via the San Gabriel River Water Conservation System (Figure 4.10-2, Groundwater Basin Map). Groundwater flows between the West Coast and Central groundwater subbasins, based on the groundwater elevations on either side of the Newport-Inglewood Uplift. Therefore, cumulative development would not substantially impact groundwater recharge capabilities within the Central and West Coast groundwater basins. As a result, implementation of cumulative development would result in less-than-significant impacts to recharge capabilities, and the Project's contribution to impacts on groundwater supplies would not be cumulatively considerable.

Threshold 4.10-3. The geographic scope considered for cumulative impacts to erosion, runoff, drainage, and flood hazards is the Dominguez Channel/Los Angeles Harbor watershed, as stormwater runoff from related projects would similarly (i.e., in addition to the Project area communities) flow into these water bodies. Implementation of cumulative development would be required to comply with all pertinent regulations, such as the Construction General Permit, County LID Standards Manual, and the MS4 NPDES permit. Compliance with these regulations would require the implementation of BMPs to ensure stormwater runoff and flood hazards would be minimized. Therefore, the Project's contribution to cumulative impacts would not be cumulatively considerable with regulatory compliance and BMP implementation.

Threshold 4.10-4. No Federal 100-year flood hazard areas or County Capital Flood areas are present within the Project area. As such, the Project's contribution to impacts related to flood hazards would not be cumulatively considerable.

Threshold 4.10-5. All designated, non-designated, street and road construction, and residential projects within the unincorporated areas of Los Angeles County, including in the Project area communities, are required to comply with the LID Standards Manual. Therefore, the cumulative impacts would be less than significant with regulatory compliance and implementation of BMPs, and the Project's incremental contribution would not be cumulatively considerable.

Threshold 4.10-6. The Project area is served by existing public sanitary sewers and there would be no cumulative contribution to impacts related to onsite wastewater treatment.

Threshold 4.10-7. The Project area is not in a flood hazard or tsunami zone and no large open bodies of water, such as reservoirs or lakes, are located within the Project area communities. Therefore, there would be no cumulative contribution to impacts related to flood, tsunami, or seiche hazards.

Threshold 4.10-8. Several retail water purveyors that supply water to the Project area have pumping rights to obtain groundwater from the adjudicated Central and West Coast groundwater basins. Because groundwater withdrawals are limited based on the adjudication, compliance with the judgments that set pumping rights would eliminate the potential for the water agencies that serve the Project area communities to substantially impact the groundwater aquifer. Therefore, cumulative development would result in a less-than-significant impact and the Project's incremental contribution would not be cumulatively considerable.

4.10.2.6 Mitigation Measures

No mitigation measures are required.

4.10.2.7 Significance Conclusion

Threshold 4.10-1. The Project would not violate any water-quality standards or waste-discharge requirements and impacts would be **less than significant** and would not be cumulatively considerable.

Threshold 4.10-2. The Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin and impacts would be **less than significant** and would not be cumulatively considerable.

Threshold 4.10-3. The Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a Federal 100-year flood hazard area or County Capital Flood floodplain; 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, amount, or depth of surface runoff in a manner which would result in flooding on- or off-site; 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 which would expose existing housing or other insurable structures to a significant risk of loss or damage involving flooding, and impacts would be **less than significant** and would not be cumulatively considerable.

Threshold 4.10-4. The Project would not place structures in Federal 100-year flood hazard or County Capital Flood floodplain areas which would require additional flood proofing and flood insurance requirements, and impacts would be **less than significant** and would not be cumulatively considerable.

Threshold 4.10-5. The Project would not conflict with the Los Angeles County Low Impact Development Ordinance (L.A. County Code, Title 12, Ch. 12.84) and impacts would be **less than significant** and would not be cumulatively considerable.

Threshold 4.10-6 The Project would not use onsite wastewater treatment systems in areas with known geological limitations (e.g., high groundwater) or in close proximity to surface water (including, but not limited to, streams, lakes, and drainage course) and there would be **no impact**.

Threshold 4.10-7. The Project is not in a flood hazard, tsunami, or seiche zones, and would not risk release of pollutants due to project inundation and there would be **no impact**.

Threshold 4.10-8. The Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan and impacts would be **less than significant** and would not be cumulatively considerable.

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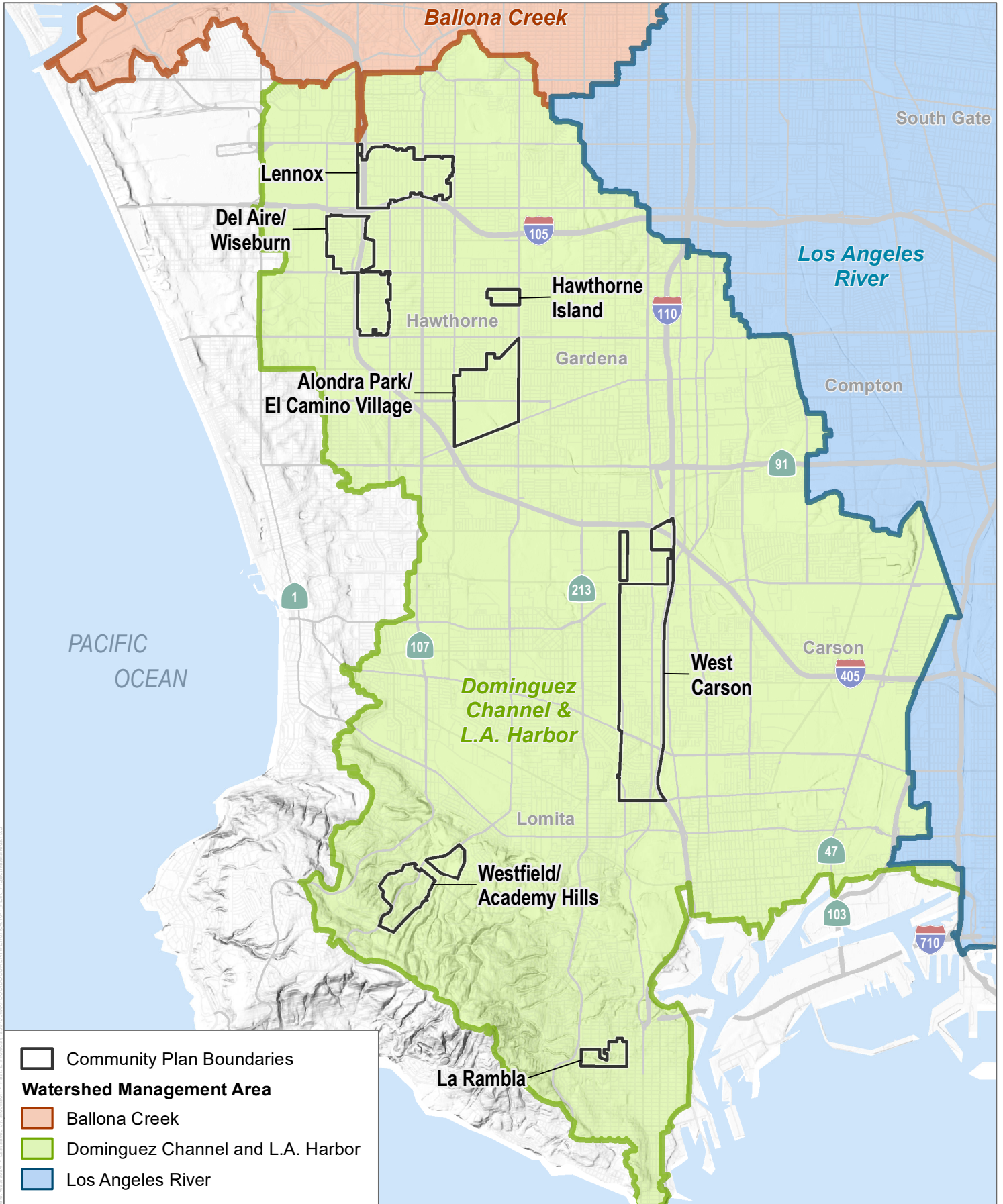
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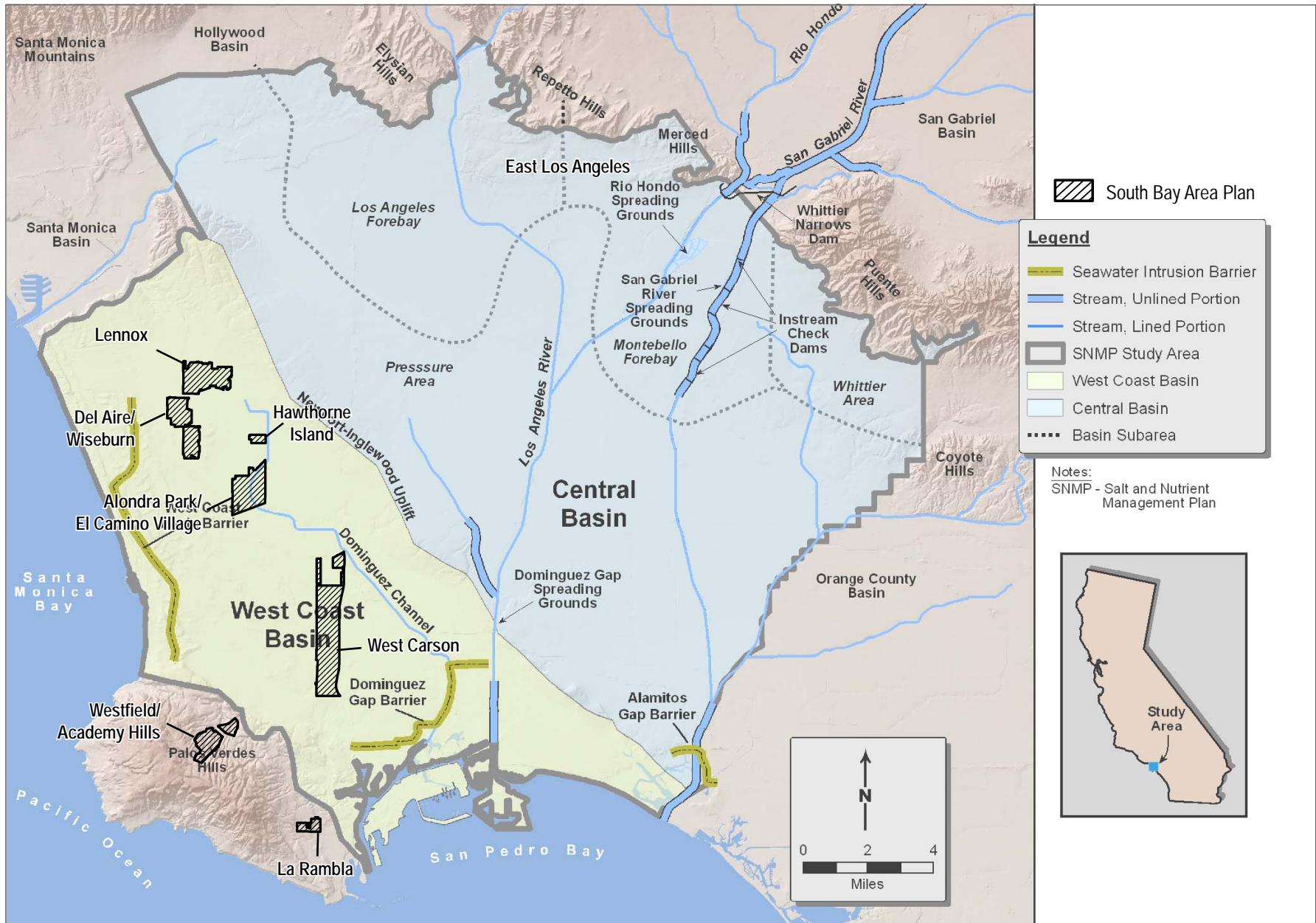
SOURCE: Open Street Map 2019; Los Angeles County

FIGURE 4.10-1

Watershed Map

Los Angeles County South Bay Area Plan Project

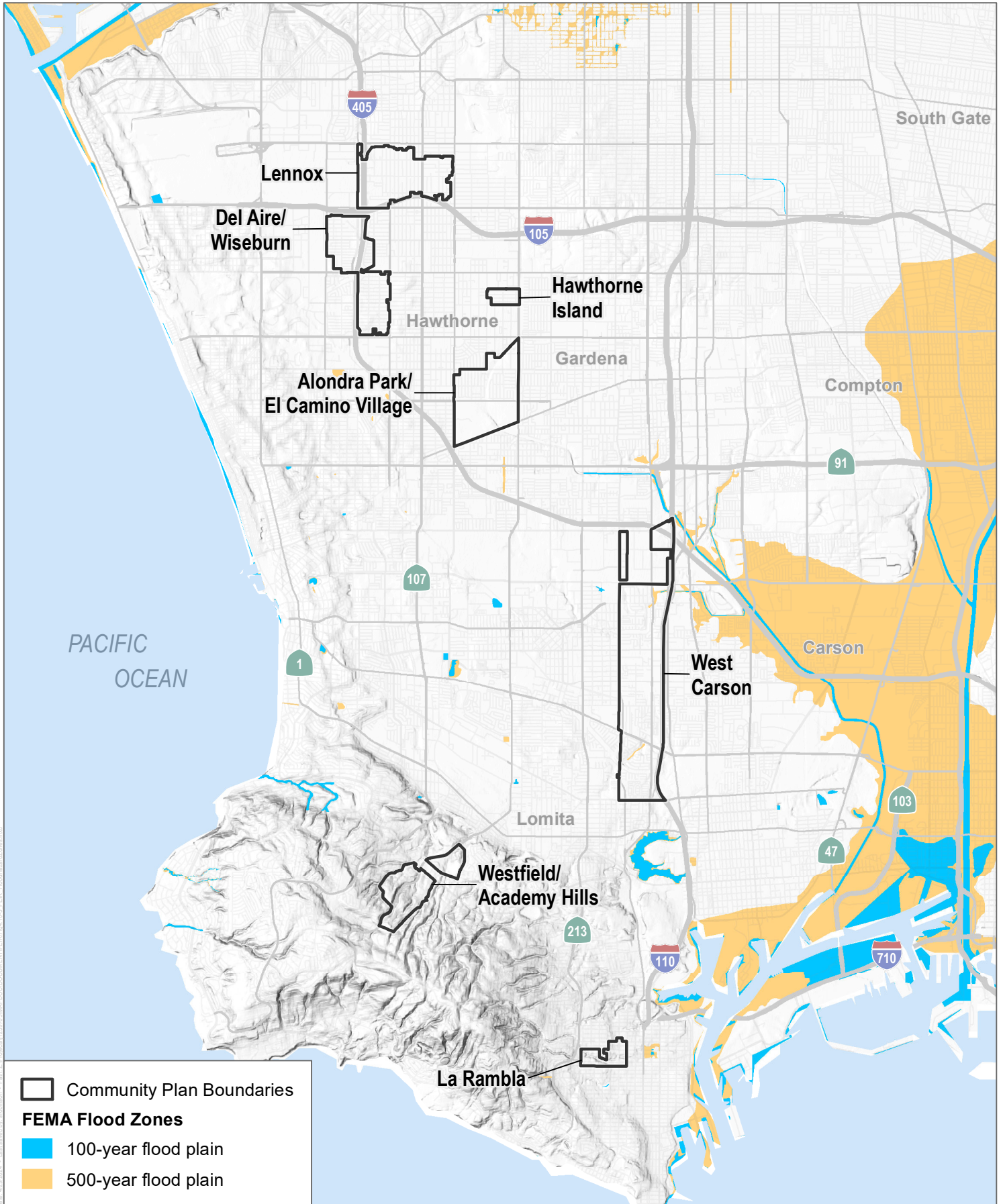
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SOURCE: WRD 2016

FIGURE 4.10-2
Groundwater Basin Map

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SOURCE: Open Street Map 2019; FEMA

FIGURE 4.10-3

Flood Hazard Zones

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4.11 Land Use and Planning

This section of the Draft PEIR analyzes the potential impacts from the implementation of the South Bay Area Plan (Project) on land use and planning, related to whether the Project would physically divide an established community, conflict with any County land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, or conflict with the goals and policies of the Los Angeles County General Plan (General Plan) related to Hillside Management Areas or Significant Ecological Areas. Other sources consulted are listed in Section 4.11.3, References.

4.11.1 Environmental Setting

4.11.1.1 Regulatory Setting

Federal

There are no federal policies or regulations applicable to land use and planning with respect to the proposed Project.

State

State Planning Law

State planning law (California Government Code Section 65300) requires every city and county in California to adopt a comprehensive, long-term general plan for the physical development of the jurisdiction and of any land outside its boundaries that, in the planning agency's judgment, bears relation to its planning (sphere of influence). A general plan should consist of an integrated and internally consistent set of goals and policies grouped by topic into a set of elements and guided by a jurisdiction-wide vision. State law requires that a general plan address seven elements or topics (land use, circulation, housing, conservation, open space, noise, and safety), but allows some discretion on the arrangement and content. Additionally, each of the specific and applicable requirements in the state planning law should be examined to determine if there are environmental issues within the community that the general plan should address, such as hazards or flooding.

Senate Bill 535 "Disadvantaged Communities"

Senate Bill (SB) 535, enacted in 2012, directs California to allocate specific Cap-and-Trade auction proceeds to "disadvantaged communities." The California Environmental Protection Agency (CalEPA) is tasked with identifying these disadvantaged communities, using criteria that encompass geographic, socioeconomic, public health, and environmental factors. In issuing previous designations, CalEPA relied upon the California Communities Environmental Health Screening Tool (CalEnviroScreen), a mapping tool developed by the Office of Environmental Health Hazard Assessment (OEHHA). On October 13, 2021, OEHHA released a new final version of CalEnviroScreen, Version 4.0. CalEPA determined that the improvements and updates in Version 4.0 were sufficiently material to warrant new designations of disadvantaged communities, pursuant to SB 535 (CalEPA 2022). In the recent update to disadvantaged community designations, CalEPA primarily used census tracts and identified four types of areas as disadvantaged: census tracts with the highest 25% scores in CalEnviroScreen 4.0, tracts without scores due to data gaps but high pollution burden scores, tracts identified as disadvantaged in the 2017 designation regardless of their current scores, and areas governed by federally recognized Tribes. Cal EPA SB 535 disadvantaged communities in the Project area include all of Alondra Park/El Camino Village, Del Aire/Wiseburn, Lennox, Hawthorne Island, as well as the northern portion of West Carson (CalEPA 2022).

Local

Connect SoCal

The Regional Transportation Plan (RTP) is a long-range transportation plan that is developed and updated by the Southern California Association of Governments (SCAG) every four years to guide transportation investments throughout the region. The Sustainable Communities Strategy (SCS) is a required element of the RTP that integrates land use and transportation strategies to achieve California Air Resources Board emissions reduction targets pursuant to Senate Bill 375. On September 3, 2020, the SCAG Regional Council adopted the 2020-2045 RTP/SCS (Connect SoCal). Connect SoCal includes goals to increase mobility and enhance sustainability for the region's residents and visitors and encompasses three principles to improve the region's future: mobility, economy, and sustainability. In addition, Connect SoCal provides a regional investment framework to address the region's transportation and related challenges, while enhancing the existing transportation system and integrating land use into transportation planning (SCAG 2020).

To address the mobility challenge of the region's continuing roadway congestion, Connect SoCal proposes transportation investments in transit; passenger and high-speed rail; active transportation; transportation demand management; transportation systems management; highways; arterials; goods movement; aviation and airport ground access; and operations and maintenance projects. Connect SoCal recommends local jurisdictions accommodate future growth within existing urbanized areas, particularly near existing transit, to reduce VMT, congestion, and greenhouse gas emissions. The Connect SoCal approach to sustainably manage growth and transportation demand would reduce the distance and barriers between new housing, jobs, and services and would reduce vehicle travel and greenhouse gas emissions. As part of Connect SoCal, SCAG develops population and housing forecasts for the SCAG region and for the jurisdictions that make up the SCAG region. For informational purposes, SCAG released Connect SoCal 2024, which is its next 2024-2050 RTP/SCS, for public review and comment on November 2, 2023 (SCAG 2023). Given that Connect SoCal 2024 is still in draft form, the 2020 Connect SoCal is used for the purposes of this Draft PEIR.

Regional Housing Needs Allocation (RHNA)

The Regional Housing Needs Allocation (RHNA) is mandated by the State Housing Law as part of a periodic process of updating local housing elements in city and county general plans. The RHNA is produced by SCAG and contains a forecast of housing needs within each jurisdiction within the SCAG region for eight-year periods. The RHNA provides an allocation of the existing and future housing needs by jurisdiction that represents the jurisdiction's fair share allocation of the projected regional population growth. SCAG is required to develop a final RHNA methodology to distribute existing and projected housing need for the most recent (i.e., the "6th cycle") RHNA for each jurisdiction, which will cover the planning period October 2021 through October 2029. The California Department of Housing and Community Development (HCD) provided SCAG a final regional determination of 1,341,827 units for the 6th cycle RHNA on October 15, 2019. Of these total units, 90,052 must be accommodated within the unincorporated County areas, and 6,775 must be accommodated for within the South Bay Planning Area. For a more detailed discussion of RHNA within the County and broader SCAG region, please refer to Section 4.14, Population and Housing, of this Draft PEIR.

Los Angeles County Housing Preservation Ordinance

In April 2021, the Board of Supervisors adopted an ordinance amending the Los Angeles County Code, Title 8 – Consumer Protection, Business and Wage Regulations, Title 21 – Subdivisions, and Title 22 – Planning and Zoning,

to include the Affordable Housing Preservation Ordinance, which preserves existing affordable housing by requiring the replacement of affordable rental housing that is demolished, vacated or converted from rental to for sale; requiring notification of planned condominium conversions to housing organizations qualified to preserve affordable rental housing; and facilitates the ongoing operation of existing mobilehome parks in the unincorporated areas of Los Angeles County (County of Los Angeles 2021c).

Los Angeles County Inclusionary Housing Ordinance

Inclusionary housing is a policy that requires market-rate residential developments to include affordable housing. It is one tool in the County's toolbox to address the County's shortage of affordable housing. Under the Inclusionary Housing Ordinance, a housing development is required to provide affordable units if it has at least five units and is one of the following: (1) A rental housing development in one of these submarket areas: Coastal South Los Angeles; San Gabriel Valley; or Santa Clarita Valley; or (2) a for-sale housing development in one of these submarket areas: Antelope Valley (excluding condos), Coastal South Los Angeles, East Los Angeles/Gateway; San Gabriel Valley; Santa Clarita Valley; or South Los Angeles (excluding condos). The South Bay Area Plan communities are included in the Coastal South Los Angeles submarket area (County of Los Angeles 2020).

To ensure the financial feasibility of rental projects, requirements include:

- Three set-aside options, ranging from 5% to 20% of the unit count depending on the affordability level of the units and the project size;
- Options that include the ability to mix incomes to meet set-aside requirements; and
- Lower set-aside options for smaller development projects (less than 15 baseline dwelling units).

To ensure the financial feasibility of for-sale projects, requirements include:

- Set-asides ranging from 5% - 20% of the unit count depending on the project size and submarket area;
- The ability to mix incomes to meet set-aside requirements; and
- Lower set-aside options for smaller projects (less than 15 baseline dwelling units).

The Inclusionary Housing Ordinance is currently in the process of being updated by the County (County of Los Angeles 2023a). The proposed updates would accomplish the following (County of Los Angeles 2023a):

- Update the County's inclusionary housing requirements based on the findings of the 2023 financial feasibility study;
- In submarket areas where the 2023 financial feasibility study finds that inclusionary requirements are infeasible, codify the state mandated inclusionary housing policy, which requires housing developments on certain parcels identified in the Housing Element to provide a 20% affordable housing set-aside for lower-income households pursuant to Government Code sections 65583.2(c) and (h);
- Codify other state mandates such as Assembly Bill 491; and
- Harmonize various requirements between Inclusionary Housing, Density Bonus and Affordable Housing Preservation Ordinances.

Los Angeles County General Plan

The General Plan provides the policy framework and establishes the long range vision for how and where the unincorporated areas will grow through the year 2035, and establishes goals, policies, and programs to foster healthy, livable, and sustainable communities. The General Plan consists of the Planning Areas Framework and the following elements: Land Use, Mobility, Air Quality, Conservation and Natural Resources, Parks and Recreation, Noise, Safety, Public Services and Facilities, Economic Development, and Housing. Lastly, the General Plan Implementation section describes the ordinances, programs and tasks that will implement the General Plan. The section describes which County departments and agencies are responsible for implementation programs and sets a timeframe for completion of those programs (County of Los Angeles 2015).

Planning Areas Framework. The General Plan provides goals and policies to achieve County-wide planning objectives for the unincorporated areas and is the foundational document for all community-based plans that serve the unincorporated areas, such as area plans, community or neighborhood plans, and Transit Oriented District specific plans. The General Plan identifies 11 Planning Areas, which make up the Planning Areas Framework. The purpose of the Planning Areas Framework is to provide a mechanism for local communities to work with the County to develop plans that respond to their unique and diverse character. Area plans focus on land use and policy issues that are specific to the Planning Area. Community or neighborhood plans cover smaller geographic areas within the Planning Area, and address neighborhood and/or community-level policy issues. An area plan must be prepared or updated for each of the 11 Planning Areas, which provides opportunities to update community-based plans, as well as implementation tools of the General Plan, such as specific plans and community standards districts.

The Program LU-1: Planning Areas Framework Program in Chapter 16: General Plan Implementation Programs, requires implementation of the South Bay Area Plan (and all 11 Area Plans), as follows (County of Los Angeles 2015):

The General Plan serves as the foundation for all community-based plans, such as area plans, community plans, and coastal land use plans. Area plans focus on land use and other policy issues that are specific to the Planning Area. The Planning Areas Framework Program shall entail the completion of an area plan for each of the 11 Planning Areas.

Area plans will be tailored toward the unique geographic, demographic, and social diversity of each Planning Area; however, at a minimum, area plans shall be developed using the following guidelines:

- Involve major stakeholders, including but not limited to residents, businesses, property owners, County departments, regional agencies, and adjacent cities.
- Explore the role of arts and culture and consider beautification efforts.
- Analyze the transportation network and assess the transportation and community improvement needs. Utilize the street design considerations outlined in the Mobility Element as a tool for street improvements that meet the needs of all potential users, promote active transportation, and address the unique characteristics of the Planning Area.
- Review and consider the identified opportunity areas, as applicable.
- Develop a land use policy map that considers the local context, existing neighborhood character, and the General Plan Hazard, Environmental and Resource Constraints Map.
- Consider the concurrent development of areawide zoning tools.

- Update specific plans and zoning ordinances, as needed, to ensure consistency and plan implementation.

At a minimum, each area plan shall consist of the following components: 1) a comprehensive policy document with area-specific elements, as needed, that incorporates community-based plans as chapters; 2) a land use policy map that utilizes the General Plan Land Use Legend; 3) a zoning map that is consistent with the area plan; 4) a capital improvement plan developed in partnership with Los Angeles County Public Works; and 5) an environmental review document that uses the General Plan PEIR as a starting point to assess the environmental impacts of the area plan. The creation of new community plans will be reserved for those communities in the unincorporated areas that are identified through the area plan process as having planning needs that go beyond the scope of the area plan.

Land Use Element. The Land Use Element provides strategies and planning tools to facilitate and guide future development and revitalization efforts. In accordance with the California Government Code, the Land Use Element designates the proposed general distribution and general location and extent of uses. The General Plan Land Use Policy Map and Land Use Legend serve as the “blueprint” for how land will be used to accommodate growth and change in the unincorporated areas. The Land Use Element of the General Plan provides the goals and policies potentially relevant to the Project, which are listed in Table 4.11-1, General Plan Conflict Evaluation.

Special Management Areas. The County’s Special Management Areas require additional development regulations to prevent the loss of life and property, and to protect the natural environment and important resources.

Airport Influence Areas. Airport Influence Areas are comprised of airport property, runway protection zones, and noise contours. With certain exceptions, all developments located in an Airport Influence Area are subject to review by the Los Angeles County Airport Land Use Commission (ALUC) for compliance with noise and safety regulations, per Title 21 of the California Code of Regulations. State Law requires the creation of ALUCs to coordinate planning for the areas surrounding public use airports. Section 2.2 of the Los Angeles County Airport Land Use Commission Review Procedures provides guidance for the ALUC regarding the review process for community land use plans and ordinances (ALUC 2004). The ALUC has prepared and adopted the Los Angeles County Airport Land Use Compatibility Plan (ALUCP), and Los Angeles County and each city affected by the plan is required to make its general plan consistent with the ALUCP. Once a local agency has taken this action, the ALUC’s authority to review projects within that jurisdiction is narrowly limited. The Airport Influence Areas Policy Map, as illustrated in Figure 4.9-12, Airport Influence Areas, shows that the Los Angeles International Airport Influence Area overlies with Lennox and a portion of Del Aire/Wiseburn, but the Hawthorne Airport does not overlie any South Bay Planning Area community. Aircraft noise contours that pertain to Lennox affect the compatibility of land uses that can reside within the exposure areas due to noise-sensitive land uses.

Transit Oriented Districts. Transit Oriented Districts (TODs) are areas within a 0.5-mile radius from a major transit stop, which include development and design standards, regulations, and infrastructure plans that tailor to the unique characteristics and needs of each community and address access and connectivity, pedestrian improvements, and safety, as well as incentives to facilitate transit-oriented development. The South Bay Planning Area contains three TODs: Aviation/I-105, Hawthorne, and West Carson. According to the General Plan, all TODs will be implemented by a TOD specific plan, or a similar mechanism, with standards, regulations, and infrastructure plans that tailor to the unique characteristics and needs of each community, and address access and connectivity, pedestrian improvements, and safety. At the time of preparing this Draft PEIR, the West Carson TOD Specific Plan is only TOD developed in the Project area.

Mobility Element. The Mobility Element provides an overview of the transportation infrastructure and strategies for developing an efficient and multimodal transportation network. The Element assesses the challenges and constraints of the Los Angeles County transportation system and offers policy guidance to reach the County’s long-term mobility goals. Two sub-elements—the Highway Plan and Bicycle Master Plan—supplement the Mobility Element. These plans establish policies for the roadway and bikeway systems in the unincorporated areas, which are coordinated with the networks in the 88 cities in Los Angeles County. The General Plan also establishes a program to prepare community pedestrian plans, with guidelines and standards to promote walkability and connectivity throughout the unincorporated areas. Applicable goals and policies from the Mobility Element are included in Section 4.17, Transportation, of this Draft PEIR.

Air Quality Element. The Air Quality Element summarizes air quality issues and outlines the goals and policies in the General Plan that will improve air quality and reduce greenhouse gas emissions. One sub element—the Community Climate Action Plan—supplements the Air Quality Element. This plan establishes actions for reaching the County’s goals to reduce greenhouse gas emissions in the unincorporated areas. Applicable goals and policies from the Air Quality Element are included in Section 4.3, Air Quality and 4.8, Greenhouse Gas Emissions, of this Draft PEIR.

Housing Element. State law requires that each jurisdiction’s Housing Element consist of “identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, and scheduled program actions for the preservation, improvement and development of housing.” The Housing Element must analyze and plan for housing for all segments of the community. On May 17, 2022, the County Board of Supervisors adopted the 2021-2029 Housing Element, which includes details regarding the future locations of additional housing pursuant to the state mandated 6th cycle RHNA allocation for the County’s unincorporated areas (County of Los Angeles 2023c).

Conservation and Natural Resources Element. The Conservation and Natural Resources Element guides the long-term conservation of natural resources and preservation of available open space areas. The Conservation and Natural Resources Element addresses the following conservation areas: Open Space Resources; Biological Resources; Local Water Resources; Agricultural Resources; Mineral and Energy Resources; Scenic Resources; and Historic, Cultural and Paleontological Resources. Applicable goals and policies from the Conservation and Natural Resources Element are included in Section 4.4, Biological Resources, of this Draft PEIR.

Parks and Recreation Element. The Parks and Recreation Element provides policy direction for the maintenance and expansion of the County’s parks and recreation system. The purpose of the Parks and Recreation Element is to plan and provide for an integrated parks and recreation system that meets the needs of residents. The goals and policies set forth in this Element address the growing and diverse recreation needs of the communities served by the County. Applicable goals and policies from the Parks and Recreation Element are included in Section 4.16, Recreation, of this Draft PEIR.

Noise Element. Noise levels can have a significant impact on quality of life. Excessive levels of noise result in increased neighborhood annoyance, dissatisfaction, and in some cases, health and safety hazards. Due to Los Angeles County’s geographic, environmental, and cultural diversity, the levels and types of noise issues vary significantly. The purpose of the Noise Element is to reduce and limit the exposure of the general public to excessive noise levels. The Noise Element sets the goals and policy direction for the management of noise in the unincorporated areas. Applicable goals and policies from the Noise Element are included in Section 4.13, Noise, of this Draft PEIR.

Safety Element. The purpose of the Safety Element is to reduce the potential risk of death, injuries, property damage, economic loss, and social dislocation resulting from natural and human-made hazards. The California Government Code requires the General Plan to address “the protection of the community from any unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche, and dam failure; slope instability leading to mudslides and landslides; subsidence, liquefaction, and other seismic hazards...; flooding; and wildland and urban fires.” The Safety Element addresses only limited aspects of man-made disasters, such as hazardous waste and materials management, in particular, those aspects related to seismic events, fires, and floods. In general, hazardous materials management is addressed in the Los Angeles County Integrated Waste Management Plan (California Code of Regulations [CCR] Section 18755.5). The Safety Element works in conjunction with the Operational Area Emergency Response Plan (OAERP), which is prepared by the County’s Chief Executive Office - Office of Emergency Management (CEO OEM). The OAERP strengthens short and long-term emergency response and recovery capability and identifies emergency procedures and emergency management routes in Los Angeles County. Applicable goals and policies from the Safety Element are included in Section 4.7, Geology and Soils, Section 4.9, Hazards and Hazardous Materials, Section 4.15, Public Services, and Section 4.19, Utilities and Service Systems, of this Draft PEIR.

Public Services and Facilities Element. The Public Services and Facilities Element promotes the orderly and efficient planning of public facilities and infrastructure in conjunction with land use development and growth. This Element focuses on services and facilities that are affected the most by growth and development: Drinking Water; Sanitary Sewers; Solid Waste; Utilities; Early Care and Education; and Libraries. The Element also discusses the key role of collaboration among County agencies in efficient and effective service provision and facilities planning. This Element works in conjunction with the Los Angeles County Department of Public Works (DPW) Strategic Plan, which outlines service delivery goals for sanitary sewer, water supply, flood protection, water quality, garbage disposal, and traffic lighting; Integrated Waste Management Plan; Sewer System Management Plan; Library Strategic Plan; and other plans to address the provision of public services and facilities to the unincorporated areas. Applicable goals and policies from the Public Services and Facilities Element are included in Section 4.9, Hydrology and Water Quality, Section 4.15, Public Services, and Section 4.19, Utilities and Service Systems, of this Draft PEIR.

Economic Development Element. The Economic Development Element outlines the County’s economic development goals and provides strategies that contribute to the economic well-being of Los Angeles County. The overall performance of the economy and economic development efforts strongly impact land use and development patterns. Through the implementation of this Element, the County is planning for the economic health and prosperity of its physical and social environments and planning strategically for the future economy. The Element works in conjunction with the Los Angeles County Strategic Plan for Economic Development, which was adopted by the Los Angeles County Board of Supervisors in 2010.

Employment Protection Districts are economically viable industrial and employment-rich lands with policies to prevent the conversion of industrial land to non-industrial uses. According to the General Plan, Employment Protection Districts are designed to protect from the conversion; however, there are no other land use regulations (e.g., permitted density or FAR restrictions). The South Bay Planning Area contains two Employment Protection Districts: one in West Carson and one in Lennox.

OurCounty – Countywide Sustainability Plan

OurCounty is the Countywide Sustainability Plan that was adopted in 2019 and it outlines what local governments and stakeholders can do to enhance the well-being of every community in the County while reducing damage to the natural environment and adapting to the changing climate, particularly focusing on those communities that have

been disproportionately burdened by environmental pollution. The Plan identifies lead County entities and partners that would work to achieve the twelve Goals, which describe the visions for a sustainable County. Each goal is supported by Strategies and by quantitative targets for accomplishing the metrics for success (County of Los Angeles 2019).

Los Angeles County Code

Title 22, Planning and Zoning. The Zoning Code includes regulations concerning where and under what conditions various land uses may occur in the County's unincorporated areas. It also establishes zone-specific height limits, setback requirements, and other development standards, for residential, mixed-use, commercial, industrial, and all other types of sites. The Zoning Code is a primary tool for implementing the County's General Plan. The purpose of the Zoning Code is to encourage, classify, designate, regulate, and restrict the highest and best locations and uses of buildings and structures, for residential, commercial, and industrial or other purposes. Applicable sections of the Zoning Code include Chapter 22.18 (Residential Zones), Chapter 22.22 (Industrial Zones), Section 22.26.030 (Mixed Use Development Zone), and Chapter 22.110 (General Site Regulations).

Chapter 22.84, Green Zones Districts. The County's Green Zones Program consists of amendments to the General Plan and Zoning Code aimed at improving the public health and quality of life of residents in vulnerable communities within the unincorporated areas of the County that have been disproportionately and historically impacted by environmental effects. A key component of the Green Zones Program is the establishment of 11 Green Zone Districts where certain industrial land uses within 500 feet of a "sensitive use" would be either prohibited or would require Conditional Use Permit (CUP) with discretionary review. Within the Project area, the community of West Carson is a Green Zone District. The Green Zones Program establishes a Sensitive Use chapter of the Zoning Code, and amends Division 2 of Section 22.17.190 (Definitions) to include a new definition for "Sensitive use", which reads as follows: "A land use where individuals are most likely to reside or spend time, including dwelling units, schools and school yards – including trade schools, public and private schools, faith-based and secular schools, parks, playgrounds, daycare centers, preschools, nursing homes, hospitals, licensed care facilities, shelters, and daycares or preschools as accessory to a place of worship, that are permitted in the zones where they are located..." (County of Los Angeles 2021a).

The ordinance also establishes Chapter 22.84, Green Zones Districts, of the Zoning Code, which, under Section 22.84.030 Standards and Requirements for Specific Uses, provides that any oil well valve storage or repair in the Project area would require a CUP if located within a 500-foot radius of a lot containing a sensitive use.

Chapter 22.102, Significant Ecological Areas. Significant Ecological Areas (SEAs) are officially designated areas within Los Angeles County with irreplaceable biological resources. The SEA Program objective is to conserve genetic and physical diversity within Los Angeles County by designating biological resource areas that are capable of sustaining themselves into the future. The SEA also protects native trees and provides a list of the protected species and the size of the diameter of the trunk that triggers protection. The SEA Ordinance establishes the permitting, design standards, and review process for development within SEAs, balancing preservation of the County's natural biodiversity with private property rights. A discretionary SEA Conditional Use Permit application is required for development that cannot demonstrate compliance with Section 22.102.070 (Protected Tree Permit), or Sections 22.102.090 (SEA Development Standards) and 22.102.100 (Natural Open Space Preservation).

Chapter 22.104, Hillside Management Areas. Hillside Management Areas were established to ensure that development preserves and enhances the physical integrity, biological resources, and scenic value of Hillside Management Areas (HMAs), to provide open space, and to be compatible with and enhance community character.

These goals are to be accomplished by: (1) locating development outside of HMAs to the extent feasible; (2) locating development in the portions of HMAs with the fewest hillside constraints; and (3) using sensitive hillside design techniques tailored to the unique site characteristics. In locating building pads, public safety, and biological resource protection shall have priority over scenic resource preservation. The HMA Ordinance and Hillside Design Guidelines (Title 22- Appendix I, Hillside Design Guidelines) implement the policies of the General Plan by ensuring that hillside development projects use sensitive and creative engineering, architectural, and landscaping site design techniques. HMAs are defined as areas with 25 percent or greater natural slopes. The Hillside Design Guidelines are required for development in HMAs, unless exempted under the provisions of the ordinance. A Sensitive Hillside Design Measures Checklist is used by applicants to determine whether the Hillside Design Guidelines would be applicable. Appendix I, Hillside Design Guidelines, of the HMA Ordinance and Hillside Design Guidelines, encourages retention and incorporation of 50 percent or more of existing onsite trees and woodlands (particularly native and drought-tolerant species, and oak woodlands) into a Project's landscaping plan.

Existing Community Based-Plans and Specific Plan

The local regulatory planning structure for any unincorporated community in the County begins with the General Plan, which is the foundational document for all community-based plans and specific plans, including those applicable to the seven unincorporated Project-area communities. Planning documents, and their accompanying ordinances, goals, policies, and standards, are generally structured somewhat like a nesting doll, with County or regional plans encompassing and guiding a collection of related but community-specific local plans, which may or may not have overlapping goals, policies, and provisions. The relationship of the General Plan to other local planning efforts in the County follows the hierarchy of: (1) General Plan; (2) Area Plan; (3) Community Plan; (4) Specific Plan. The zoning plan for a given community is similarly structured, with a uniform set of zoning standards established at the County level, and local community and specific plans proposing community or area specific zoning standards (including local level design and building standards) as needed to supplement the County's established code.

Community-based plans and specific plans (including TOD specific plans) are used as General Plan implementation tools within communities or community subareas. Community and specific plans allow the County to assemble land uses and implementation programs tailored to the unique characteristics of a specific site. For example, Community Standards Districts (CSDs) can be established as supplemental overlay districts to provide appropriate special development standards to address specific issues unique to the planning area, to protect and enhance the existing character and scale of a community and ensure that new development is compatible with and complementary to the unique characteristics of residential and commercial neighborhoods. There are currently 28 existing CSDs in the County, none of which are within the South Bay Planning Area boundaries.

The West Carson TOD Specific Plan and the Vision Lennox Plan are the only existing community-based or specific plans applicable to the Project area. Brief summaries of these plan are provided below. Note that there are no community or TOD specific plans applicable to Alondra Park/El Camino Village, Del Aire/Wiseburn, Hawthorne Island, La Rambla, or Westfield/Academy Hills.

Vision Lennox. Vision Lennox is a County-led community plan that identifies a series of key strategies to implement the vision of the community and address current challenges faced by the community. Vision Lennox also identifies visions for Lennox Boulevard and Hawthorne Boulevard, two primary commercial/mixed-use corridors within the community. Lennox Boulevard, west of Hawthorne Boulevard, is an area with a well-defined urban character with the potential to be a "main street" that matches the desired nature and character of the community. Hawthorne Boulevard can be repositioned and transformed into a vibrant and pedestrian friendly corridor to be in better balance with the needs of pedestrians, ground floor retail, cyclists and transit users through streetscape

improvements. Vision Lennox includes opportunities to enhance the neighborhood and to improve Lennox Park and expand parks and open space in collaboration with the Lennox School District using existing school playgrounds and vacant lots to provide additional space for recreation (County of Los Angeles 2010).

West Carson Transit Oriented District Specific Plan. The West Carson TOD Specific Plan covers an approximately 319-acre area focused around the Carson Metro Station, which is a bus rapid transit stop along a designated bus lane adjacent to I-110. The West Carson TOD Specific Plan sets forth a planning framework intended to expand opportunities for compact, infill development that is compatible with and supports the intensification of Harbor-UCLA Medical Center, while being sensitive to the existing single-family neighborhoods. Consistent with the goals and policies outlined in the General Plan, the WCTOD Specific Plan encourages transit-oriented development; promotes active transportation; and allows development that reduces vehicles miles traveled (County of Los Angeles 2018).

4.11.1.2 Existing Environmental Conditions

South Bay Planning Area Conditions

The South Bay Planning Area lies in the southwest region of Los Angeles County and is near to the region's major transportation hubs – Los Angeles International Airport (LAX) and the Port of Long Beach, which combined with the Port of Los Angeles, is the busiest container port in the country. The Pacific Ocean and the Westside Planning Area provide the western and northwestern borders and the Gateway Planning Area and Metro Planning Area provide the eastern and northeastern borders. The majority of the Planning Area is comprised of low elevation-level areas in the Los Angeles basin, but the Palos Verdes Peninsula is covered with hills, open spaces and communities that abut cliffs and rocky shorelines along the Pacific Coast. The Planning Area is served mainly by four major freeways: Interstate (I) 105, I-405, I-110, and State Route (SR) 91. The Metro C (formerly Green) Line also serves the Planning Area. Other transportation facilities in the region include Torrance Municipal Airport-Zamperini Field and Hawthorne Municipal Airport. The Planning Area is home to numerous offices for company headquarters, research and development facilities, manufacturing, health care, telecommunications, financial services, and international trade businesses. Educational institutions, such as El Camino Community College and Harbor-UCLA Medical Center (a care, medical education, and research hospital) provide educational opportunities to meet the needs of industry. There are seven unincorporated communities within the South Bay Planning Area: Alondra Park/El Camino Village, Del Aire/Wiseburn, Hawthorne Island, La Rambla, Lennox, West Carson, and Westfield/Academy Hills, which are the focus of the South Bay Area Plan and the geographic extent of the Project area.

Project Area Conditions

The Project area is composed of the seven unincorporated communities within South Bay Planning Area. The applicable land use conditions throughout the Project area communities are illustrated in Figures 2-3a through 2-3g, Existing Land Use, as well as Figures 2-4a through 2-4g, Existing Zoning, in Chapter 2, Environmental Setting, of the Draft PEIR. The following details the existing land use designations, General Plan opportunity areas (as defined in Section 2.3.3), and Housing Element sites for each unincorporated community.

Alondra Park/El Camino Village. The General Plan designates this community with a mix of residential, including Residential 9 (H9), Residential 18 (H18), and Residential 50 (H50), as shown in Figure 2-3a. Parcels along the west side of Crenshaw Boulevard are designated as General Commercial (CG), except for the portion south of Manhattan Beach Boulevard which is designated as Public and Semi-Public (P) occupied by El Camino College. Other P designations are scattered throughout the community, including Bodger Park and Mark Twain Elementary School.

A substantial portion of the community is designated as Parks and Recreation (OS-PR), occupied by Alondra Park and Golf Course, south of Manhattan Beach Boulevard.

Alondra Park/El Camino Village contains one corridor opportunity area, as detailed in the General Plan, along Crenshaw Boulevard. This corridor includes a range of commercial uses and runs along the border of Alondra Park/El Camino Village and the City of Gardena. The corridor also connects other areas to El Camino College, which comprises the southern portion of Alondra Park/El Camino Village (County of Los Angeles 2015).

Alondra Park/El Camino Village contains the following zoning designations: A-1 (Light Agricultural), R-1 (Single-Family Residence), R-2 (Two-Family Residence), R-3 (Limited Density Multiple Residence), C-1 (Restricted Business), C-2 (Neighborhood Business), C-3 (General Commercial), and M-1 (Light Manufacturing) as shown in Figure 2-4a.

The Housing Element Update (HEU) identifies 54 parcels within Alondra Park/El Camino Village for zone changes located along Crenshaw Boulevard between Rosecrans Avenue and Manhattan Beach Boulevard, as well as along 147th Street and Eriel Avenue. Per the HEU, all 54 sites have proposed General Plan designations of Mixed-Use (MU) with an allowed density of 50-150 dwelling units per acre (du/ac) and proposed zoning of Mixed-Use Development (MXD). Across the 54 sites, Alondra Park/El Camino Village is planned to support 3,379 RHNA allocated units (County of Los Angeles 2023c).

Del Aire/Wiseburn. The General Plan primarily designates this community as Residential 9 (H9), as shown in Figure 2-3b. Pockets of higher density residential (Residential 30 [H30]) are designated for portions south of El Segundo Boulevard and west of La Cienega Boulevard just north of Pacific Concourse Drive (Residential 100 [H100]). In addition, parcels along the east side of Aviation Boulevard north of 122nd Street are designated as Mixed-Use (MU). Public and Semi-Public designated parcels are located primarily north of El Segundo Boulevard and west of La Cienega Boulevard. One portion of the community is designated as Light Industrial (IL) generally west of La Cienega Boulevard and south of the I-105 freeway. Del Aire Park, designated as Parks and Recreation (OS) is located along Isis Avenue, north of El Segundo Boulevard. Lastly, General Commercial (CG) designated parcels primarily line El Segundo Boulevard and Inglewood Avenue.

Del Aire/Wiseburn contains two primary opportunity areas. The area surrounding the Aviation/LAX Metro Station in Del Aire presents opportunities to activate land uses adjacent to the station and improve street and community design, as well as include pedestrian and bicycle amenities to encourage active mobility. The second opportunity area is in Wiseburn, the Inglewood Avenue corridor, which includes commercial and mixed-use land uses such as neighborhood-serving businesses. This corridor provides opportunities for additional mixed-use development and design improvements for pedestrians and bicyclists (County of Los Angeles 2015).

Del Aire/Wiseburn contains the following zoning designations: R-1 (Single-Family Residence), R-3 (Limited Density Multiple Residence), RPD (Residential Planned Development), MXD (Mixed Use Development), C-1 (Restricted Business), C-2 (Neighborhood Business), C-3 (General Commercial), C-M (Commercial Manufacturing), M-1 (Light Manufacturing), and MPD (Manufacturing - Industrial Planned), as shown in Figure 2-4b.

The HEU identifies 13 parcels for zone changes located along Inglewood Avenue between 131st Street and 138th Street, as well as 134th Street and 137th Street. All 13 sites have proposed General Plan designations of Mixed-Use (MU) with an allowed density of 50-150 du/ac and proposed zoning of Mixed-Use Development (MXD). Across the 13 sites, Del Aire/Wiseburn is planned to support 383 RHNA allocated units (County of Los Angeles 2023c).

Hawthorne Island. This community is primarily designated as Residential 18 (H18) by the General Plan, as shown in Figure 2-3c. Parcels along the west side of Crenshaw Boulevard are designated as General Commercial (CG) (County of Los Angeles 2015). The General Plan has not identified opportunity areas nor has the HEU identified sites for rezoning within this community. Hawthorne Island contains the following zoning designations: R-2 (Two-Family Residence), R-3 (Limited Density Multiple Residence), C-2 (Neighborhood Business), and C-3 (General Commercial), as shown in Figure 2-4c.

La Rambla. This community has a mix of General Plan land use designations including Residential 9 (H9), Residential 18 (H18), General Commercial (CG) and Public (P), as shown in Figure 2-3d. CG designated parcels along 6th Street are occupied largely by medical and healthcare related uses. The General Plan has no opportunity areas identified within this community.

La Rambla contains the following zoning designations: R-1 (Single-Family Residence), R-2 (Two-Family Residence), R-3 (Limited Density Multiple Residence), C-1 (Restricted Business), C-2 (Neighborhood Business), C-3 (General Commercial), IT-DP (Institutional), as shown in Figure 2-4d.

The HEU identifies 34 parcels for zone changes located along 1st Street, North Bandini Street north of 1st Street, 6th Street, 7th Street, and Butte Street. Per the HEU, all 34 sites have proposed General Plan designations of Mixed-Use (MU) with an allowed density of 50-150 du/ac and proposed zoning of Mixed-Use Development (MXD). Across the 34 sites, La Rambla is planned to support 1,719 RHNA allocated units (County of Los Angeles 2023c).

Lennox. This community is primarily designated as Residential 18 (H18) by the General Plan, as shown in Figure 2-3e, except for the northwest portion of Lennox north of 104th Street which is designated as Residential 9 (H9) west of Felton Avenue and Residential 30 (H30) between Burford Avenue and Felton Avenue. Inglewood Avenue and Hawthorne Boulevard, between 104th Street, and 111th Street, are designated as General Commercial (CG) as well as Lennox Boulevard between Mansel Avenue and Acacia Avenue, and several parcels along La Cienega Boulevard. Throughout Lennox, several large parcels are designated as Public and Semi-Public (P), which are primarily occupied by schools such as Jefferson Elementary School, Felton Elementary School, Buford Elementary School, Lennox Middle School, Whelan Elementary School, and Moffett Elementary School. One area along Lennox Boulevard is designated as Parks and Recreation (OS-PR), Lennox Park. Light Industrial (IL) designated parcels are located along La Cienega Boulevard, west of the I-405 freeway. The General Plan Land Use Element identifies this area as an Employment Protection District, where industrial zoning and industrial land use designations should remain, and where policies to protect industrial land from other uses (residential and commercial) should be enforced.

In addition, Lennox resides within an Airport Influence Area, which is comprised of airport property, runway protection zones, and noise contours. With certain exceptions, all developments located in an Airport Influence Area are subject to review by the Los Angeles County Airport Land Use Commission (ALUC) for compliance with noise and safety regulations, per Title 21 of the California Code of Regulations. Aircraft noise contours that pertain to Lennox affect the compatibility of land uses that can reside within the exposure areas due to noise-sensitive land uses, such as residential and schools, cannot be located within areas exposed to aircraft noise levels of Community Noise Equivalent Level (CNEL) 65 dB and greater, which pertains to large portions of Lennox.

Lennox contains several opportunity areas as defined in the General Plan. As Lennox is served by the Metro C (formerly Green) Line and includes the Hawthorne/Lennox Station, one of the opportunity areas includes a transit center which extends approximately one-half mile along Hawthorne Boulevard and includes Hawthorne/Lennox station which is located in the median of the I-105 freeway. Additional opportunity areas include the intersection of Lennox/Hawthorne with opportunities for community-serving uses, including mixed-use, and multi-modal

improvements as well as the corridor along Hawthorne Boulevard with opportunities for mixed-use developments, as well as design improvements (County of Los Angeles 2015).

Lennox contains the following zoning designations: R-1 (Single-Family Residence), R-2 (Two-Family Residence), R-3 (Limited Density Multiple Residence), C-2 (Neighborhood Business), C-3 (General Commercial), C-M (Commercial Manufacturing), M-1 (Light Manufacturing), M-2 (Heavy Manufacturing), as shown in Figure 2-4e.

The HEU identifies 15 parcels for zone changes located along Hawthorne Boulevard south of Lennox Boulevard, one parcel along Acacia Avenue, and one parcel along Lennox Boulevard. Per the HEU, all 17 sites have proposed General Plan designations of Mixed-Use (MU) with an allowed density of 50-150 du/ac and proposed zoning of Mixed-Use Development (MXD). Across the 17 sites, Lennox is planned to support 517 RHNA allocated units.

Vision Lennox. Vision Lennox is a County-led community plan which identifies a series of key strategies to implement the vision of the community and address current challenges faced by the community. This plan does not have land use or zoning implications.

West Carson. This community has a land use mix of low-density residential (Residential 9 [H9]), medium-density residential (Residential 18 [H18] and Residential 30 [H30]), and higher density residential (Residential 50 [H50]), as shown in Figure 2-3f. Both Light Industrial (IL) and Heavy Industrial (IH) designated parcels are located throughout the community. The General Plan Land Use Element identifies several IL and IH areas in West Carson as an Employment Protection District where industrial zoning and industrial land use designations should remain, and where policies to protect industrial land from other uses (residential and commercial) should be enforced. In addition, General Commercial (CG) designated parcels are located in distinct pockets throughout the community, with concentrations at the intersection of Sepulveda Boulevard and Vermont Avenue and along the eastern side of Normandie Avenue north of Torrance Boulevard. Public and Semi-Public (P) designated parcels are also scattered throughout the community, with LA County Harbor-UCLA Medical Center being the largest. Lastly, Mixed-Use (MU) designated parcels are located surrounding the Harbor-UCLA Medical Center along the northern side of Carson Street and east of Vermont Avenue.

West Carson contains several opportunity areas per the General Plan. According to the General Plan, portions of West Carson have undergone transition from a warehousing and distribution center servicing the Port of Los Angeles, to a higher density residential community impacted by the rapid growth of the nearby City of Torrance and City of Carson (County of Los Angeles 2015). The General Plan also identifies an Industrial Flex District with an opportunity for industrial uses to transition to non-industrial uses through future planning efforts. Harbor-UCLA Medical Center, also located in West Carson, is a major employer and activity center in the area. According to the General Plan, planned future expansions of the medical facility, as well as its proximity to the Metro Silver Line, provide redevelopment and infill opportunities in the surrounding neighborhoods. In addition, Alpine Village, a historically-significant 14-acre site that serves as a critical asset in West Carson, has a General Plan land use designation of IL and currently serves as a buffer between industrial uses and residential neighborhoods. The property is a designated historic landmark because of its building type—a themed shopping court—along the southern border of the property, and because of Alpine Village’s long association with the German American community, including hosting annual Oktoberfest events. Alpine Village was recently sold and is now vacant, with the potential for redevelopment. However, as Alpine Village is also the site of a former landfill, redevelopment opportunities are restricted to non-residential use.

West Carson contains the following zoning designations: A-1 (Light Agricultural), R-1 (Single-Family Residence), R-2 (Two-Family Residence), R-3 (Limited Density Multiple Residence), R-4 (Medium Density Multiple Residence), RPD

(Residential Planned Development), C-2 (Neighborhood Business), C-3 (General Commercial), MPD (Manufacturing – Industrial Planned), M-1 (Light Manufacturing), M-1.5 (Restricted Heavy Manufacturing), M-2 (Heavy Manufacturing), SP (Specific Plan), as shown in Figure 2-4f.

The HEU has not identified sites for rezoning within this community.

West Carson TOD Specific Plan. The West Carson TOD Specific Plan establishes a vision for development as well as a regulatory framework, including policies, development standards, design standards, and recommended capital improvement projects. The TOD Specific Plan identifies opportunities for compact, infill development that support the intensification and expansion of the Harbor-UCLA Medical Center, while remaining sensitive to existing single-family neighborhoods. Increased housing opportunities and employment-generating uses are targeted adjacent to the Carson Street Station to create a walkable and destination rich transit-oriented district, with local and regional transit as an amenity and facilitate more active transportation trips via walking and biking. Specific corridors that are identified with a vision for more livable and sustainable multi-modal streets are Carson Street and 223rd Street.

The West Carson TOD Specific Plan designates several areas primarily along Carson Street, as show in Figure 2-4f, as Mixed-Use 1 (MU1) zone to allow for commercial-residential mixed-use, multi-family residential, art and culture facilities, parks and playgrounds, and places of worship by-right given their proximity to high intensity uses within and surrounding the Harbor UCLA Medical Center. MU1 has a density allowance of 18-30 du/ac and a FAR of 0.5-1.0. In addition, the plan designates several areas east of Harbor-UCLA Medical Center, as shown in Figure 2-4f, as Mixed-Use 2 (MU2). MU2 is intended to allow for higher-Intensity, transit-supporting infill development that allows for parks and playgrounds, commercial-recreational uses, grocery stores, gyms, hotels, and movie theatres by-right. MU2 has a density allowance of 31-70 du/ac. The West Carson TOD Specific Plan’s mixed-use zones require non-residential open space regulations as well.

Green Zone Districts. West Carson is identified as one of the County’s Green Zone Districts. As such, industries in West Carson must comply with the established standards to protect sensitive uses, which include residential dwelling units, schools, parks, daycare centers, hospitals, and many more. Future new sensitive uses adjacent to industrial, recycling, and solid waste, or vehicle-related uses must also comply with these expanded requirements, such as solid wall screening, landscaping buffers between incompatible uses, and standards relating to windows, balconies, and air filtration.

Westfield/Academy Hills. This community is primarily designated as low-density residential (Residential 2 [H2] and Residential 5 [H5], as shown in Figure 2-3g. One area along Crenshaw Boulevard and Rolling Hills Road is designated as Residential 30 (H30). In addition, a large area along Crenshaw Boulevard north of Palos Verdes Drive is designated as Parks and Recreation (OS-PR), which includes the South Coast Botanic Garden and a former landfill site. The OS-PR designation is also located throughout the community in small areas south of Palos Verdes Drive. One General Commercial (CG) site is designated at the southeast corner of Palos Verdes Drive and Crenshaw Boulevard.

Westfield/Academy Hills contains the following zoning designations: R-A (Residential Agricultural), C-H (Commercial Highway), M-1 (Light Manufacturing), R-3 (Limited Density Multiple Residence), as shown in Figure 2-4g.

4.11.2 Environmental Impacts

4.11.2.1 Methodology

Approach

As described in Chapter 3, Project Description, the South Bay Area Plan is a policy document that does not include or propose any site-specific development that could directly result in construction or operational impacts to the environment. However, implementation of the South Bay Area Plan would encourage development in a manner consistent with the South Bay Area Plan, which would facilitate additional future development. Therefore, this Draft PEIR does not assess the site-specific construction and operation details of each future development within the Project area. Rather, it assesses the impacts associated with changes to existing land uses and the associated overall effects of buildout of the South Bay Area Plan through 2045, where reasonably foreseeable physical changes to the environment could occur. Analysis at a parcel or site-specific level was not conducted because, unless otherwise noted within this assessment, the actual locations of project development (and its chronologic sequence or concurrence) that may be implemented in the future are speculative.

The physical division of an established community (see Threshold 4.11-1) can occur through construction of new linear transportation infrastructure (e.g., roads, railroad), which would result in truncation or interruption of pedestrian and vehicular connectivity in an area that may isolate certain areas of a community. For the purpose of this Draft PEIR, the potential for the South Bay Area Plan to physically divide an established community is evaluated through consideration of whether new roads, freeways, railways, or other barriers would be constructed through an existing community.

This section of the Draft PEIR analyzes impacts related to land use and conflicts with applicable planning documents. As stated in CEQA Guidelines Section 15382, a conflict would not result in a significant impact unless it would result in an adverse physical change to the environment. The evaluation under Thresholds 4.11-2 and 4.11-3 assesses the potential for the South Bay Area Plan to interfere with land use plans adopted for the purpose of avoiding or mitigating an environmental effect, as well as interfere with the goals and policies of Hillside Management Areas or Significant Ecological Areas (SEA), such that significant environmental effects would result. This section focuses on direct land use impacts. Indirect impacts are secondary effects resulting from land use policy implementation and are generally addressed in other topical sections of this Draft EIR. For example, air impacts resulting from increased car trips as a result of reasonably anticipated development under the South Bay Area Plan are discussed in Section 4.3, Air Quality, of this Draft PEIR; transportation impacts resulting from vehicle miles traveled (VMT) associated with increased development under the South Bay Area Plan are discussed in Section 4.17, Transportation, of this Draft PEIR.

4.11.2.2 Thresholds of Significance

In accordance with the County's Environmental Checklist Form (Initial Study) and Appendix G of the State CEQA Guidelines, the applicable thresholds of significance with regard to land use and planning are listed below. A project may have a significant impact if it would:

Threshold 4.11-1: Physically divide an established community.

Threshold 4.11-2: Cause a significant environmental impact due to a conflict with any County land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

Threshold 4.11-3: Conflict with the goals and policies of the General Plan related to Hillside Management Areas or Significant Ecological Areas.

4.11.2.3 Land Use Changes, Goals, and Policies

As discussed in Section 3.3.3, Project-Related Growth, of Chapter 3, Project Description, of this Draft PEIR, implementation of the Project would encourage future development in a manner consistent with the South Bay Area Plan, which would facilitate additional residential, commercial, and mixed-use development based on the following:

1. The Project would redesignate parcels within the Project-area communities of Alondra Park/El Camino Village, Del Aire/Wiseburn, Lennox, La Rambla, and West Carson to allow for residential development at higher densities than currently permitted. These changes include removing an existing 'cap' on residential development within the West Carson Transit Oriented District (TOD) Specific Plan area. Under existing conditions, the sites affected are primarily designated as residential or commercial, and nearly all are occupied by existing development. The Project would facilitate development of approximately 9,853 additional dwelling units within the Project area, which would result in approximately 30,745 additional Project area residents. The proposed General Plan land use redesignations are illustrated in the following figures in Chapter 3, Project Description of this Draft PEIR: Figure 3-1a, Proposed General Plan Land Use, Alondra Park/El Camino Village; Figure 3-1b, Proposed General Plan Land Use, Del Aire/Wiseburn; Figure 3-1d, Proposed General Plan Land Use, La Rambla; Figure 3-1e, Proposed General Plan Land Use, Lennox; and Figure 3-1f, Proposed General Plan Land Use, West Carson.
2. The Project would amend applicable sections of the County Code to allow for the development of neighborhood-scale commercial uses (i.e., Accessory Commercial units [ACUs]) on corner lots within the Project area's residential zones. The ACUs would be an accessory use to a primary residence and would be limited to one ACU per corner-residential lot. It is projected that approximately 12 parcels in the Project area may develop ACUs, which would generate approximately 23 new jobs. For a distribution of the residential zones within the Project area where ACUs would be permitted on corner lots, please refer to the following figures in Chapter 2, Environmental Setting of this Draft PEIR: Figure 2-4a, Existing Zoning, Alondra Park/El Camino Village; Figure 2-4b, Existing Zoning, Del Aire/Wiseburn; Figure 2-4c, Existing Zoning, Hawthorne Island; Figure 2-4d, Existing Zoning, La Rambla; Figure 2-4e, Existing Zoning, Lennox; Figure 2-4f, Existing Zoning, West Carson; and Figure 2-4g, Existing Zoning, Westfield/Academy Hills.
3. The Project would redesignate parcels in the communities of Alondra Park/El Camino Village, Del Aire/Wiseburn, Lennox, La Rambla, and West Carson to facilitate new commercial development. In total, these proposed land use changes would facilitate approximately 777,697 square feet of additional commercial use and 1,417 new employees.

In addition, the Project proposes new development and/or design standards as part of the Planning Area Standards District (PASD) and Community Standards Districts (CSDs), six implementation programs, and goals/policies related to land use, conservation and open space, mobility, public services and facilities, economic development, and historic preservation that would help achieve the stated objectives of the Project. These additional Project components would not result in growth inducing effects.

The South Bay Area Plan's areawide and community-specific goals and policies presented below are tailored towards the unique geographic, demographic, and social diversity in the unincorporated communities of the South Bay Planning Area and are consistent with the General Plan goals and policies applicable to the topics of land use and planning.

Areawide Goals and Policies

- Goal LU 1** Managed growth and development to meet the needs of existing and future community members.
- Policy LU 1.1** Managed Growth. Focus growth/new development through infill and redevelopment of commercial corridors while supporting existing businesses, ensuring compatibility with existing neighborhoods, and preserving and encouraging new green spaces.
- Policy LU 1.2** Activity Centers. Encourage the development of pedestrian-friendly activity centers expressive of community identity near transit and public facilities that provide employment, housing, community services, a diversity of retail, and cultural amenities.
- Policy LU 1.3** Parking Management. Efficiently manage the supply and demand of parking through mixed-use development within focused growth opportunity areas, such La Rambla, Alondra Park/El Camino Village and West Carson to accommodate customer, commuter, and resident parking; encourage the use of shared parking whenever possible.
- Goal LU 2** Increased housing opportunities through mixed-use and residential developments that provide a variety of housing options.
- Policy LU 2.1** Missing Middle Housing. Promote diverse housing types that serve as “Missing Middle” housing, including duplexes, cottage courts, and townhomes, to support a diverse community across a mix of income levels, ages, and education levels.
- Policy LU 2.2** Encourage Middle Housing in Underutilized Space. Consider adaptive-reuse opportunities in existing underutilized industrial and commercial spaces to provide missing middle housing.
- Policy LU 2.3** Gentle Density. Encourage medium-density housing development on existing General Plan Land Use General Commercial sites to enhance commercial corridors and locate residents near destinations and amenities.
- Policy LU 2.4** Medium-to-Higher-Density Housing. Facilitate opportunities for medium- to higher-density, mixed-income residential development and/or affordable housing in key growth areas.
- Policy LU 2.5** Complementary Design. Support development that is scaled and designed to complement existing neighborhood character and create more connected and pedestrian-friendly environments.
- Policy LU 2.6** Lot Consolidation. Encourage the development of small and undersized parcels, through lot consolidation or other means on commercial corridors, to facilitate housing and mixed-use development on smaller lots.
- Goal LU 3** High-quality design standards across residential and mixed-use development that contribute to an attractive and resilient built environment and promote a complementary co-location of uses.

- Policy LU 3.1** Active Ground Floor. Promote high-quality urban design and active ground floors for mixed-use developments through design standards, such as transparency and pedestrian-oriented entrance requirements.
- Policy LU 3.2** Building Scale and Design Buffering. Promote transitions in building height and scale through design and buffering standards, notably for new higher-density development adjacent to single-family residential areas to maintain the character of the adjacent low-scale neighborhoods.
- Policy LU 3.3** Residential Trees. Encourage drought-tolerant landscaping and trees within residential uses' front yards to enhance greening and encourage low-impact development.
- Policy LU 3.4** Noise Barriers. Minimize noise impacts to residences along freeways by designing community-friendly and appropriately designed noise barriers. Near publicly visible areas, incorporate public art into the design whenever possible.
- Policy LU 3.5** Residential Lighting. Provide for lighting standards that ensure that on-site lighting does not impact surrounding neighboring properties.
- Policy LU 3.6** Cultural and Architectural Elements. Whenever possible, encourage defining cultural, historical, and architectural elements and visual interest in new development and renovations to existing structures, including renovating long expanses of windowless walls along the street frontage.
- Policy LU 3.7** Underground Utilities in New Development. Explore incentives for developers to underground utility wires as part of new developments during the site design and planning phase of a project to improve aesthetics and infrastructure resilience.
- Goal LU 4** Existing residents and businesses are supported through equitable access to community-desired uses and equipped with tools to foster strong, resilient communities
- Policy LU 4.1** Community-Serving Uses. Incentivize new development that promote community-serving uses and amenities, such as publicly accessible open spaces and amenities, and trees.
- Policy LU 4.2** Diverse Food Options. Attract small- and large commercial uses that offer diverse food options, including new grocery stores, restaurants, and cafés that provide fresh produce and healthy options.
- Policy LU 4.3** Mobile Food Vendors. Support mobile food vendors, such as food trucks, that offer fresh food in convenient, walkable, and appropriate locations on private property.
- Policy LU 4.4** Horizontal Mixed-Use. Support the exploration of horizontal mixed-use development to preserve existing businesses on a parcel by integrating new development through thoughtful site design.
- Policy LU 4.5** Accessory Commercial Units. Enable local-serving accessory commercial uses for essential services and/or that maintain a well-stocked selection of fresh produce and nutritious foods in the form of small neighborhood retail, corner shops, and grocery stores. To further

promote walkable access to these essential services and healthy foods for nearby residents, allow accessory commercial units to be located by-right on corner lots in appropriate residential neighborhoods, provided the lots meet the required zoning regulations.

- Policy LU 4.6** Local, Small-Scale Commercial. Ensure that established commercial and mixed-use corridors continue to provide local small- and moderate-sized commercial spaces for neighborhood-serving uses.
- Goal LU 5** Industrial and commercial uses are good neighbors and minimize negative impacts on the environment and proximate uses.
- Policy LU 5.1** Mitigating Commercial and Industrial Impacts. Ensure that design treatments, such as noise buffers, screening, building orientation, and parking/loading locations, are incorporated into commercial and industrial development to minimize negative impacts on sensitive uses and surrounding neighborhoods.
- Policy LU 5.2** Industrial and Commercial Design. Consider establishing standard street setbacks and height restrictions compatible with the adjacent community land use.
- Policy LU 5.3** Landscape Buffers. Require landscape buffers and screening for industrial uses abutting residential uses, including buffered landscape strips, trees, and/or walls.
- Policy LU 5.4** Industrial Truck Access. Prohibit industrial uses from using residential streets for truck access and parking.
- Goal LU 6** Ensure the responsible development and maintenance of industrial areas so they are clean, safe, and aesthetically pleasing.
- Policy LU 6.1** Jurisdictional Collaboration. Partner with neighboring jurisdictions to mitigate the negative impacts associated with industrial uses in areas adjacent to the unincorporated communities and develop solutions for future smart industrial growth.
- Policy LU 6.2** Oil Well Sites. Prioritize the remediation and redevelopment of oil well sites, ensuring proper cleanup of site prior to construction, in partnership with community and tribal engagement.
- Goal LU 7** Community engagement and collaboration with the community, stakeholders, and County partners to realize the vision of the South Bay Area Plan .
- Policy LU 7.1** Inclusive Public Engagement. Increase public knowledge of planning processes and continuously engage community organizations, stakeholders, and traditionally under-represented groups in the planning process through inclusive and multilingual outreach.
- Policy LU 7.2** Foster Youth Engagement. Collaborate with schools and local youth organizations and design meaningful opportunities for youth to participate in the planning process and shape the future of their communities.

Goal COSE 1 Compact development patterns that reduce urban sprawl and incorporates urban greening.

Policy COSE 1.1 Sustainable Land Use and Transportation. Continue to support integrated land use and transportation planning practices that facilitate higher density and mixed-use environments with active transportation and transit infrastructure to reduce automobile dependence.

Goal COSE 2 Enhance the availability and quality of parks in the Planning Area, focusing on equitable access and community engagement to preserve the unique characteristics of each community.

Policy COSE 2.1 Improve and Create Parks. Support the improvement and creation of parks and open spaces in the Planning Area given the number of “Very High” or “High” park need communities identified by the PNA and vulnerable communities identified by the PNA+.

Policy COSE 2.2 Community Engagement. Encourage the involvement of local communities in the planning and development process of new parks and open space areas, ensuring that their needs and preferences are prioritized, and their cultural and socioeconomic backgrounds are respectfully integrated into the design.

Policy COSE 2.3 Improved Access. Explore the removal of physical barriers to existing parks and spaces, ensuring improved access for the community.

Policy COSE 2.4 Restore and Convert Degraded Land. Support the restoration and conversion of degraded land, such as oil fields, brownfields, and landfills, into new parks and open spaces and other degraded land in areas of high environmental burden, as identified by the 2022 Parks Needs Assessment+ Final Report.

Goal COSE 3 A built environment that integrates open and green spaces at various sizes and scales and seeks to improve environmental conditions.

Policy COSE 3.1 Versatile Open Spaces. Promote multi-purpose open spaces and small-scale mixed-use community gathering spaces throughout the Planning Area and associate with both public and private facilities.

Policy COSE 3.2 Publicly Accessible Open Space. Encourage new private development to install and maintain publicly accessible open and green space in the form of public plazas, pocket parks, active and passive recreation areas, and/or landscaping with enhanced shade features (i.e., trees, canopies, shade sails, and awnings).

Policy COSE 3.3 Open Space Design Guidelines. Explore developing guidelines for incorporating non-residential open spaces, such as outdoor dining areas, promenades, green alleys, plazas, or other usable outdoor spaces in mixed-use areas.

Policy COSE 3.4 Public Art in Open Spaces. Encourage the integration of public art and creative local expression, such as murals, sculptures, creative signage, into the design of public and private open spaces.

Goal COSE 4 A resilient Planning Area that integrates sustainable methods and techniques throughout open spaces, streetscapes, and other elements of the built environment.

Policy COSE 4.1 Multi-benefit Spaces. Provide multi-benefit open spaces that incorporate or provide sustainable and environmental elements with water quality improvements, including slowing and capturing water and enabling groundwater recharge; native habitat; connectivity between open space areas; enhanced biodiversity; and improved open space access.

Goal COSE 4.2 Climate-Resilience. Foster the design of climate-resilient streetscapes and outdoor public facilities that provide active and passive programmable environments for residents in the SBAP communities.

Policy COSE 4.3 Light Pavements. Encourage the use of light pavements for streets, driveways, and hardscaped open spaces to reflect the solar radiation that warms the surrounding environment and cool urban heat islands.

Policy COSE 4.4 Native Landscaping. Improve existing and future public and private open spaces, greenways, streets, and sidewalks with additional native trees and drought-tolerant native plants to mitigate heat island effects, create comfort for users, and manage water usage.

Policy COSE 4.5 Trees and Shade. Provide shade within parks and open spaces through covered outdoor structures, when possible, and additional tree plantings.

Goal M 1 Connected communities with safe and seamless access to neighborhood services, recreation, and public transit using a variety of transportation modes.

Policy M 1.1 Sidewalk Enhancements. Promote ADA- accessible sidewalk repairs and widening throughout the Planning Area to ensure safe, continuous, and well-maintained sidewalks.

Policy M 1.2 Sidewalk Amenities. Encourage consistent placement of street trees, pedestrian-scaled lighting, and wayfinding signage along key corridors to enhance the pedestrian experience and support the creation of complete corridors.

Policy M 1.3 Neighborhood Greenways. Designate neighborhood greenways in each community, marked by bike and/or multi-use trails, wayfinding, and other clear distinguishers, which lead to transit stations/stops, commercial services, community amenities, and job centers.

Policy M 1.4 Network Identification. Clearly provide signage or other forms of identification for transportation routes within the unincorporated communities, including community identification, direction, distance markers, connections between networks, and general guidance along routes.

Policy M 1.5 Bus Stop Improvements. Support bus stop improvements to promote more seamless travel between service providers and enhance the transit users' experience.

Policy M 1.6 Shuttle Service. Support on-demand shuttle options to serve aging populations and community members who do not have access to transit.

- Policy M 1.7** Public Art. Integrate public art and creative local expression, such as murals, sculptures, and creative signage, into transit stations and bus shelters and streetscape elements, including trash bins, bike racks, and streetlights.
- Policy M 1.8** Rail Station Visibility and Beautification. Coordinate with Metro to beautify and promote safety at transit stations by addressing the perceived limited visibility at elevated stations and by integrating amenities such as street trees, comfortable furnishings, weather protection, public art, or other methods to improve aesthetics while maximizing visibility.
- Goal M 2** A complete and well demarcated active transportation network that provides safe and pleasant bicycle and pedestrian trips.
- Policy M 2.1** Prioritized Improvements. Encourage the prioritization of bicycle and pedestrian infrastructure and improvements in locations with higher concentrations of bicycle and pedestrian collisions per the County’s Vision Zero Action Plan and SCAG’s High Injury Network (HIN).
- Policy M 2.2** Pedestrian Connections. Promote improved pedestrian connections through high-visibility crosswalks, widened sidewalks, pedestrian-scaled street lighting, wayfinding signage, street trees, and other elements as needed and where appropriate, to support safe and comfortable pedestrian trips.
- Policy M 2.3** Bicycle Infrastructure. Support the implementation of new high-quality bicycle infrastructure in communities within the Planning Area that do not have existing bicycle infrastructure, in alignment with the BMP.
- Policy M 2.4** Close Bicycle Network Gaps. Encourage the implementation of new bicycle facilities that close active transportation gaps, creating a cohesive and continuous bicycle network between municipalities and unincorporated areas.
- Policy M 2.5** Bicycle Facility Upgrades. Explore the conversion of existing or proposed Class II bicycle facilities to Class IV bicycle facilities, where feasible.
- Goal PS 1** Growth closely coordinated with infrastructure and public facility needs to ensure adequate capacity and a high level of service for existing and future development.
- Policy PS 1.1** Capital Projects and Infrastructure. Ensure new growth is closely coordinated with the demand for new or upgraded capital projects and infrastructure to support capacity needs for existing and new development, prioritizing disproportionately affected communities.
- Policy PS 1.2** Adequate Utility Availability. Ensure adequate utilities are available for future development given constraints on water supplies and existing infrastructure.
- Policy PS 1.3** Partnership with School Districts. Partner with school districts in the area to identify resources for adequate capacity with increased growth and future development.
- Goal PS 2** Public services and facilities that are equitably invested in and distributed throughout the Planning Area, allowing access, amenities, and safety for all community members

- Policy PS 2.1** Accessible Public Facilities. Encourage the development of public facilities and/or public agency satellite offices that provide access to public information, services, and community gathering space in transit accessible locations and along major corridors where there is a density of housing, a concentration of destinations, and high pedestrian activity and visibility.

- Policy PS 2.2** Connectivity to Services and Facilities. Enhance the connectivity and safety of active transportation access to public services and facilities by prioritizing lighting, landscaping, sidewalk, and multi-use trailway improvements along routes to parks, open spaces, schools, and cultural facilities.

- Policy PS 2.3** Conversion of Underutilized Spaces. Promote the conversion of underutilized spaces, including those within the public right-of-way such as alleys, utility corridors, freeway underpasses, and remnant spaces adjacent to freeways, into walking paths, parks, community gardens, and other green space, where feasible and appropriate.

- Goal PS 3** Sustainable and resilient public services, facilities, and other infrastructure that meets the needs of the SBAP communities while benefiting the environment and improving aesthetics.

- Policy PS 3.1** Greening in Infrastructure. Support the integration of street trees, sustainable pavements, bioretention, bioswales, and other “green streets” components within the public right-of-way to improve efficiencies and enhance climate resilience.

- Policy PS 3.2** Greening in County Projects. Implement greening through County-led and funded projects, such as new and upgraded parks, vegetation, bioswales, permeable pavements, green alleys, and green roofs and walls.

- Policy PS 3.3** Multi-benefit Projects. Encourage the development of multi-benefit projects as part of new public facilities and services or upgrades to existing areas to improve water quality and support resilience while also enhancing communities.

- Policy PS 3.5** Public-Private Partnerships. Promote the development of new green infrastructure projects through public-private partnerships, ensuring they align with sustainable practices and meet the evolving needs of the community.

- Policy PS 3.6** Trees. Protect existing mature street trees, avoid over-pruning and promote additional tree plantings within County-led and funded projects.

- Policy PS 3.7** Underground Utilities in Roadway Improvements. Consider the undergrounding of utility wires as part of applicable public roadway improvement projects to improve aesthetics and enhance resilience.

- Goal ED 1** A thriving economy in the South Bay with a resilient and adaptable workforce.

- Policy ED 1.1** Diverse Industries. Promote the continued growth of existing industry sectors within the Planning Area to maintain employment diversity. Facilitate regular engagement with existing industry sectors to understand their needs and growth potential.

- Policy ED 1.2** Workforce Training. Support programs and training that enhance the skills and capabilities of the local workforce to align with the needs of diverse industries.
- Policy ED 1.3** Education and Training Partnerships. Coordinate the activities of key regional workforce development system stakeholders, community colleges, businesses, K-12 institutions, and philanthropic partners.
- Policy ED 1.4** Continuing Education. Promote continuing education and higher education opportunities for workers already in the workforce.
- Goal ED 2** Maximize the advantages of the strategic regional location and proximity to a well-connected transportation network to enhance access to job opportunities.
- Policy ED 2.1** Transit. Promote the location of key industry clusters and employment hubs near transit-rich areas.
- Policy ED 2.2** Employment Hubs. Enhance the attractiveness of transit-accessible employment hubs by incorporating amenities such as cafes, retail spaces and recreation areas, to create a more desirable work environment.
- Policy ED 2.3** Collaboration. Facilitate collaboration between public transit agencies and businesses to jointly invest in the development of transit-centric employment hubs, contributing to infrastructure and amenities.
- Goal ED 3** Cultivate vibrant, inclusive, and purposeful spaces that enhance the overall well-being and connectivity of the community.
- Policy ED 3.1** Community Destinations. Facilitate the redevelopment of large opportunity sites to support a mix of uses that provide community destinations and amenities.
- Policy ED 3.2** Community Outreach. Support the re-envisioning of large sites through outreach with the community to understand the desired uses for the sites.
- Policy ED 3.3** Mixed-Use Development. Enhance the Planning Area with new mixed-use development that seeks to maintain community-serving uses while encouraging healthy lifestyles through design and programming.
- Goal ED 4** Support existing local and legacy businesses who contribute to the community identity of the Planning Area and provide local jobs.
- Policy ED 4.1** Resources. Provide legacy businesses in focused growth areas with a variety of resources to ensure their continued presence and success.
- Policy ED 4.2** Façade Beautification. Support beautification of existing businesses and encourage redevelopment of building façades.
- Policy ED 4.3** Development Transparency. Ensure transparency in the development process through outreach by providing local businesses with clear information about upcoming projects.

- Goal HP 1** Preserved historic resources in the Planning Area that support community character and identity.
- Policy HP 1.1** Property/District Nomination and Evaluation. Increase County designations by encouraging community stakeholders in the Planning Area to nominate properties/districts and provide technical assistance to help them through the nomination process with special attention to properties identified in the South Bay Area Historic Context Statement Study List.
- Policy HP 1.2** Historic Resources Survey. Prioritize historic resources survey efforts in Lennox as it is experiencing the most rapid change and with the greatest number of resources that may be at risk for demolition.
- Policy HP 1.3** Focused Historic Context Statements. Streamline the nomination process for historic resources that share common themes or geographies by the preparation of focused Historic Context Statements.
- Policy HP 1.4** Steward Existing Historic Resources. Work with owners of designated or eligible properties in the Planning Area, particularly Alpine Village, to best accommodate new land uses while maintaining integrity and character-defining features.
- Goal HP 2** A Planning Area with a sense of place, identity, and history.
- Policy HP 2.1** Sense of Place. Encourage a sense of place in the Planning Area through prioritizing initiatives for signage programs and design standards that bolster community identity and communicate historic significance.
- Policy HP 2.2** Historical Interpretation. Through public outreach, identify commercial or industrial corridors, residential streets, and individual sites that may not retain sufficient integrity or garner enough owner support to warrant designation as individual landmarks or historic districts but may still warrant historical interpretation.

Community-Specific Goals and Policies

Alondra Park/El Camino Village

- Goal 1** Crenshaw Boulevard functions as a complete corridor that supports a variety of uses, including small and legacy businesses, and features an enhanced streetscape.
- Policy 1.1** Mixed Use Development. Support new mixed-use development along Crenshaw Boulevard to enable additional housing opportunities with commercial uses and amenities to serve residents.
- Policy 1.2** Incremental Infill. Explore incremental infill development approaches along Crenshaw Boulevard north of Marine Avenue where parcel sizes are larger and more conducive for redevelopment to preserve existing businesses or facilitate the integration of legacy businesses in new developments.

- Policy 1.3** Appropriate Scale. Establish height maximums for new mixed-use developments along Crenshaw Boulevard between Marine Avenue and Manhattan Beach Boulevard that are appropriate based on the existing building height and neighboring low-scale residences.
- Policy 1.4** Streetscape Enhancements. Guide the transformation of Crenshaw Boulevard into a vibrant corridor through a corridor or streetscape plan that determines appropriate treatments to enhance the public realm.
- Goal 2** A community where arts and culture are celebrated, and the public realm is vibrant and supportive.
- Policy 2.1** Streetscape Infrastructure to Support Food Vending. Support and preserve existing food vending and trucks through new regulations and supportive streetscape infrastructure, such as wider sidewalks, benches, loose seating, small plazas, or the temporary activation of vacant lots.
- Policy 2.2** Arts and Culture. Support new businesses that contribute to the cultural and artistic vibrancy of the neighborhood, including art galleries, performance spaces, small studios, etc.
- Goal 4** Community-accessible open space and amenities that serve residents.
- Policy 4.1** Improved Access to Alondra Park. Enhance access to Alondra Park through improved bicycle and pedestrian infrastructure and the removal of the existing fencing around portions of the periphery of the park.
- Policy 4.2** Facilities and Amenities. Support the integration of new locally serving facilities and amenities such as parks, recreational facilities, and playgrounds to serve all ages of the community.
- Policy 4.3** Improved Access to El Camino College. Promote enhancements to active transportation facilities that connect to El Camino College to improve safety and access.
- Policy 4.4** New Open Spaces. Integrate new publicly accessible open spaces, pocket parks, and plazas in new development to create smaller, accessible parks and green spaces for the community, such as along Crenshaw Boulevard.
- Policy 4.5** Safe Connections to Laguna Dominguez Trail. Promote the evaluation of bicycle facility installation along the Manhattan Beach Boulevard frontage road on the north side to provide an additional separated and safer facility for bicyclists that will connect to the Laguna Dominguez Trail.

Del Aire

- Goal 1** New residential and mixed-use opportunities that are in proximity to high-frequency transit with supportive services and amenities.

- Policy 1.1** Missing Middle Housing. Facilitate “Missing Middle” housing in the form of triplexes, quadplexes, and garden-style development in proximity to the Metro C Line Aviation/LAX Station to increase transit-accessible housing options.
- Policy 1.2** Appropriate Scale. Establish height maximums for new mixed-use developments along Inglewood Avenue that are appropriate based on existing building height and neighboring low-scale residences.
- Policy 1.3** Community Services and Facilities. Encourage community services and public accessible community gathering spaces as part of new development and existing County or Metro properties to provide neighborhood amenities within walking distance of existing and future residents.
- Policy 1.4** Landscape Buffers. Enhance or create landscape buffers to serve as noise/screening/air pollution buffers again freeways and industrial uses along the following areas:
- Along Aviation Blvd.
 - Along 116th Street
 - Between Aviation/LAX station and residential community
 - Between industrially zoned areas and residential community
- Policy 1.5** Mixed-Use Development. Encourage mixed-use development along Aviation Blvd. with ground floor locally serving retail, restaurants, grocery, businesses, and community-serving uses.
- Policy 1.6** Light Industrial Area Visioning. Explore future visioning for the transformation of the light industrial area in northeast Del Aire as properties become vacant or underutilized over time, including introducing new uses and improving connectivity to the surrounding residential community.
- Goal 4** Diverse open spaces that are accessible to the community.
- Policy 4.1** New Open Spaces. Encourage new publicly accessible open spaces, pocket parks, and plazas to create more park/green space for the community. New development shall be encouraged to design and include green spaces that may be enjoyed by new and existing community members.
- Policy 4.2** I-105 Freeway Buffer Parks. Explore implementation of the I-105 Consent Decree by partnering with County departments and Caltrans to jointly pursue grants to plan for and construct parks and open space within the I-105 freeway buffer.

Hawthorne Island

- Goal 1** Well-designed, mixed-use Crenshaw Boulevard that balances preserving the existing commercial character while promoting “gentle density.”

- Policy 1.1** Mixed Use Development. Encourage mixed-use development along Crenshaw Boulevard that prioritize housing through incentives, such as increased height maximums.
- Policy 1.2** New Open Spaces. Integrate new publicly accessible open spaces, pocket parks, and plazas in new development along Crenshaw Boulevard to create more park/green space for the community.
- Policy 1.3** Streetscape Enhancements. Explore grant funding opportunities for streetscape improvements along Crenshaw Boulevard to improve public realm and pedestrian access to existing businesses.

La Rambla

- Goal 1** A vibrant community that creates opportunities for a mix of uses that benefit the community and create defined places.
- Policy 1.1** Mixed Use Development. Encourage mixed-use development at the intersection of 1st Street and Bandini Avenue with ground floor locally serving retail, businesses, community-serving uses and amenities in walkable proximity to existing residential.
- Policy 1.2** Mixed-Use Medical Hub. Support a mix of uses that complement the existing cluster of medical-oriented uses along 6th Street.
- Policy 1.3** Diverse Housing Types. Promote a variety of housing types in the community, including senior and workforce housing, that can benefit from the concentration of healthcare related uses and jobs.
- Policy 1.4** Community-Serving Uses. Encourage community-serving uses in new developments to offer neighborhood services and amenities desired by the surrounding community.
- Policy 1.5** New Open Spaces. Encourage new publicly accessible open spaces, pocket parks, and plazas in new development to create more park/green space for the community.

Lennox

- Goal 1** Enhanced Hawthorne and Lennox Boulevards that balance preserving commercial character and promoting “gentle density” to create well-designed, mixed-use places.
- Policy 1.1** Mixed-Use Development. Encourage mixed-use developments along Hawthorne and Lennox Boulevards.
- Policy 1.2** Local and Legacy Businesses. Support small and legacy business along Lennox and Hawthorne Boulevards through exploring business retention strategies, such as workforce development that aim to help preserve existing community assets, amenities, and jobs.
- Policy 1.3** Community-Serving Uses. Integrate community-serving uses in new development to offer neighborhood services and amenities desired by the surrounding community.

- Policy 1.4** Street Parking Design. Where applicable, consider creating diagonal rather than parallel parking to slow down traffic and increase pedestrian access.

- Goal 2** An enhanced Hawthorne/Lennox station area with housing options, neighborhood services, and supportive active transportation infrastructure where transit is a viable mode choice for residents and employees in Lennox.

- Policy 2.1** Focused Growth. Facilitate a transit-oriented community that provides a variety of transit-accessible housing options, development with active ground floors, and publicly accessible open spaces.

- Policy 2.2** Hawthorne/Lennox Station First/Last Mile. Coordinate with Metro to prepare a First/Last Mile Plan for the existing Hawthorne/Lennox Station and collaborate on implementation of infrastructure and amenities that support access and transit ridership at the station.

- Policy 2.3** Active Transportation Safety Enhancements. Encourage bicycle and pedestrian safety improvements along Lennox Boulevard and Hawthorne Boulevard through the installation of bulb outs, pedestrian/bicycle signal scrambles, Lead Pedestrian Intervals (LPI), Lead Bicycle Internals (LBI), and high-visibility crosswalks.

- Goal 4** High-quality open spaces, including parks and other recreational amenities, are provided throughout the community.

- Policy 4.1** Placita. Explore the creation of a small public plaza, referred to as a “placita” for transit users at the intersection of Hawthorne Boulevard and Lennox Boulevard.

- Policy 4.2** Support Community Facilities. Continue to provide programs, services, and maintenance to support existing community facilities, such as the Lennox Civic Center, library, and Lennox Park.

- Policy 4.3** Cultural Programming and Community Events. Continue to utilize Lennox Park as a central community gathering space for cultural programming and community events.

West Carson

- Goal 1** Enhanced corridors that balance preserving commercial character and promoting “gentle density” to create well-designed, mixed-use places.

- Policy 1.1** Mixed-Use Development. Encourage mixed-use developments along Hawthorne and Lennox Boulevards.

- Policy 1.2** Local and Legacy Businesses. Support small and legacy businesses through business retention strategies, such as workforce development that aim to preserve existing community assets, amenities, and jobs.

- Policy 1.3** Diverse Housing Options. Facilitate “Missing Middle” housing in the form of triplexes, quadplexes, and garden-style apartments to increase housing options in West Carson’s established neighborhoods.

- Goal 2** An enhanced Carson station area with housing options, neighborhood services, and supportive active transportation infrastructure that further supports the West Carson TOD Specific Plan.

- Policy 2.1** West Carson Focused Growth. Support a transit-oriented community through updates to the West Carson TOD Specific Plan to further facilitate a variety of transit-accessible housing options, development with active ground floors, and publicly accessible open spaces.

- Policy 2.2** West Carson First/Last Mile. Coordinate with LA Metro to prepare a West Carson station First/Last Mile Plan and collaborate with LA Metro on implementation of infrastructure and amenities that support access and transit ridership at the station.

- Policy 2.3** Local Bus Connectivity. Coordinate with LA Metro to explore alternative local bus service stops closer to the West Carson station to better connect with the Metro J Line.

- Policy 2.4** Streetscape Enhancements. Explore the preparation of a vision or streetscape plan for West Carson Boulevard and Vermont Avenue to determine the appropriate treatments to enhance the public realm and provide greater connectivity to the West Carson station.

- Goal 4** Repurposed sites for community amenities, such as parks, walking trails, and community facilities.

- Policy 4.1** Convert Contaminated and Underutilized Sites. Promote the repurposing and remediation of contaminated sites, brownfields, and underutilized spaces in West Carson for the creation of community facilities, sports fields, parks, walking paths, trails, and green spaces.

- Policy 4.2** New Open Spaces. Integrate new publicly accessible open spaces, pocket parks, and plazas in new development to create more park/green space for the community and address the existing pollution burden.

- Goal 5** Existing industrial uses are good neighbors and minimize impacts on proximate uses.

- Policy 5.1** Redirect Truck Traffic. Discourage trucks from using the local roadways as a means of cutting through the community to access the freeway. Instead, for trucks leaving the industrial area north of West Carson, encourage trucks to travel north on Normandie Avenue, where the roadway is not fronted by residential units, to access the I-405 freeway.

- Policy 5.2** Green Buffering. Encourage green spaces and vegetative buffers between industrial and residential uses.

- Policy 5.3** New Uses. Consider opportunities to transition existing industrial uses to new commercial and residential land uses to reflect the changing needs of the community.

- Goal 6** Legacy pollution issues that are addressed, and community histories are acknowledged.

- Policy 6.1** Brownfield Remediation. Explore opportunities to develop a brownfields inventory for SBAP to facilitate remediation and obtaining grant funding.
- Goal 7** Strategic economic development of Alpine Village into a community destination.
- Policy 7.1** Alpine Village Re-Envisioning. Facilitate the redevelopment of Alpine Village site as a community destination, with community serving amenities and uses.

Westfield/Academy Hills

- Goal 1** Revitalized underutilized spaces that provide community benefits.
- Policy 1.1** Community-Serving Uses. Explore ways to revitalize commercial properties to support community serving uses and provide community benefits.
- Goal 3** A history of Westfield/Academy Hills that is celebrated and protected.
- Policy 3.1** Potential Historic District. Conduct a study of Ranch and Contemporary Homes in the community for a potential historic district.
- Policy 3.2** Equestrian Preservation. Preserve and support the equestrian traditions in the Westfield community by enhancing existing infrastructure and promoting equestrian focused development.

Wiseburn

- Goal 1** Context appropriate development that positively contributes to the existing community fabric, provides amenities, and benefits community members.
- Policy 1.1** Mixed Use Development. Support new mixed-use development along Inglewood Avenue to enable additional housing opportunities with commercial uses and amenities to serve residents.
- Policy 1.2** Appropriate Scale. Establish height maximums for new mixed-use developments along Inglewood Avenue that are appropriate based on the existing building height and neighboring low-scale residences.
- Policy 1.3** El Segundo Boulevard. Enhance El Segundo Boulevard through preserving commercial character and promoting “gentle density” to create well-designed, mixed-use places.
- Policy 1.4** Local and Legacy Businesses. Encourage small-scale commercial as part of new development and to help support and preserve local and legacy businesses.
- Policy 1.5** New Open Spaces. Integrate new publicly accessible open spaces, pocket parks, and plazas in new development along Inglewood Avenue and El Segundo Boulevard to create more park/green space for the community.

4.11.2.4 Impact Analysis

Threshold 4.11-1 Would the project physically divide an established community?

Less Than Significant Impact. The South Bay Area Plan is a policy document that would not result in the construction or operation of any new development or infrastructure projects; therefore, the South Bay Area Plan would not result in any direct impacts on the environment through the construction of any roads, structures, or other transportation facilities that could physically divide an established community. Implementation of the South Bay Area Plan would result in changes to land use designations and zoning, which would allow for additional future development to occur; however, none of these policies or land use changes would facilitate construction of development projects or linear infrastructure projects that could divide an established community. The proposed land use changes within the residential communities would result in infill residential development within existing residential communities, rather than facilitating new housing in suburban or rural communities that could be physically divided by new housing. Other proposed mixed use and commercial land use changes would be located along active commercial corridors. The introduction of a mix of uses into existing commercial areas would not physically divide an established community.

Similarly, the introduction of ACUs as allowable uses on corner lots within residential zones would not result in new development that would physically divide an established community. Many residential neighborhoods in the Project area currently contain pockets of commercial activity, such as corner markets or in-home businesses. Some of these commercial uses and activities pre-date modern zoning laws and have become legally non-conforming with current regulations; others are recent occurrences. The objective of the proposed encouragement of ACUs within corner lots of residential communities is to provide much-needed local services and amenities within what would otherwise be retail-deprived communities. ACUs would provide convenient pedestrian access to neighborhood-serving local retail, services, and food resources while preserving the integrity of residential neighborhoods, as well as existing commercial corridors. The construction of ACUs within some existing corner residential lots would facilitate pedestrian activity and community connections within the Project area's neighborhoods and would not physically divide an established community.

In summary, the South Bay Area Plan's proposed land use and zoning changes would not introduce substantially different land uses into neighborhoods, propose new street patterns, or otherwise divide existing communities. Implementation of the South Bay Area Plan would have less than significant impacts related to physically dividing established communities. There are some proposed policies that would facilitate connectivity within existing neighborhoods as further described under Threshold 4.11-2 below.

Threshold 4.11-2 Would the project cause a significant environmental impact due to a conflict with any County land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less Than Significant Impact. Chapter 3, Area-Wide Goals and Policies, of the South Bay Area Plan outlines the shared goals and policies across all seven community areas and is organized into five sections: 3.1, Land Use; 3.2, Mobility; 3.3, Conservation and Open Space; 3.4, Public Services and Facilities; 3.5, Economic Development; and 3.6, Historic Preservation. Chapter 4, Community-Specific Goals and Policies, of the South Bay Area Plan highlights goals and policies unique to the seven communities in the South Bay Planning Area. For the purposes of this analysis, the applicable County land use plans, policies, and regulations adopted for the purpose of avoiding or mitigating an environmental effect

include the County’s General Plan, OurCounty Plan, Green Zones Program, County Code, as well as the other community-based plans and specific plans discussed under Section 4.11.1.1, Regulatory Setting.

Los Angeles County General Plan 2035

As stated under Section 4.11.1.1, Regulatory Setting above, Program LU-1: Planning Areas Framework Program in General Plan Chapter 16, General Plan Implementation Programs, requires implementation of the South Bay Area Plan, as follows: “The General Plan serves as the foundation for all community-based plans, such as area plans, community plans, and coastal land use plans. Area plans focus on land use and other policy issues that are specific to the Planning Area. The Planning Areas Framework Program shall entail the completion of an area plan for each of the 11 Planning Areas” (County of Los Angeles 2015).

Therefore, the creation and implementation of the proposed Project is explicitly required by the General Plan. An evaluation of potential conflicts between the adopted Guiding Principles and the applicable Land Use Goals and Policies of the General Plan and the proposed land use changes and Goals and Policies of the South Bay Area Plan is provided in Table 4.11-1.

Table 4.11-1. General Plan Conflict Evaluation

Guiding Principles, Goals and Policies		Conflict Evaluation
Chapter 3. Guiding Principles		
1.	Employ Smart Growth	No Conflict. Smart growth involves creating compact walkable, bicycle-friendly, and transit oriented communities with a range of housing and mixed-use development. The South Bay Planning Area includes urban and suburban communities that are surrounded by incorporated cities. The South Bay Area is also served by local and limited stop buses on all major and secondary highways as well as one Metro rail line: C Line (Green). The South Bay Area Plan aims to support land uses that support smart growth and enhance neighborhood connectivity. This would be achieved through proposed land use changes, goals, and policies to encourage the development of housing and a mix of uses in infill areas, bringing people closer to their workplaces. As a result, this would boost foot traffic and minimize the need for cars, fostering healthier community lifestyles. The proposed land use changes would result in infill residential, commercial, and mixed-use development within existing communities, rather than facilitating growth in rural communities away from job centers or on greenspace/undeveloped lands. The Project also includes goals and policies to create more connected, pedestrian-friendly environments (Policies LU 2.5, M 2.2) and enhance bicycle facilities (Goal M 2 and Policies M 2.1, 2.3, 2.4, and 2.5). In summary, implementation of the South Bay Area Plan’s land use changes, goals, and policies would concentrate growth and development of both housing and employment opportunities near transit facilities, along commercial corridors, and within existing residential neighborhoods, thereby implementing smart growth principles.
2.	Ensure community services and	No Conflict. The South Bay Area Plan sets forth numerous goals and policies related to promoting adequate community services

Table 4.11-1. General Plan Conflict Evaluation

Guiding Principles, Goals and Policies	Conflict Evaluation
<p>infrastructure are sufficient to accommodate growth</p>	<p>and infrastructure in the Project area, including but not limited to urban design and lighting (Policies LU 2.5, and M 1.2), sustainable and resilient public services, facilities, and other infrastructure (Goals PS 1, PS 2, PS 3, Policies PS 1.1, 1.2, 2.1, and 3.1), improved transit station access (Goals M 1, M 2, Policies M 1.6, 2.6, and 2.7), park facilities (Goal COSE 2, Policies COSE 2.1 and 2.3), and strategic infill of green spaces (Goal COSE 3, Policies COSE 3.1, 3.2, and 3.3). These goals and policies would encourage community services and infrastructure to accommodate the growth that would occur through buildout of the Project.</p> <p>As discussed in Section 4.16, Recreation of this Draft PEIR, most of the communities in the South Bay Planning Area, including Alondra Park/El Camino Village, Del Aire/Wiseburn, and portions of West Carson and La Rambla are categorized as having a “High” or “Very High” need for parks in the 2016 Park Needs Assessment. Furthermore, all of the unincorporated communities in the South Bay Planning Area fall below the Countywide average of 3.3 acres of parkland per 1,000 residents. However, as detailed in the County’s Housing Element, the County will support equitable access to parks for new and current residents. Per Housing Element Program 23, Park Access for New Residential Development, the County will conduct a feasibility study to establish a new park impact fee for residential projects that are not subject to the County’s Quimby parkland requirements in Title 21 of the County Code. The feasibility study will take into consideration existing park deficits and explore options to generate additional funding for parks in those areas determined to have a “Very High” or “High” level of park need in the 2016 Park Needs Assessment. The Project would not interfere with implementation of Housing Element Program 23, and (as discussed above) includes goals and policies to support preservation of existing parks and explore opportunities for the integration of new parks and other green space in the Project area.</p>
<p>3. Provide the foundation for a strong and diverse economy</p>	<p>No Conflict. Through proposed commercial and mixed use land use changes, the Project would facilitate the construction of new commercial and mixed-use development along corridors designed to enhance the area while maintaining community-serving uses and encouraging healthy lifestyles. The Project would also facilitate development opportunities such as Alpine Village in West Carson. To support the revisioning of Alpine Village as a new community amenity, the Project proposes to change the land use and zoning of Alpine Village from industrial to commercial use and includes a vision for redevelopment of the property as a lifestyle retail center with the adaptive reuse of the existing commercial buildings for new commercial uses. The lifestyle retail center has the potential to be anchored by a traditional full-size or mini food hall, reflecting the legacy use of food and beer on the property, and a creative office space</p>

Table 4.11-1. General Plan Conflict Evaluation

Guiding Principles, Goals and Policies	Conflict Evaluation
	<p>component, as well as various open space amenities. Additionally, the South Bay Area Plan would facilitate ACUs within corner lots of residential communities to provide much-needed local services and amenities. ACUs would provide convenient pedestrian access to neighborhood-serving local retail, services, and food resources while preserving the integrity of residential neighborhoods, as well as existing commercial corridors. The Project also includes goals and policies to promote diverse industries and employment opportunities (Goal ED 1, Policies ED 1.1, 1.2, and 1.3), support development of large sites (Goal ED 3, Policies ED 3.1 and 3.2.), improve access to job opportunities (Goal ED 2, Policies ED 2.1 and 2.2), and support local and legacy businesses (Goal ED 4, Policies ED 4.1 and 4.2).</p>
<p>4. Promote excellence in environmental resources management</p>	<p>No Conflict. The Project would implement smart growth policies, as stated under the evaluation of Guiding Principle 1, above, which relieves pressure to develop greenspace and currently undeveloped lands. The Project would enhance sustainability by facilitating integrated mixed use and increased density development. Increased density brings numerous environmental advantages, notably in sustainability. It combats urban sprawl by confining the expansion of urban areas, thereby preserving open spaces. This type of development also makes more efficient use of land, reducing per capita land consumption. Incorporating mixed-use elements into higher density developments and/or near existing transit further contributes to reduced resource consumption and lessens reliance on single-occupancy vehicles. The Project also includes goals and policies to support new and improved park facilities (Goal COSE 2, Policies COSE 2.1 and 2.3), strategic infill of green spaces (Goals COSE 3, Policies COSE 3.1, 3.2, and 3.3), and resilient design (Goal COSE 4, Policies 4.1 through 4.5).</p>
<p>5. Provide healthy, livable and equitable communities.</p>	<p>No Conflict. The South Bay Area Plan would promote compatible land uses that would enhance neighborhood connections by facilitating infill development of housing and a mix of uses to bring residents in proximity to employment, thereby promoting pedestrian activity and reduced requirements for vehicle travel to encourage healthy communities. As discussed above in Section 4.11.1.1, Regulatory Setting, the Project area includes several CalEPA SB 535 disadvantaged communities. By integrating residential areas with commercial, recreational, and institutional uses, mixed use developments bring essential services and amenities closer to residents, regardless of income level. This enhanced accessibility can be important for lower-income households, which may not have the means to travel long distances for work, education, or healthcare. In addition, the South Bay Area Plan includes policies that would address pollution exposure, community and public facilities, access to essential services, pedestrian and bicycle safety, community engagement, and improvements that address the needs of disadvantaged communities.</p>

Table 4.11-1. General Plan Conflict Evaluation

Guiding Principles, Goals and Policies		Conflict Evaluation
6	Promote strength, community voice, and equity outcomes.	No Conflict. The South Bay Area Plan was prepared in consultation with stakeholder and community engagement. Outreach and engagement included open houses, community surveys (online and hard copies), Community Advisory Committee meetings, targeted meetings with community stakeholders and stakeholder groups, community pop-ups and information sessions, virtual meetings, and online engagement. Through this process, Project-area community members were able to share individual and community-wide concerns. The Project includes policies intended to respond to themes brought up during the community engagement process, including facilitating development of additional housing, mixed-use development, and ACUs. For these and other reasons, the implementation of the South Bay Area Plan would help promote strength, community voice, and equity outcomes within the unincorporated County.
Chapter 6. Land Use Element		
Goal LU 1	A General Plan that serves as the constitution for development, and a Land Use Policy Map that implements the General Plan’s Goals, Policies and Guiding Principles.	No Conflict. The land use changes set forth in the South Bay Area Plan would implement the General Plan. Refer to Guiding Principles 1 through 6 above for the South Bay Area Plan’s consistency with the General Plan’s Guiding Principles and refer to all conflict evaluations herein for consistency with the applicable General Plan’s Goals and Policies.
Policy LU 1.1	Support comprehensive updates to the General Plan, area plans, community plans, coastal land use plans and specific plans.	No Conflict. The South Bay Area Plan implements Program LU-1: Planning Areas Framework Program in General Plan Chapter 16: General Plan Implementation Programs, which requires implementation of the South Bay Area Plan. The proposed General Plan Amendment No. RPPL2023004724 would establish the South Bay Area Plan itself, including goals, policies, and land use changes.
Goal LU 2	Community-based planning efforts that implement the General Plan and incorporate public input, and regional and community level collaboration.	No Conflict. Stakeholder and community engagement was an important foundational backbone to the preparation of the South Bay Area Plan. The process to develop the South Bay Area Plan started in 2023 and included open houses, community surveys (online and hardcopy), Community Advisory Committee meetings, targeted meetings with community stakeholders and stakeholder groups, community pop-ups and information sessions, virtual meetings, and online engagement. The valuable public feedback collected informed the recommendations presented in the South Bay Area Plan to ensure the Project addresses the needs and concerns of residents, stakeholders, and advocates. Refer to Appendix A, Community Engagement Summary, of the South Bay Area Plan for a summary of all community engagement conducted.
Policy LU 2.1:	Ensure that all community-based plans are consistent with the General Plan.	No Conflict. The South Bay Area Plan implements Program LU-1: Planning Areas Framework Program in General Plan Chapter 16: General Plan Implementation Programs, which requires implementation of the South Bay Area Plan.

Table 4.11-1. General Plan Conflict Evaluation

Guiding Principles, Goals and Policies		Conflict Evaluation
		The land use changes set forth in the South Bay Area Plan would help implement the General Plan. Refer to Guiding Principles 1 through 6, above, for the South Bay Area Plan’s consistency with the General Plan’s Guiding Principles and refer to all conflict evaluations herein for consistency with the applicable General Plan’s Goals and Policies.
Policy LU 2.2:	Ensure broad outreach, public participation, and opportunities for community input in community-based planning efforts.	No Conflict. See discussion for General Plan Goal LU 2.
Policy LU 2.3:	Consult with and ensure that applicable County departments, adjacent cities and other stakeholders are involved in community-based planning efforts.	No Conflict. The County Department of Regional Planning has coordinated with applicable County departments during the preparation of the South Bay Area Plan as well as this Draft PEIR, including but not limited to the departments of Public Works, Parks and Recreation, Arts and Culture, and Public Health as well as the Los Angeles County Fire Department. Additionally, see discussion for General Plan Goal LU 2.
Policy LU 2.4:	Coordinate with other local jurisdictions to develop compatible land uses.	No Conflict. The County Department of Regional Planning issued the Notice of Preparation ahead of preparing this Draft PEIR to all adjacent jurisdictions (i.e., cities), including the cities of Carson, Gardena, El Segundo, Hawthorne, Inglewood, Lawndale, Los Angeles, Rancho Palos Verdes, Rolling Hills, Rolling Hills Estates, and Torrance. This process initiated the Scoping Period in which the County solicited feedback and comment on the South Bay Area Plan and the environmental review process in accordance with CEQA. Additionally, see discussion for General Plan Goal LU 2.
Policy LU 2.5:	Support and actively participate in inter-jurisdictional and regional planning efforts to help inform community-based planning efforts.	No Conflict. The Project includes proposed policies to support coordination with regional agencies such as Metro (Policies M 2.2 and DA 1.1). Furthermore, the Project’s proposed land use changes would be considered in future regional planning efforts, such as future updates to SCAG’s RTP/SCS, which relies, in part, on local land use policies to inform regional growth projections.
Policy LU 2.6:	Consider the role of arts and culture in community-based planning efforts to celebrate and enhance community character.	No Conflict. The South Bay Area Plan includes policies that would enhance the local environment, support beautification of existing business, encourage redevelopment of building facades, and promote community-friendly, appropriately designed noise barriers. The Project also includes goals and policies supporting cultural amenities and the incorporation of arts and cultural elements into community-based planning efforts (Policies LU 3.4, 3.6, M 1.7, and COSE 3.4). Furthermore, the Project addresses the preservation and celebration of historic and cultural resources. In addition to relevant cultural/historic goals and policies (Goals HP 1, HP 2, Policies HP 1.1 through 1.4, 2.1 and 2.2), the South Bay Area Plan includes a Historic Context Statement, which establishes the groundwork for future historic resources surveys and identifies

Table 4.11-1. General Plan Conflict Evaluation

Guiding Principles, Goals and Policies		Conflict Evaluation
		<p>priority survey areas and sites for evaluation for designation eligibility. The South Bay Area Plan also includes Program No. 1, Accessory Commercial Units (ACU) Program, which recognizes the important role ACUs play in several Project area communities in an effort to enhance community culture and character.</p>
<p>Policy LU 2.7:</p>	<p>Set priorities for Planning Area-specific issues, including transportation, housing, open space, and public safety as part of community-based planning efforts.</p>	<p>No Conflict. The South Bay Area Plan includes Chapter 4, Community-Specific Goals and Policies, which sets forth policies that individually address the unique character, challenges, and opportunities of each community within the Project area. When appropriate based on the unique characteristics of the area, community-specific goals are provided that relate to the Area Plan.</p>
<p>Policy LU 2.8:</p>	<p>Coordinate with the Los Angeles County Department of Public Works and other infrastructure providers to analyze and assess infrastructure improvements that are necessary for plan implementation.</p>	<p>No Conflict. The County Department of Regional Planning has coordinated with applicable County departments during the preparation of the South Bay Area Plan as well as this Draft PEIR, including but not limited to the departments of Public Works and Parks and Recreation. The South Bay Area Plan sets forth numerous goals and policies that promote adequate community services and infrastructure in the Project area, including but not limited to improvements to water, sewer, energy, and stormwater management facilities (see Goal PS 1, Policies PS 1.1, and 1.2). Goal PS 3 of the South Bay Area Plan calls for sustainable and resilient public services, facilities, and other infrastructure that meets the needs of the Project -area communities while benefiting the environment and improving aesthetics. The South Bay Area Plan also includes policies to support and enhance infrastructure related to pedestrian connectivity and bicycle networks (Goal M 2, Policies M 2.1 through 2.5) and improved transit station access (Policies M 2.6 and 2.7). These policies would encourage the County to work with Public Works, Metro, and other relevant agencies to assess infrastructure to ensure it is sufficient to accommodate the growth that would occur as a result of the South Bay Area Plan buildout.</p>
<p>Policy LU 2.9:</p>	<p>Utilize the General Plan Land Use Legend and the Hazard, Environmental and Resource Constraints Model to inform the development of land use policy maps.</p>	<p>No Conflict. As stated above, the South Bay Area Plan considered numerous reports, studies, and plans in the development of the Plan, including the General Plan and all applicable County plans to inform the development of the land use policy maps. Specifically, the South Bay Area Plan implements the goals of the General Plan and uses the land use legend and the Hazard, Environmental and Resource Constraints Model to inform the land use maps and policy for the South Bay Planning Area. For example, the Project does not propose any General Plan land use changes within any Class III constraint areas (i.e., land that has severe hazard, environmental and resource constraints), including open space, Sensitive Environmental Resource Areas, active fault traces, or Alquist-Priolo Earthquake Fault Zones.</p>

Table 4.11-1. General Plan Conflict Evaluation

Guiding Principles, Goals and Policies		Conflict Evaluation
Policy LU 2.10:	Ensure consistency between land use policy and zoning by undergoing a comprehensive zoning consistency analysis that includes zoning map changes and Zoning Code amendments, as needed.	No Conflict. The South Bay Area Plan’s proposed zone changes would update the zoning map, maintain consistency with the updated land use policy map, and incorporate the proposed rezoning as identified in the Housing Element to meet the RHNA goals for Los Angeles County. In addition to proposed zone changes corresponding to proposed General Plan land use changes, the Project includes additional zone changes intended to resolve existing zoning inconsistencies, bring the zoning into alignment with the actual site development use, eliminate spot zoning, and/or bring parcels into accordance with existing General Plan land use designations. The proposed zone changes are summarized in Table 3-2, Proposed Zone Changes in Chapter 3, Project Description, of this Draft PEIR. For example, the Project would rezone parcels from A-1 to R-1 and from A-1 to R-2 within West Carson. The existing General Plan land use designation for the proposed R-1 parcels is H9, while the existing designation for the proposed R-2 parcels is H18. The proposed R-1 and R-2 zones would be consistent with the existing General Plan land use designations of H9 and H18, respectively, and would reflect existing on-the-ground residential uses.
Policy LU 2.11:	Update community-based plans on a regular basis.	No Conflict. The South Bay Area Plan implements Program LU-1: Planning Areas Framework Program in General Plan Chapter 16: General Plan Implementation Programs, which requires implementation of the South Bay Area Plan. This is the first Area Plan for these communities and will cover development within the South Bay Planning Area through 2045.
Policy LU 2.12:	Community-based plans and existing specific plans shall be updated, as needed, to reflect the General Plan Land Use Legend as part of a comprehensive area planning effort. An exception to this is for coastal land use plans, which are subject to the California Coastal Act and to review by the California Coastal Commission.	No Conflict. Refer to discussion for General Plan Policies LU 2.10 and 2.11. Further, the South Bay Planning Area does not contain any areas within the Coastal Zone.
Goal LU 3	A development pattern that discourages sprawl, and protects and conserves areas with natural resources and SEAs.	No Conflict. Refer to discussion for Guiding Principle 1 and General Plan Goal LU 1. Also, the South Bay Planning Area does not contain any lands that are within an SEA or that are undeveloped greenspace.
Policy LU 3.1	Encourage the protection and conservation of areas	No Conflict. Refer to discussion for General Plan Goal LU 3, above.

Table 4.11-1. General Plan Conflict Evaluation

Guiding Principles, Goals and Policies		Conflict Evaluation
	with natural resources, and SEAs.	
Policy LU 3.2	Discourage development in areas with high environmental resources and/or severe safety hazards.	No Conflict. As discussed in Section 4.4, Biological Resources, Section 4.7, Geology and Soils, Section 4.9, Hazards and Hazardous Materials, Section 4.12, Mineral Resources, and Section 4.20, Wildfire of this Draft PEIR, the South Bay Area Plan does not encourage additional development within areas with high environmental resources and/or severe safety hazards. As discussed in Section 4.12 of this Draft PEIR, although future development may occur in areas with active oil and gas extraction, the Project would not directly result in the loss or availability of these resources.
Policy LU 3.3	Discourage development in undeveloped areas where infrastructure and public services do not exist, or where no major infrastructure projects are planned, such as state and/or federal highways.	No Conflict. Refer to discussion for General Plan Guiding Principle 1.
Goal LU 4	Infill development and redevelopment that strengthens and enhances communities.	No Conflict. Refer to discussion for General Plan Guiding Principle 1.
Policy LU 4.1	Encourage infill development in urban and suburban areas on vacant, underutilized, and/or brownfield sites.	No Conflict. Refer to discussion for General Plan Guiding Principle 1. Refer to proposed South Bay Area Plan Policy LU 2.2, COSE 2.4, and PS 2.3.
Policy LU 4.2	Encourage the adaptive reuse of underutilized structures and the revitalization of older, economically distressed neighborhoods.	No Conflict. The Project would rezone and/or redesignate underutilized parcels (including those identified in the Housing Element) to support denser residential and mixed-use development. As discussed above in response to General Plan Guiding Principle 3, the Project also would facilitate additional development opportunities on underutilized parcels, such as Alpine Village in West Carson. To support the revisioning of the Alpine Village as a new community amenity, the Project proposes to change the land use and zoning of Alpine Village from industrial to commercial use and includes a vision for redevelopment of the property as a lifestyle retail center with the adaptive reuse of the existing commercial buildings for new commercial uses. The Project would also allow ACUs on corner lots within residential zones in the Project area to create opportunities for local entrepreneurship and take advantage of underutilized space(s) within existing residential lots and structures. The South Bay Area Plan also includes policies to support adaptive reuse (Policy LU 2.2, PS 2.3, and COSE 2.4).
Policy LU 4.3	Encourage transit-oriented development in urban and suburban	No Conflict. Refer to discussion for General Plan Guiding Principle 1.

Table 4.11-1. General Plan Conflict Evaluation

Guiding Principles, Goals and Policies		Conflict Evaluation
	areas with the appropriate residential density along transit corridors and within station areas.	
Policy LU 4.4	Encourage mixed use development along major commercial corridors in urban and suburban areas.	No Conflict. Refer to discussion for General Plan Guiding Principle 1. Refer to proposed South Bay Area Plan Policies LU 2.3, 2.6, 4.4, and COSE 1.1.
Goal LU 5:	Vibrant, livable and healthy communities with a mix of land uses, services and amenities.	No Conflict. The South Bay Area Plan provides a balanced mix of land uses to provide jobs, housing, and commercial services in proximity to one another, promoting compatibility between land uses and their environments. The Project proposes mixed-use zones that would be located along commercial corridors as well as ACUs as allowable uses on corner lots within residential zones, which would provide convenient pedestrian access to neighborhood-serving local retail, services, and food resources while preserving the integrity of residential neighborhoods. Refer to proposed South Bay Area Plan Policies LU 2.1 through 2.6, 4.1 through 4.6, and 5.1 through 5.4.
Policy LU 5.1:	Encourage a mix of residential land use designations and development regulations that accommodate various densities, building types and styles.	No Conflict. The South Bay Area Plan provides for a mix of residential densities, including single- and multi-family, and includes development regulations to accommodate various densities, building types and styles. The Project proposes a Planning Area Standards District (PASD) and Community Standards Districts (CSDs) with areawide and community-specific development standards, including provisions for building height, fences and walls, landscaping, and buffers/setbacks. The South Bay Area Plan also supports high-quality design standards across residential and mixed-use development that contribute to an attractive and resilient built environment and promote a complementary co-location of uses (Goal LU 3).
Policy LU 5.2:	Encourage a diversity of commercial and retail services, and public facilities at various scales to meet regional and local needs.	No Conflict. In addition to the facilitation of ACUs on corner lots within residential zones, the South Bay Area Plan provides opportunities for a mix of commercial and retail services and public facilities through commercial and mixed-use land use changes. South Bay Area Plan Policy PS 2.1 would encourage the development of public facilities and/or satellite offices in transit accessible locations and along major corridors. The South Bay Area Plan also includes Goal ED 4, which seeks to support existing local and legacy businesses who contribute to the community identity of the Project area and provide local jobs, as well as additional goals and policies in support of economic development (Goal ED 1 and Policies ED 1.1 through 1.4).

Table 4.11-1. General Plan Conflict Evaluation

Guiding Principles, Goals and Policies		Conflict Evaluation
Policy LU 5.3:	Support a mix of land uses that promote bicycling and walking, and reduce VMTs.	No Conflict. As stated in Section 4.17, Transportation of this Draft PEIR, the South Bay Area Plan sets forth numerous goals and policies related to promoting mobility and alternative transportation, including but not limited to transit station investments, enhanced pedestrian connectivity, bicycle amenities, parking management, promoting a mix of land uses, and encouraging use of transit to reduce automobile dependence. Refer to proposed South Bay Area Plan Goal LU 3, M 1, M 2, and Policies COSE 1.1, M 1.1 through 1.8, and M 2.1 through 2.7.
Policy LU 5.4:	Encourage community-serving uses, such as early care and education facilities, grocery stores, farmers markets, restaurants, and banks to locate near employment centers.	No Conflict. Refer to discussion for General Plan Goal 5.
Policy LU 5.7:	Direct resources to areas that lack amenities, such as transit, clean air, grocery stores, bikeways, parks, and other components of a healthy community.	No Conflict. Refer to discussion for General Plan Goal 5.
Policy LU 5.8:	Encourage farmers markets, community gardens, and proximity to other local food sources that provide access to healthful and nutritious foods.	No Conflict. The proposed ACU provisions would allow neighborhood-serving eatery and café uses within residential zones to increase the availability of and access to healthy and nutritious foods (Policy LU 4.5). The Project also includes policies to support mobile food vendors (Policy LU 4.3) and attract new uses such as grocery stores, restaurants, and cafés that provide fresh produce and healthy options (Policy LU 4.2).
Policy LU 5.9:	Preserve key industrially designated land for intensive, employment-based uses.	No Conflict. The General Plan identifies areas in West Carson and Lennox as an Employment Protection District (see Figure 2-6, Employment Protection Districts Policy Map, in Chapter 2, Environmental Setting, of this Draft PEIR). The Project would result in changes to industrial land use designations and industrial zoned parcels. However, the proposed changes would facilitate zoning consistency with existing land uses. As such, industrial practices would continue to operate throughout much of the Project area as they do under existing conditions. The Project also includes a number of goals and policies in support of economic development, including promotion of diverse industries, an adaptable workforce, and transit accessible employment opportunities (Goal ED 1, Goal ED 2, Policies ED 1.1 through 1.4, 2.1, 2.2, and 2.3).
Policy LU 5.10:	Encourage employment opportunities and housing	No Conflict. Refer to discussion for General Plan Goal 5.

Table 4.11-1. General Plan Conflict Evaluation

Guiding Principles, Goals and Policies		Conflict Evaluation
	to be developed in proximity to one another.	
Goal LU 6	Protected rural communities characterized by living in a non-urban or agricultural environment at low densities without typical urban services.	No Conflict. Refer to discussion for General Plan Guiding Principle 1.
Goal LU 7:	Compatible land uses that complement neighborhood character and the natural environment.	<p>No Conflict. The South Bay Area Plan’s proposed land use and zone changes would not introduce substantially different land uses into residential neighborhoods. As discussed above in response to General Plan Guiding Principle 1, the Project would implement smart growth principles by concentrating growth and development of both housing and employment opportunities near transit facilities, along commercial corridors, and within existing residential neighborhoods. By focusing on infill development and a mix of uses near the urban core, the Project would help protect open space lands and avoid development patterns contributing to urban sprawl (i.e., the spread of development over rural land, often with low-density housing and car dependence). The Project would also include PASD and CSD standards to help regulate the quality and character of future development. For example, proposed CSD standards would reduce the maximum height of buildings within the Mixed Use (MXD) zone to 45 feet in Alondra Park/El Camino Village, Del Aire, Lennox, West Carson, and Wiseburn to facilitate compatibility with existing surrounding uses. The Project would also promote transitions in building height and scale through design and buffering standards, notably for new higher-density development adjacent to single-family residential areas to maintain the character of the adjacent low-scale neighborhoods (Policy LU 3.2).</p> <p>Some residential neighborhoods in the South Bay Planning Area currently contain pockets of commercial activity, such as corner markets or in-home businesses. The introduction of ACUs as allowable uses on corner lots within residential zones would provide convenient pedestrian access to neighborhood-serving local retail, services, and food resources while preserving the integrity of residential neighborhoods, as well as existing commercial corridors. The construction of ACUs within existing corner residential lots would facilitate pedestrian activity and community connections within the Project area’s neighborhoods.</p> <p>Further, the Project would result in changes to industrial land use designations and industrial zoned parcels. However, the proposed changes would facilitate zoning consistency with existing land uses. As such, industrial practices would continue to operate throughout much of the Project area as they do under existing conditions.</p>

Table 4.11-1. General Plan Conflict Evaluation

Guiding Principles, Goals and Policies		Conflict Evaluation
Policy LU 7.1:	Reduce and mitigate the impacts of incompatible land uses, where feasible, using buffers and other design techniques.	No Conflict. Refer to discussion for General Plan Goal 7. Refer to proposed South Bay Area Plan Policies LU 3.2, 5.1, and 5.3.
Policy LU 7.2:	Protect industrial parks and districts from incompatible uses.	No Conflict. Refer to discussion for General Plan Policy LU 5.9 and General Plan Goal 7, above.
Policy LU 7.3:	Protect public and semi-public facilities, including but not limited to major landfills, natural gas storage facilities, and solid waste disposal sites from incompatible uses.	No Conflict. Refer to discussion for General Plan Policy LU 7.2, above.
Policy LU 7.4:	Ensure land use compatibility in areas adjacent to military installations and where military operations, testing, and training activities occur.	No Conflict. The South Bay Area Plan would not introduce any new sensitive land uses, such as residential uses, in proximity to military installations or training areas. Refer to discussion for General Plan Goal 7, above.
Policy LU 7.5:	Ensure land use compatibility in areas adjacent to mineral resources where mineral extraction and production, as well as activities related to the drilling for and production of oil and gas, may occur.	No Conflict. As described in Section 4.12, Mineral Resources, the Project would allow for increased density of residential and certain commercial uses (i.e., ACUs) within an active oil and gas field located within West Carson. The parcels proposed for redesignation are already developed under existing conditions with residential uses, specifically mobile home communities. However, the County's Oil Well Ordinance regulates oil and gas extraction activities throughout the unincorporated County. As such, oil and gas wells with a valid discretionary permit within the Project area are not subject to the provisions of the Oil Well Ordinance. The Project would not add new or amend existing regulations applicable to the operation of new or existing oil and gas wells that would conflict with the provisions of the Oil Well Ordinance. Implementation of future development would be required to comply with these General Plan goals and policies in order to minimize the adverse impacts of existing oil and natural gas extraction activities on surrounding residential or other sensitive uses. Refer to discussion for General Plan Goal 7, above.
Policy LU 7.6:	Ensure that proposed land uses located within Airport Influence Areas are compatible with airport operations through compliance with airport land use compatibility plans.	No Conflict. The LAX Airport Influence Area overlies Lennox and a small portion of Del Aire/Wiseburn (see Figure 4.9-12, Airport Influence Areas). As discussed in further detail under Special Management Areas, below, the Project proposes General Plan land use changes and zone changes to parcels within Lennox, which would overlap the LAX Airport Influence Area. As detailed further in Section 4.9, Hazards and Hazardous Materials, future development within the LAX Airport Influence area would be

Table 4.11-1. General Plan Conflict Evaluation

Guiding Principles, Goals and Policies		Conflict Evaluation
		<p>limited to a building height set forth in the CFR Part 77 guidelines and would be consistent with the County’s maximum height restrictions for R-2 and R-3 zones. As such, the Project’s proposed land use and zone changes would not facilitate the future development of buildings above the height restrictions necessary for consistency with the ALUCP. As detailed in Section 4.13, Noise, of this Draft PEIR, future development within Lennox would be required to be consistent with the ALUCP.</p> <p>Refer to discussion under Special Management Areas, below, for further details.</p>
Policy LU 7.7:	Review all proposed projects located within Airport Influence Areas for consistency with policies of the applicable airport land use compatibility plan.	No Conflict. Refer to discussion for General Plan Policy LU 7.6, above.
Policy LU 7.8	Promote environmental justice in the areas bearing disproportionate impacts from stationary pollution sources.	No Conflict. Refer to discussion for General Plan Goal 7 and Policy LU 7.5, above.
Goal LU 9:	Land use patterns and community infrastructure that promote health and wellness.	No Conflict. The South Bay Area Plan would support integrated land use and transportation planning practices that facilitate higher density and mixed-use environments with active transportation and transit infrastructure to reduce automobile dependence (Policy COSE 1.1). Through proposed land use changes, the South Bay Area Plan would facilitate a balanced mix of land uses adjacent to accessible transit, which would in turn facilitate the health benefits associated with increased pedestrian activity, encourage compatible land uses near residential areas, and generate increased community interactions through adjacency of mixed land uses. The South Bay Area Plan would also promote multi-modal infrastructure, such as pedestrian and bicycle facilities, investments to enhance transit stations/stops (Goal M2 and Policies M 2.1 through 2.7), and buffers or setbacks to address land use compatibility and protect sensitive receptors (Policies LU 3.2, 5.1, 5.2 and 5.3).
Policy LU 9.1:	Promote community health for all neighborhoods.	No Conflict. Refer to discussion for General Plan Goal 9.
Policy LU 9.2:	Encourage patterns of development that promote physical activity.	No Conflict. Refer to discussion for General Plan Guiding Principle 1 and discussion for General Plan Goal 9.
Policy LU 9.3:	Encourage patterns of development that increase convenient, safe	No Conflict. Refer to discussion for General Plan Policy LU 5.8 and Goals 7 and 9.

Table 4.11-1. General Plan Conflict Evaluation

Guiding Principles, Goals and Policies		Conflict Evaluation
	access to healthy foods, especially fresh produce, in all neighborhoods.	Refer to proposed South Bay Area Plan Policies LU 4.2, 4.3, and 4.5.
Policy LU 9.4	Encourage patterns of development that protect the health of sensitive receptors.	No Conflict. Refer to discussion for General Plan Goals 7 and 9.

Source: County of Los Angeles 2015

As demonstrated by Table 4.11-1 above, the South Bay Area Plan would not conflict with any goals or policies within the Land Use Element of the County’s General Plan adopted for the purpose of avoiding or mitigating an environmental effect. Other applicable goals and policies of the General Plan from the other elements, including Mobility, Air Quality, Conservation and Natural Resources, Parks and Recreation, Noise, Safety, Public Services and Facilities, and Economic Development are listed within the applicable sections of this Draft PEIR. As described within these sections, including Aesthetics (Section 4.1), Agriculture and Forestry Resources (Section 4.2), Air Quality (Section 4.3), Biological Resources (Section 4.4), Cultural Resources (Section 4.5), Energy (Section 4.6), Geology and Soils (Section 4.7), Greenhouse Gas Emissions (Section 4.8), Hazards and Hazardous Materials (Section 4.9), Hydrology and Water Quality (Section 4.10), Mineral Resources (Section 4.12), Noise (Section 4.13), Population and Housing (Section 4.14), Public Services (Section 4.15), Recreation (Section 4.16), Transportation (Section 4.17), Tribal Cultural Resources (Section 4.18), Utilities and Service Systems (Section 4.19) and Wildfire (Section 4.20), the South Bay Area Plan would be supportive of and/or would not conflict with all applicable goals and policies of the County’s General Plan adopted for the purpose of avoiding or mitigating an environmental effect. For these reasons, impacts would be less than significant, and no mitigation is required.

Special Management Areas

Airport Influence Areas. As described under Section 4.11.1.1, Regulatory Setting, the Airport Influence Areas shown in Figure 4.9-12, Airport Influence Areas, illustrates the LAX Airport Influence Area overlies with Lennox and a portion of Del Aire/Wiseburn (County of Los Angeles 2023b). The Los Angeles County Airport Land Use Plan (ALUP) regulates future development of new residential dwellings, commercial structures, and other noise- or risk-sensitive uses within the Airport Influence Area based on factors, including but not limited to noise, overflight, safety, and airspace protection. Height Restriction boundaries are based on Federal Aviation Regulations (FAR) Part 77 guidelines.

The Project proposes General Plan land use changes and zone changes to parcels within the unincorporated community of Lennox, which would overlap the LAX Airport Influence Area. The same airport influence area overlies a small area within Del Aire/Wiseburn; however, there are no proposed land use changes within the boundaries. The General Plan does not impose height restrictions for the H9 (Residential) and H18 (Residential) land use designation. However, the County Code restricts building height in R-2 and R-3 zones to not exceed 35 feet above grade. As detailed further in Section 4.9, Hazards and Hazardous Materials, the Project’s nearest changed parcel would be limited to a building height set forth in the CFR Part 77 guidelines and be consistent with the County’s maximum height restrictions for R-2 and R-3 zones. As such, the Project’s proposed rezoning would not facilitate the future development of buildings above the height restrictions necessary for consistency with the ALUPC.

Additionally, Countywide policies, including policies for determining land use compatibility, apply to areas within two miles of an airport runway. According to the Los Angeles County ALUPC, a range of 65-70 CNEL contours is used for

commercial airports like LAX. Residential land uses are considered satisfactory up until 60 CNEL and the ALUCP notes a cautionary warning and requires review of noise insulation needs for noise exposure ranging between 60-70 CNEL. Educational facilities should be avoided unless related to airport services at 65 CNEL and greater. A caution category is applied to commercial and recreational land uses above 65 CNEL, whereas a caution category is applied to industrial at 70 CNEL (ALUC 2004). As detailed further in Section 4.13, Noise, of this Draft PEIR, the Project would facilitate the development and redevelopment of areas within the LAX Airport Influence Area and 65 CNEL noise contour.

The Project proposes the following General Plan land use changes in Lennox:

- **No Conflict:** Proposed land use change to H18 (Residential), located just south of Century Boulevard, would not overlap with the Airport Influence Area. As such, the proposed land use change would not conflict with the ALUCP.
- **Potential Conflict:** Proposed land use change to H9 (Residential), located north of 104th Street; proposed H18 (Residential) along Lennox Boulevard; proposed H18 (Residential), located on southwest corner of Lennox; proposed H18 (Residential), generally located within the vicinity of Hawthorne Boulevard, east of South Grevillea Avenue, and west of Larch Avenue; proposed H18 (Residential), located west of Prairie Avenue on the eastern edge of Lennox would overlap with the LAX Airport Influence Area.

The Project proposes the following zone changes in Lennox:

- **No Conflict:** Proposed zoning to M-2-IP (Heavy Manufacturing), located west of the I-405, would not conflict with the ALUCP. In addition, proposed zone changes to C-2 (Neighborhood Business) and R-3-P (Limited Density Multiple Residence) along Hawthorne Boulevard are located just south of the Airport Influence Area and would, thus, not conflict with the ALUCP.
- **Potential Conflict:** Proposed zoning to R-2 (Two-Family Residence) and R-3 (Limited Density Multiple Residence), located in the center of Lennox, just east of Inglewood Avenue and north of Lennox Boulevard, would overlap with the LAX Airport Influence Area.

As demonstrated, airport noise contours that pertain to Lennox impact the compatibility of land uses that can reside within the exposure areas. As detailed further in Section 4.13, Noise, of this Draft PEIR, future development within Lennox would be required to be consistent with the ALUCP. No land use changes to residential would occur within a noise contour greater than 70 CNEL. However, future residential development within the 70 CNEL noise contours would be required to adhere to ALUC conditions related to interior noise levels prior to approval. In addition, within this area, the introduction of ACUs as allowable uses on corner lots within residential zones would occur. ACUs would provide convenient pedestrian access to neighborhood-serving local retail, services, and food resources by allowing the construction of new and/or renovated spaces to accommodate commercial uses within existing residential lots. The introduction of ACUs within the 65 CNEL and 70 CNEL noise contours would be consistent with the restrictions placed on land uses within the contour, as commercial uses are consistent with the 65 CNEL. Less than significant impacts would occur. No mitigation is required.

Transit Oriented Development. As described under Section 4.11.1.1, Regulatory Setting, TODs are areas within a 0.5-mile radius from a major transit stop. The South Bay Planning Area contains three TODs: Aviation/I-105, Hawthorne, and West Carson. According to the General Plan, all TODs will be implemented by a TOD specific plan, or a similar mechanism, with standards, regulations, and infrastructure plans that tailor to the unique characteristics and needs

of each community, and address access and connectivity, pedestrian improvements, and safety. At the time of preparing this Draft PEIR, the County has only developed a TOD specific plan for West Carson.

As detailed above, the West Carson TOD Specific Plan covers an approximately 319-acre area focused around the Carson Metro Station, which is a bus rapid transit stop along a designated bus lane adjacent to I-110. The West Carson TOD Specific Plan sets forth a planning framework intended to expand opportunities for compact, infill development that is compatible with and supports the intensification of Harbor-UCLA Medical Center, and is sensitive to the existing single-family neighborhoods (County of Los Angeles 2018). As illustrated in Figure 3-1f, the Project proposes to redesignate parcels within West Carson (178.86 acres; including within the West Carson TOD Specific Plan area), including the following:

- H9 to H18: The Project would redesignate 5.50 acres from H9 to H18 within the West Carson TOD Specific Plan area. Most of the parcels proposed for redesignation are located along Clarion Drive and 213th Street, east of South Vermont Avenue. Two additional parcels are located on West 220th Street across from the Harbor-UCLA Medical Center.
- H18 to H30: The Project would redesignate 100.32 acres from H18 to H30. The parcels proposed for redesignation are clustered within the central and southern portions of the community. The central parcels are located within or south of the West Carson TOD Specific Plan area (including along West 223rd Street, Normandie Avenue, or South Van Deene Avenue), while the southern parcels are located north of West Lomita Boulevard between South Vermont Avenue and Frampton Avenue.
- H30 to H50: The Project would redesignate 5.12 acres from H30 to H50. The parcels proposed for redesignation are located along South Vermont Avenue within and just south of the West Carson TOD Specific Plan area.
- IL to MU: The Project would redesignate 12.10 acres from IL to MU. The parcels proposed for redesignation are located within the West Carson TOD Specific Plan area along South Vermont Avenue or West 220th Street.
- MU to CG: The Project would redesignate 18.87 acres from MU to CG. The parcels proposed for redesignation are located within the West Carson TOD Specific Plan area along West Carson Street, South Vermont Avenue, or West 214th Street.

The Project also would rezone parcels within the West Carson TOD Specific Plan area. As shown in Figure 3-2f in Chapter 3, Project Description of this Draft PEIR, the Project would rezone parcels within the Specific Plan area to Residential 4, Unlimited Commercial, and Mixed Use Development 2. Moreover, the Project's land use and zoning changes in West Carson would remove the 'cap' on residential development within the West Carson TOD Specific Plan area to accommodate new housing. These changes to the West Carson TOD Specific Plan would be conducted in a manner that would be consistent with the Guiding Principles and Goals and Policies of the General Plan and the intent of the West Carson TOD Specific Plan. The proposed land use changes and corresponding zone changes would facilitate compact, infill development proximate to the Carson Street (rapid bus transitway) station to take advantage of the significant local and regional transit services already provided in the area. This is in support of the West Carson TOD Specific Plan's goals to create a more walkable, transit-oriented area with a mix of uses that is accessible by all modes of transportation, including transit, walking, and bicycling. The introduction of new housing and commercial development in West Carson is also analyzed throughout this Draft PEIR. For more discussion related to population growth, see Section 4.14, Population and Housing. In summary, the South Bay Area Plan is consistent with the intent of the West Carson TOD Specific Plan. Less than significant impacts would occur. No mitigation is required.

Employment Protection Districts. As described under Section 4.11.1.1, Regulatory Setting, Employment Protection Districts are economically viable industrial and employment-rich lands with policies to prevent the conversion of industrial land to non-industrial uses. According to General Plan Figure 14.1, Employment Protection Districts are designed to protect from the conversion; however, there are no other land use regulations (e.g., permitted density or FAR restrictions). The South Bay Planning Area contains two Employment Protection Districts: one in West Carson and one in Lennox.

In West Carson, the only land use changes proposed within an Employment Protection District is 0.32 acres from Light Industrial (IL) to Heavy Industrial (IH) located along Hamilton Avenue. These parcels are adjacent to existing IH parcels to the north and south. This land use change is intended to reflect the existing, on-the-ground industrial uses and would not facilitate any additional development. Similarly, in Lennox, the Project proposes a zone change from M-2-IP (Heavy Manufacturing) to M-1.5-IP (Restricted Heavy Manufacturing) on approximately 1.41 acres. As such, the Project would not conflict with the General Plan’s Employment Protection Districts. No impact would occur.

OurCounty – Countywide Sustainability Plan

The South Bay Area Plan upholds and advances the programs, strategies, and actions conveyed in OurCounty. An evaluation of potential conflicts between the adopted goals of the OurCounty Plan and the proposed land use changes and goals and policies of the South Bay Area Plan is provided in Table 4.11-2.

Table 4.11-2. OurCounty Conflict Evaluation

Goals		Conflict Evaluation
1	Resilient and healthy community environments where residents thrive in place	No Conflict. The South Bay Area Plan would promote compatible land uses that would facilitate residential and mixed-use development in proximity to employment, thereby promoting pedestrian activity and reduced requirements for vehicle travel, thereby encouraging healthy communities.
2	Buildings and infrastructure that support human health and resilience	No Conflict. The South Bay Area Plan provides a balanced mix of land uses adjacent to accessible transit, which would facilitate the health benefits associated with increased pedestrian activity, encourage compatible land uses near residential areas, as well as generate increased community interactions through adjacency of mixed land uses.
3	Equitable and sustainable land use and development without displacement	No Conflict. The South Bay Area Plan addresses the land uses in seven urban communities. The temporary displacement of some residents due to redevelopment of residential properties is anticipated to occur; however, the Project proposed land use changes to accommodate development of approximately 9,853 additional dwelling units that are expected to substantially increase the capacity for housing stock in the Project area. As such, any temporary indirect impacts associated with displacement would be offset by the anticipated increases in housing production. The County also has other mechanisms in place to require that if temporary displacement occurs as a result of redevelopment, new units constructed on those sites must be affordable to previous tenants. For example, the County’s Affordable Housing Preservation Ordinance, discussed above in Section 4.11.1.1, Regulatory Setting, requires that units on sites occupied by extremely low, very low, or lower income tenants be replaced with units that are affordable at the same income level or below. In addition, the County will be required to implement housing in accordance with the County’s Inclusionary Housing Ordinance

Table 4.11-2. OurCounty Conflict Evaluation

Goals		Conflict Evaluation
		and the Project area’s respective RHNA allocation, which would include the provision of various housing types, including low- and very low-income housing, in accordance with the anticipated demands for these housing types as allocated by the State.
4	A prosperous LA County that provides opportunities for all residents and businesses and supports the transition to a green economy	No Conflict. As discussed above in Table 4.11-1, through proposed commercial and mixed use land use changes, the Project would facilitate the construction of new commercial and mixed-use development along corridors designed to enhance the area while maintaining community-serving uses and encouraging healthy lifestyles. The Project would also facilitate catalytic development opportunities such as Alpine Village in West Carson. Furthermore, the introduction of ACUs as allowable uses on corner lots within residential zones would provide convenient pedestrian access to neighborhood-serving local retail, services, and food resources while preserving the integrity of residential neighborhoods, as well as existing commercial corridors. The construction of ACUs within existing corner residential lots would facilitate pedestrian activity and community connections within the Project area’s neighborhoods. The South Bay Area Plan also includes a number of goals and policies in support of economic development (Goals ED1, 2, 3, 4, Policies ED 1.1 through 1.4, 2.1, 2.2, 2.3, 3.1, 3.2, 3.3, 4.1, 4.2, and 4.3)
5	Thriving ecosystems, habitats, and biodiversity	No Conflict. The Project area includes built-out urban and suburban communities, and the proposed land use changes would not convert existing open space parcels to developed use. There is an SEA located in Westfield/Academy Hills, which overlaps a parcel zoned for residential development where the private Chadwick School is located. As ACUs must be an accessory use to a primary, residential use on a corner lot, no ACUs would be permitted on the Chadwick School parcel, and no impacts to the SEA would occur. As discussed above in Table 4.11-1, the Project would implement smart growth policies, which relieves pressure to develop greenspace and currently undeveloped lands.
6	Accessible parks, beaches, recreational waters, public lands, and public spaces that create opportunities for respite, recreation, ecological discovery, and cultural activities	No Conflict. The Project Area is an urbanized community that is surrounded by incorporated cities and does not include beaches or other recreational waters. However, as described in Section 4.16, Recreation, the Project area does contain parks and recreational opportunities. Further, as described in Section 4.5, Cultural Resources, the Project area contains numerous cultural assets that would be celebrated through implementation of the Plan. The Project area is served by local and limited stop buses on all major and secondary highways as well as one Metro rail line: C Line (Green). Implementation of the South Bay Area Plan would facilitate growth and development of both housing and employment opportunities near to the transit facilities, which would facilitate access to these community amenities.
7	A fossil fuel-free LA County	No Conflict. As stated in Section 4.17, Transportation, of this Draft PEIR, the South Bay Area Plan sets forth numerous goals and policies related to promoting mobility and alternative transportation, including but not limited to transit station improvements, pedestrian connectivity, bicycle amenities, promoting a mix of land uses, and encouraging use of transit. The goals and policies set forth in the Mobility Chapter would encourage

Table 4.11-2. OurCounty Conflict Evaluation

Goals		Conflict Evaluation
		Reductions in VMT and support County’s efforts to develop a zero emission energy and transportation system.
8	A convenient, safe, clean, and affordable transportation system that enhances mobility while reducing car dependency	No Conflict. The South Bay Area Plan would not directly result in any transportation infrastructure improvements, but as stated under Goal 7 above, it would encourage reductions in VMT and support County’s efforts to reduce reliance upon the automobile.
9	Sustainable production and consumption of resources	No Conflict. The South Bay Area Plan would not directly influence production of resources; however, the Project area is developed with urban and suburban land uses, and the proposed land use changes would not convert existing open space parcels to developed use. The Project would implement smart growth policies, which relieves pressure to develop greenspace and currently undeveloped lands.
10	A sustainable and just food system that enhances access to affordable, local, and healthy food	No Conflict. The South Bay Area Plan would facilitate ACUs within corner lots of residential communities to provide much-needed local services and amenities within what would otherwise be retail-deprived communities. ACUs would provide convenient pedestrian access to neighborhood-serving local retail, services, and food resources while preserving the integrity of residential neighborhoods, as well as existing commercial corridors. The Project would also support local entrepreneurship, including existing ACUs, that offer residents fresh and affordable food in convenient, walkable locations within 15-minutes of their homes (Policy LU 4.5). The Project also includes policies to support mobile food vendors (Policy LU 4.3) and attract new uses such as grocery stores, restaurants, and cafés that provide fresh produce and healthy options (Policy LU 4.2).
11	Inclusive, transparent, and accountable governance that facilitates participation in sustainability efforts, especially by disempowered communities	No Conflict. The South Bay Area Plan includes policies that would address pollution exposure and air quality (Policy M 3.5), public facilities, (PS 2.1), food access (Policies LU 4.2, 4.3, and 4.5), affordable housing (Policy LU 2.4), physical activity (e.g., pedestrian and bicycle facility improvements) (Policy M 2.1, 2.2, and 2.3), collaboration (LU 6.1 and ED 2.3), and investments that address the needs of vulnerable and/or disproportionately affected communities (Policies COSE 2.1 and M 2.7).
12	A commitment to realize OurCounty sustainability goals through creative, equitable, and coordinated funding and partnerships	No Conflict. The South Bay Area Plan would not facilitate funding or partnership activities within the County, but implementation of the South Bay Area Plan would encourage sustainability through its goals and policies. Refer to proposed South Bay Area Plan Goals COSE 4, PS 3, and M 3 and Policies COSE 4.1, PS 3.1, PS 3.5, and M 3.1.

Source: County of Los Angeles 2019

County Green Zones Program

The Green Zones Program promotes environmental justice by providing zoning requirements for industrial uses, vehicle-related uses, and recycling and solid waste uses that may disproportionately affect communities surrounding these land uses (County of Los Angeles 2021b). Prior to implementation of the Green Zones Program, the Zoning Code was the

primary means of regulating industrial use, which was based solely on zoning and land use category, without any consideration for proximity to incompatible land uses, such as multifamily residential developments and other new sensitive uses (County of Los Angeles 2021b).¹ The Green Zones Program seeks to enhance protection of sensitive uses, where such uses are adjacent to certain industrial and manufacturing uses, pursuant to historic development patterns and the land use designations in the County General Plan or Zoning Code (County of Los Angeles 2021b).

Of the Project area communities, West Carson is identified as a Green Zone District, which were established by the Green Zones Program (also referred to as the Green Zones Ordinance) to promote environmental justice in communities that are disproportionately affected by toxic pollutants and contaminants generated from various land uses over time. Zoning Code Chapter 22.84 (Green Zone Districts) provides regulations and procedures for new and existing land uses to ensure that such land uses will be operated in consideration of the surrounding sensitive uses, minimizing potential adverse health and safety impacts, and promoting clean industrial uses. The South Bay Area Plan is designed and intended to work in tandem with the Green Zones Program to facilitate programs and support the overall environmental justice goals of the County as they apply to the Project area. The Project would amend the Zoning Code to include the mapping of the -GZ Combining Zone on industrially-zoned lots in West Carson in order to identify parcels subject to the Green Zone Program. The existing Green Zones regulations on applicable parcels would remain unchanged, and all environmental impacts associated with the Green Zones Ordinance were comprehensively evaluated in the Los Angeles County Green Zones Program Environmental Impact Report, dated November 2021. In summary, the Project would be consistent with the intent of the Green Zones Program, and/or build on it, and would not conflict with its implementation.

Zoning Code (Title 22 of the County Code)

In terms of enforcement, the General Plan's goals and policies are implemented by the Zoning Code (Title 22, Planning and Zoning of the County Code). As discussed in Section 4.11.1.1, Regulatory Setting, the Zoning Code specifies development standards, permits, and processes required for the development of a property. The South Bay Area Plan zone changes would update the zoning map, including zoning maps for the West Carson TOD Specific Plan, to maintain consistency with the updated land use policy map and incorporate the proposed rezoning as identified in the Housing Element Update to meet the RHNA for the County. As demonstrated above under Transit Oriented Developments, these changes would be consistent with the goals and policies of the General Plan. Therefore, upon approval of the proposed Project, the Project would be consistent with the Zoning Code standards and would not conflict with existing applicable zoning. The South Bay Area Pan would not conflict with the County Code or result in a significant environmental impact due to conflict with any Code regulations adopted for the purpose of avoiding or mitigating an environmental effect.

Other Community and Specific Plans

The South Bay Area Plan aims to build off the character and existing assets of each of the seven communities by identifying opportunities for equitable and sustainable investment while addressing issues and concerns voiced by community members. Implementation of the Project would establish the South Bay Area Plan as a component of the General Plan. In the same measure, implementation of the Project would establish that community plans and specific plans applicable to the Project area are components of the South Bay Area Plan. As such, existing plans

¹ Pursuant to Zoning Code Chapter 22.14, a "sensitive use" is defined as a land use where individuals are most likely to reside or spend time, including dwelling units, schools and school yards, including trade schools, public and private schools, faith-based and secular schools, parks, playgrounds, daycare centers, preschools, nursing homes, hospitals, licensed care facilities, shelters, and daycares or preschools as accessory to a place of worship, that are permitted in the zones where they are located. A sensitive use shall not include a caretaker residence.

such as Vision Lennox and the West Carson TOD Specific Plan would be subordinate and subject to the Project's proposed goals, policies, and standards. In the event that a community or TOD specific plan conflicts with the South Bay Area Plan, the South Bay Area Plan would ultimately preside, pursuant to the General Plan. However, in order to avoid potential conflicts, preparation of the South Bay Area Plan included a review of all community and TOD specific plans applicable to the Project area. For example, as discussed in Section 4.11.1.1, Regulatory Setting, Vision Lennox identifies a series of key strategies to implement the vision of the community and address current challenges faced by the community. Vision Lennox envisions Hawthorne Boulevard as a pedestrian-friendly, attractive employment center with a mix of uses (County of Los Angeles 2010). The Project proposes to redesignate a cluster of parcels along Hawthorne Boulevard south of Lennox Boulevard to MU to help facilitate future mixed-use development, in support of strategies and action items identified in Vision Lennox. The Project also includes new MU designations within the West Carson TOD Specific Plan area to facilitate a mix of uses near existing transit, in accordance with the goals of the West Carson TOD Specific Plan. The South Bay Area Plan would create a universal framework for guiding growth and development of the Project area through 2045, thereby reducing the potential for conflicts to arise in the future. As such, the Project would not result in a significant environmental impact due to conflict with any regulation adopted for the purpose of avoiding or mitigating an environmental effect. Impacts would be less than significant, and no mitigation is required.

Threshold 4.11-3 Would the project conflict with the goals and policies of the General Plan related to Hillside Management Areas or Significant Ecological Areas?

Less Than Significant Impact. Significant Ecological Areas (SEAs) include undisturbed or lightly disturbed habitat supporting valuable and threatened species, linkages and corridors to promote species movement, and are sized to support sustainable populations of its component species. The objective of a SEA is to preserve the genetic and physical diversity of an area by designing biological resource areas capable of sustaining themselves into the future. The SEA Program under the General Plan is intended to ensure that privately held lands within the SEAs retain the right of reasonable use, while avoiding activities and development projects that are incompatible with the long-term survival of the SEAs. There is one SEA in the Project area, specifically, the Palos Verdes Peninsula and Coastline SEA, located along the northwestern side of Crenshaw Boulevard in Westfield/Academy Hills. This SEA overlaps a residential zone parcel where the private Chadwick School is located. As ACUs must be an accessory use to a primary, residential use, no ACUs would be permitted on the Chadwick School parcel and no impacts to the SEA would occur as a result of Project implementation. Moreover, the conflict evaluation presented in Table 4.11-1, above, demonstrates no conflict with the proposed Project and the General Plan's goals and policies related to SEAs. Therefore, there would be no impact related to conflicts with goals and policies of the General Plan related to SEAs.

Hillside Management Areas (HMAs) were established to ensure that development preserves and enhances the physical integrity and scenic value, provides open space, and is compatible with and enhances community character. Applicable goals and policies from the Safety Element are included in Section 4.7, Geology and Soils, of this Draft PEIR. For example, Policy S 1.3, requires developments to mitigate geotechnical hazards, such as soil instability and landslides, in Hillside Management Areas through siting and development standards. The HMA Ordinance and Hillside Design Guidelines of the County Code implement the policies of the General Plan by ensuring that hillside development projects use sensitive and creative engineering, architectural, and landscaping site design techniques. HMAs are defined as areas with 25% or greater natural slopes. As described in Section 4.7, Geology and Soils, of this Draft PEIR, County HMAs are located in the Palos Verdes Hills and are present within Westfield/Academy Hills and La Rambla. The topography throughout the remainder of the Project area is relatively flat to gently sloping. Given that the Project would not include any changes to land use policy within the

Westfield/Academy Hills community (with the exception of zone changes to O-S), the only development within the community could be one or two ACUs. However, in addition to potential ACUs, proposed land use changes within La Rambla could facilitate residential and mixed use development/redevelopment on parcels with HMAs. In the absence of proper grading and excavation techniques, excavating into a hillside during construction could potentially trigger a landslide, which in turn could endanger people and property in the vicinity of the site. However, in compliance with the California Building Code and Los Angeles County Building Code, new construction on or immediately adjacent to any hillsides would be completed in accordance with the recommendations of a site-specific geotechnical investigation, which would include a slope stability analysis and remedial measures to address any potential slope instability. In addition, new construction within HMAs would be subject to the County's HMA Ordinance and Hillside Design Guidelines, which implement the policies of the General Plan by ensuring that hillside development projects use sensitive and creative engineering, architectural, and landscaping site design techniques. In hillside areas with less than 25% slope, use of the guidelines is optional but encouraged. The County also provides a Sensitive Hillside Design Measures Checklist used by applicants to determine whether the Hillside Design Guidelines would be applicable. Therefore, the proposed Project would not conflict with the Hillside Management Area Ordinance. As a result, implementation of the proposed Project would not conflict with the goals and policies of the General Plan related to HMAs, and impacts would be less than significant.

4.11.2.5 Cumulative Impact Analysis

Where a lead agency concludes that the cumulative effects of a project, taken together with the impacts of other closely related past, present, and reasonably foreseeable future projects are significant, the lead agency then must determine whether the project's incremental contribution to such significant cumulative impact is "cumulatively considerable" (and thus significant in and of itself). The cumulative geographic study area used to assess potential cumulative impacts related to the division of an established community include the Project area, the cities within the South Bay Planning Area boundary, as well as portions of adjacent jurisdictions.² For potential to conflict with the General Plan, including goals and policies related to SEAs and HMAs, the cumulative geographic study area is the unincorporated County. The full list of related plans applicable to the cumulative analyses is provided in Section 2.5, Cumulative Impact Analysis, in Chapter 2, Environmental Setting of the Draft PEIR.

Threshold 4.11-1. Impacts related to the division of an established community are generally site specific, meaning that cumulative development projects outside of the Project area would not be likely to contribute to a cumulative impact related to division of an established community through construction of roadway, structures, or other transportation facilities within the Project area. Similarly, buildout associated with the Project would not contribute to a cumulative impact related to division of established communities within the County but outside of the Project area. Therefore, no cumulatively significant impact would occur, and Project's incremental impacts related to the physical division of an established community would not be cumulatively considerable.

Threshold 4.11-2. Given the built-out conditions of the South Bay Planning Area and adjacent jurisdictions, development would likely convert existing underutilized properties in the Project area to revitalized higher-density developments to respond to the need for housing, sources of employment, and associated retail land uses. The Project would benefit the surrounding community by replacing underutilized properties; adding residential uses to reduce overcrowding and support projected employment growth; and improving local and regional access to the regional transportation network. Furthermore, by providing additional housing and employment in proximity to transit, the Project would assist the County in achieving short- and long-term planning goals and objectives related

² The following jurisdictions share a border with one more of the unincorporated South Bay Planning Area communities: Carson, Gardena, El Segundo, Hawthorne, Inglewood, Lawndale, Los Angeles, Rancho Palos Verdes, Rolling Hills, Rolling Hills Estates, and Torrance.

to reducing urban sprawl, efficiently using existing infrastructure, reducing regional congestion, and improving air quality through the reduction of vehicle miles traveled. This is consistent with SCAG and other regional policies for promoting more intense land uses adjacent to transit stations and job centers.

Generally, land use conflicts would be related to noise, traffic, air quality, and hazards/human health and safety issues, which are discussed in the relevant sections of the Draft PEIR. Land use conflicts are also typically site-specific and not cumulative in nature; in other words, despite the number of cumulative projects in a given area, they would not necessarily compound to create cumulative land use conflicts. Cumulative incompatibility issues associated with surrounding developments or projects are anticipated to be addressed and mitigated for on a project-by-project basis. In addition, the cumulative environmental effects associated with implementation of the Project have been addressed in the technical sections of this Draft PEIR. Therefore, the Project's incremental contribution to impacts related to land use and planning would not be cumulatively considerable.

Threshold 4.11-3. The Project area does not include any lands that are designated as SEAs. As such, there would be no Project impacts associated with General Plan goals and policies related to SEAs which could combine with other development projects in the County to result in a cumulatively significant impact. Therefore, Project impacts related to conflicts with General Plan goals and policies related to SEAs would not be cumulatively considerable.

Any cumulative development projects proposed within HMAs in the unincorporated County would be subject to the County's HMA Ordinance and Hillside Design Guidelines, which implement the policies of the General Plan by ensuring that hillside development projects use sensitive and creative engineering, architectural, and landscaping site design techniques. As all cumulative projects within HMAs in the unincorporated County would be subject to the same local development standards, such as those identified in the County Code, as the proposed Project, and as the related project would have no impacts related to HMAs, Project impacts related to conflicts with goals and policies of the General Plan related to HMAs would not be cumulatively considerable.

4.11.2.6 Mitigation Measures

No mitigation measures are required.

4.11.2.7 Significance Conclusion

- Threshold 4.11-1** The Project would have **less than significant** impacts related the physical division of an established community and would not be cumulatively considerable.
- Threshold 4.11-2.** The Project would have **less than significant** impacts related to conflicts with any County land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect and would not be cumulatively considerable.
- Threshold 4.11-3** The Project would have **less than significant** impacts related to conflicts with the goals and policies of the General Plan related to Hillside Management Areas or Significant Ecological Areas and would not be cumulatively considerable.

4.11.3 References

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4.12 Mineral Resources

This section of the Draft PEIR analyzes the potential impacts from the implementation of the South Bay Area Plan (Project) on mineral resources, including the potential loss of availability of a known mineral resource and/or 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. This section describes the existing mineral resources within the Project area, identifies applicable regulatory requirements, and evaluates potential impacts related to implementation and buildout of the proposed Project. The analysis is based, in part, on information provided in the following resources: the Los Angeles County General Plan 2035 (General Plan) and General Plan Update Draft Environmental Impact Report (EIR); the California Department of Conservation's Well Finder digital mapping application; and County of Los Angeles Enterprise Geographic Information Systems data files. Other sources referenced for this section are listed below in Section 4.12.3, References.

4.12.1 Environmental Setting

4.12.1.1 Regulatory Setting

Federal

There are no applicable federal policies or regulations related to mineral resources.

State

Surface Mining and Reclamation Act: California Public Resources Code, Sections 2710 et seq.

The Surface Mining and Reclamation Act of 1975 (SMARA) is the primary regulator of onshore surface mining in the state. It delegates specific regulatory authority to local jurisdictions. The act requires the State Geologist (California Geological Survey) to identify all mineral deposits within the state and to classify them as: (1) areas where available geologic information indicates that little likelihood exists for the presence of significant mineral resources; (2) areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood for their presence exists; (3) areas containing known or inferred mineral occurrences of undetermined mineral resource significance; or (4) areas where available information is inadequate to assign any other classification (CDOC 2014). Lands are designated mineral resource zones (MRZ) or MRZ-1, -2, -3, or -4, respectively. Within the San Gabriel Valley Production-Consumption region (see Section 4.12.1.2, Existing Environmental Conditions), which includes the Project area, only lands known to contain significant commercial-grade aggregate (i.e., the mineral materials, such as sand or stone, used in making concrete) are classified and mapped as MRZ-2 (CDOC 2010). Local jurisdictions are required to enact specific procedures to guide mineral conservation and extraction at particular sites and to incorporate mineral resource management policies into their general plans. A particular concern of state legislators in enacting SMARA was the premature loss of minerals and protection of sites threatened by development practices that might preclude future mineral extraction.

California Geological Survey Mineral Resources Project

The California Geological Survey (CGS) Mineral Resources Project provides information about California's nonfuel mineral resources. The Mineral Resources Project classifies lands throughout the state that contain regionally significant mineral resources as mandated by SMARA. 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. Development generally results in a demand for minerals, especially construction aggregate. SMARA requires all cities and counties to incorporate in their general plans the mapped designations approved by the State Mining and Geology Board. The classification process involves the determination of Production-Consumption (P-C) region boundaries based on identification of active aggregate operations (Production) and the market area served (Consumption). The P-C regional boundaries are modified to include only those portions of the region that are urbanized or urbanizing and are classified for their aggregate content. The Project area is split between the San Gabriel Valley P-C region to the north and the San Fernando Valley P-C region to the south.

California Geologic Energy Management Division

The California Geologic Energy Management Division (CalGEM), formerly the Division of Oil, Gas, and Geothermal Resources, is a subdivision of the California Department of Conservation. CALGEM oversees the drilling, operation, operation, maintenance, and plugging and abandonment of oil, natural gas, and geothermal wells. The division is intended to protect the environment, prevent pollution, and ensure public safety. It functions as an information repository but also regulates oil and gas extraction activities consistent with state regulations that include Section 3000 et seq. of the State Public Resources Code and Title 14, Division 2, Chapter 4 of the California Code of Regulations. These codes include provisions regulating the distribution of oil wells. CalGEM regulates the drilling, operation, and permanent closure of energy resource wells (CDOC 2023a).

California Department of Conservation Idle Well Program

Inactive and deserted oil and gas wells that are not maintained (i.e., “idle wells”) can pose threats to groundwater and public safety (CDOC 2023b).¹ In April 2019, CalGEM revised its idle well regulations to create more stringent testing requirements that better protect public safety and the environment from the potential threats posed by idle wells. The regulations require idle wells to be tested and, if necessary, repaired, or permanently sealed and closed. If an operator becomes insolvent or deserts their idle wells, responsibility for permanently sealing and closing these wells may fall to the state. Since 1977, CalGEM has plugged and abandoned about 1,400 wells at a cost of \$29.5 million (CDOC 2023b). To reduce the number of idle wells for which the state may become responsible, legislative and regulatory changes have been made to create incentives for operators to manage and eliminate their idle wells by entering into Idle Well Management Plans (IWMPs). If an operator does not have an IWMP, the operator must pay annual idle well fees. In 2018, CalGEM collected approximately \$4.3 million in idle well fees (CDOC 2023b). These fees are deposited into the Hazardous and Idle-Deserted Well Abatement Fund to help fund the permanent sealing and closure of deserted wells (CDOC 2023b).

Local

Los Angeles County Code

Title 22, Planning and Zoning. The following subsections of Title 22, Planning and Zoning (Zoning Code) of the Los Angeles County Code, including Section 22.140.400, Oil Wells, Chapter 22.190, Surface Mining Permits, and the

¹ According to the California Public Resources Code, an idle well is defined as “...any well that for a period of 24 consecutive months has not either produced oil or natural gas, produced water to be used in production stimulation, or been used for enhanced oil recovery, reservoir pressure management, or injection. For the purpose of determining whether a well is an idle well, production or injection is subject to verification by the division” (CDOC 2023b).

proposed Green Zones Program, are applicable to mineral resources within the Project area and discussed in further detail, below.

Section 22.140.400, Oil Well. Section 22.140.400, Oil Wells, regulates oil wells in the unincorporated County areas, including the installation and use of equipment, structures, and facilities for oil drilling and producing operations. Within Light Manufacturing (M-1), Restricted Heavy Manufacturing (M-1.5), and Heavy Manufacturing (M-2), a Ministerial Site Plan Review (Chapter 22.186) application is required. A Conditional Use Permit (Chapter 22.158) application is required for all oil wells outside established oil fields, or, if located in Zone M-2, if located within 300 feet of any public school or park, or any Residential Zone or Light Agriculture (A-1) zones. Oil drilling is not permitted within 300 feet of any residence, except for a residence on the same land that is owned or leased by the person drilling the well.

Chapter 22.190, Surface Mining Permit. Chapter 22.190, Surface Mining Permit, of the Zoning Code is established to regulate surface mining (including aggregate mining) within the unincorporated areas of the County in compliance with SMARA. Section 122.190.030, Applicability, requires that all surface mining projects submit a Surface Mining Permit application and a Reclamation Plan prior to approval. Surface mining operations must comply with Section 3503, Surface Mining and Reclamation Practice, of Title 14 of the California Code of Regulations and be conducted in accordance the County's development standards as set forth in Section 22.190.050, Development Standards, of the Zoning Code.

Chapter 22.84, Green Zones Districts. The County's Green Zones Program consists of amendments to the General Plan and Zoning Code aimed at improving the public health and quality of life of residents in vulnerable communities within the unincorporated areas of the County that have been disproportionately and historically impacted by environmental effects. A key component of the Green Zones Program is the establishment of 11 Green Zone Districts where certain industrial land uses within 500 feet of a "sensitive use" would be either prohibited or would require a Conditional Use Permit (CUP) with discretionary review. Within the Project area, the community of West Carson is a Green Zone District. The Green Zones Program establishes a Sensitive Use chapter of the Zoning Code, and amends Division 2 of Section 22.17.190 (Definitions) to include a new definition for "Sensitive use", which reads as follows: "A land use where individuals are most likely to reside or spend time, including dwelling units, schools and school yards – including trade schools, public and private schools, faith-based and secular schools, parks, playgrounds, daycare centers, preschools, nursing homes, hospitals, licensed care facilities, shelters, and daycares or preschools as accessory to a place of worship, that are permitted in the zones where they are located..." (County of Los Angeles 2021).

The ordinance also establishes Chapter 22.84, Green Zones Districts, of the Zoning Code, which, under Section 22.84.030 Standards and Requirements for Specific Uses, provides that any oil well valve storage or repair in the Project area would require a CUP if located within a 500-foot radius of a lot containing a sensitive use.

Los Angeles County General Plan

The Conservation and Natural Resource Element of the General Plan provides the following goals and policies relevant to the mineral resources in the Project area (County of Los Angeles 2015). The South Bay Area Plan would support and/or would not conflict with the implementation of the following goals and policies:

Goal C/NR 10: Locally available mineral resources to meet the needs of construction, transportation, and industry.

Policy C/NR 10.1	Protect MRZ-2s and access to MRZ-2s from development and discourage incompatible adjacent land uses.
Policy C/NR 10.5	Manage mineral resources in a manner that effectively plans for access to development and conservation of mineral resources for existing and future generations.
Goal C/NR 11	Mineral extraction and production activities that are conducted in a manner that minimizes impacts to the environment.
Policy C/NR 11.1	Require mineral resource extraction and production activities and drilling for and production of oil and natural gas to comply with County regulations and state requirements, such as SMARA, and CALGEM regulations.
Policy C/NR 11.3	Require appropriate levels of remediation for all publicly-owned oil and natural gas production sites based on possible future uses.
Policy C/NR 11.4	Require that mineral resource extraction and production operations as well as activities related to the drilling for and production of oil and natural gas be conducted to protect other natural resources and prevent excessive grading in hillside areas.
Policy C/NR 11.5	Encourage and support efforts to increase the safety of oil and gas production and processing activities, including state regulations related to well stimulation techniques such as hydraulic fracturing or “fracking.”

Existing Community-Based and Specific Plans

The West Carson Transit Oriented District Specific Plan and the Vision Lennox Plan are the only existing community based or specific plans applicable to the Project area. However, there are no applicable West Carson Transit Oriented District Specific Plan or Vision Lennox goals or policies pertaining to mineral resources in the Project area.

Oil Well Ordinance (Project No. 2020-000246-[1-5]; Case No. RPPL2020000624)

According to the County Board of Supervisors (BOS), “The growing body of scientific and public health evidence demonstrating the health, safety, and climate threats posed by oil and gas extraction has led to increased support for stronger regulations as well as the call to phase out urban oil drilling in its entirety” (County of Los Angeles 2021). In response, the BOS recently approved Ordinance No. 2003-004 (Oil Well Ordinance), which was adopted on January 24, 2023, and became effective February 23, 2023.² The Oil Well Ordinance prohibits new oil wells and production facilities in the unincorporated County areas, designates existing oil wells and production facilities in the unincorporated County as nonconforming due to use, and establishes consistent regulations for existing oil wells and production facilities during the amortization period. A nonconforming use is a legally established use that is not permitted in a certain zone or area (County of Los Angeles 2023a). Pursuant to Section 22.172.050 (Nonconforming Uses, Buildings and Structures) of the Zoning Code, nonconforming uses must be discontinued

² The local-level movement toward increased regulation of the oil and gas industry in unincorporated areas of the County is set against the backdrop of Governor Gavin Newsom’s April 2021 directive, which, at the state level requires: (1) CalGEM to initiate regulatory action to end the issuance of new permits for hydraulic fracturing (i.e., fracking); and (2) requested that the California Air Resources Board to analyze pathways to phase out oil extraction across the state by no later than 2045 (State of California 2021).

and removed from their sites within 20 years, except when extended or revoked as otherwise provided (County of Los Angeles 2022a). The County will also take separate actions to pursue modifications to valid discretionary permits in accordance with existing procedures in Title 22 of the County Code (County of Los Angeles 2022a).

Just Transitions Strategy

The Just Transition Task Force (Task Force) was established by the County and City of Los Angeles Chief Sustainability Offices in 2021 to develop a Just Transition Strategy for workers and communities impacted by the phase out of oil drilling and extraction activities in the City of Los Angeles and unincorporated areas of the County (e.g., as a result of the recently approved Oil Well Ordinance for the County). The Task Force developed goals, strategies, and supporting actions, to ensure a just transition for workers and communities impacted by the phase out of oil drilling and extraction activities (County of Los Angeles 2022b).

4.12.1.2 Existing Environmental Conditions

Minerals are defined as any naturally occurring chemical elements or compounds formed from inorganic processes and organic substances. Movable minerals or an “ore deposit” is defined as a deposit of ore or mineral having a value materially in excess of the cost of developing, mining, and processing the mineral and reclaiming the Project area.

The California Mineral Resources Project designates Production-Consumption (P-C) regions for the purpose of classifying mineral land resources. While there are seven P-C regions entirely or partly within Los Angeles County, the Project area is entirely within the San Gabriel Valley P-C region (County of Los Angeles 2014).

Mineral Resource Areas

Mineral Resources Zones

As discussed above in Section 4.12.1.1, Regulatory Setting, SMARA requires the CGS to identify all mineral deposits within the state and to classify them as one of four MRZs (MRZ-1, -2, -3, or -4). The MRZ-2 classification designates areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood for their presence exists (CDOC 2014). According to the Table 5.11-1, Major Mineral Resource Zone-2 Areas in Los Angeles County, of the County’s General Plan EIR, the South Bay Planning Area includes an elongated area designated as MRZ-2 at the northern foot of the Palos Verdes Hills, including parts of the cities of Rolling Hills, Rolling Hills Estates, Rancho Palos Verdes, and Torrance. However, this area does not include the unincorporated community of Westfield/Academy Hills, as illustrated in Figure 4.12-1, Mineral Resource Zones. Given this, there are no acres of land designated as MRZ-2 in the Project area (County of Los Angeles 2014).

Mineral Resource Sectors

Mineral resource sectors, as defined in the County’s General Plan are areas where mineral resources of regional or statewide significance are considered to be present or likely to be present and that have current land uses deemed compatible with potential mining (County of Los Angeles 2014). According to the County’s General Plan EIR, the South Bay Planning Area contains mineral resource sectors. While there are no mineral resource sectors in the Project area, one sector is located in the cities of Rolling Hills Estates and Torrance near Westfield/Academy Hills; however, these areas are incompatible for mining due to existing urban development. Furthermore, there are no active mines mapped within the South Bay Planning Area, according to Table 5.11-3, Mineral Resource Sectors in Los Angeles County, of the General Plan EIR (County of Los Angeles 2014).

Mining and Aggregate Resources

Active and Inactive Mines

At the time the County's General Plan was adopted, there were 46 mines operated by 32 companies within the County (County of Los Angeles 2014). However, according to the California Department of Conservation, there are currently no active or inactive mines located within or adjacent to the Project area communities (CDOC 2023c). There is one inactive mine (referred to as Solana Torrance) located approximately 0.8 miles north of the Westfield/Academy Hills community (DTSC 2023).

Aggregate Mining Sites

As identified in the General Plan, major sand and gravel extraction sites within the County are found in the alluvial fans of the Tujunga Wash and the San Fernando Valley and in the San Gabriel River in and near the unincorporated community of Irwindale as well as in the Santa Clara River, and Little Rock and Big Rock washes in northern Los Angeles County. However, none of these extraction sites are within or near to the Project area and would not be affected by the proposed Project (County of Los Angeles 2014).

Aggregate Supplies

The term "aggregate" refers to coarse particulate material such as sand or stone used in making concrete (RAMP 2023). There are no commercial-grade aggregate resources located within the Project area communities (CDOC 2010).

Oil and Natural Gas Resources

Oil and Natural Gas Fields

Mineral resource areas also include oil and natural gas resources and oil and/or natural gas production still occurs in many parts of the County, including within the Project area. Oil fields extend across broad areas of the southern and central Los Angeles Basin, from the City of Long Beach and unincorporated Rowland Heights in the east to the City of Torrance, unincorporated Marina del Rey,³ and West Los Angeles (City of Los Angeles) in the west (County of Los Angeles 2014). Oil and natural gas fields in the Project area's communities and local vicinity are shown on Figures 4.12-2a, Oil and Gas Activities – Alondra Park/El Camino Village; Figure 4.12-2b, Oil and Gas Activities – Del Aire/Wiseburn; and Figure 4.12-2c, Oil and Gas Activities – West Carson (CDOC 2023d). Active fields in relation to each unincorporated community are discussed in further detail, below.

Oil and Natural Gas Production

According to a September 2021 motion passed by the County BOS, "A substantial body of national and California-based scientific research documents evidence the harmful health impacts resulting from living in close proximity to oil drilling operations, including asthma, cardiovascular disease, low birth weight, and reproductive health impacts" (County of Los Angeles 2021). Further, even inactive and deserted oil and gas wells that are not maintained can pose threats to groundwater and public safety (CDOC 2023b). To ensure exposed hydrocarbons or other contaminants within these wells do not migrate into drinking water or to the surface, wells that are no longer used

³ Although there is an oilfield extending across Marina Del Rey, there are no longer any active oil wells in this area.

for active production or observation must be permanently sealed (i.e., “plugged”) with a cement plug (CDOC 2023b). Wells that remain inactive for a period of 24 months (or longer) without being plugged are referred to in the Public Resources Code as “idle” (CDOC 2023b).

Fueled by minimal regulations and low population density, oil and gas development dominated the landscape of the County throughout much of the early twentieth century (County of Los Angeles 2021). However, as the population and need for housing in the region grew significantly, this led to less separation between industrial and residential areas (County of Los Angeles 2021). As a result, the Project area, although largely urbanized and heavily developed with residential uses, continues to support active oil and natural gas production activities. As illustrated in Figure 4.12-2a through 4.12-2c, in addition to plugged wells, there are 18 active and 26 idle oil and natural gas wells within the Project area; however, Del Aire/Wiseburn and West Carson are the only two communities currently supporting active/idle oil and natural gas extraction activities within their respective boundaries (County of Los Angeles 2023b). The location and status of the wells in the Project area are listed in Table 4.12-1.

Table 4.12-1. Active or Idle Oil and Gas Wells in the Project Area

Location (APN)	Zoning	Well Status	Well Number (API)
Del Aire/Wiseburn			
4147-022-005	R-1 - Single-Family Residence	Idle	403708607
4147-026-027	R-1 - Single-Family Residence	Idle	403708606
N/A	Right of way	Idle	403705953
West Carson			
7409-003-039	C-3 - General Commercial	Active	0403717629
7409-003-039	C-3 - General Commercial	Active	0403718005
7409-003-039	C-3 - General Commercial	Active	0403722376
7409-003-039	C-3 - General Commercial	Active	0403722377
7409-003-039	C-3 - General Commercial	Active	0403718002
7409-007-027	R-1 - Single-Family Residence	Active	0403716551
7409-007-028	R-1 - Single-Family Residence	Active	0403718008
7409-009-013	R-1 - Single-Family Residence	Active	0403717631
7409-018-011	R-1 - Single-Family Residence	Active	0403717632
7409-020-009	M-2 - Heavy Manufacturing	Active	0403716936
7409-020-010	M-2 - Heavy Manufacturing	Active	0403716945
7409-020-016	M-2 - Heavy Manufacturing	Active	0403718010
7409-022-037	R-1 - Single-Family Residence	Active	0403717640
7409-022-037	R-1 - Single-Family Residence	Active	0403722378
7409-029-011	R-3 - Limited Density Multiple Residence	Active	0403716927
7409-029-011	R-3 - Limited Density Multiple Residence	Active	0403716928
7409-029-012	R-3 - Limited Density Multiple Residence	Active	0403716935
7439-019-039	M-2 - Heavy Manufacturing	Active	0403717771
7407-004-028	C-3 - General Commercial	Idle	0403718476
7409-007-028	R-1 - Single-Family Residence	Idle	0403717625
7409-007-029	R-1 - Single-Family Residence	Idle	0403722382
7409-007-029	R-1 - Single-Family Residence	Idle	0403722379
7409-008-012	R-1 - Single-Family Residence	Idle	0403717628

Table 4.12-1. Active or Idle Oil and Gas Wells in the Project Area

Location (APN)	Zoning	Well Status	Well Number (API)
7409-009-020	R-1 - Single-Family Residence	Idle	0403717634
7409-019-008	M-2 - Heavy Manufacturing	Idle	0403717639
7409-019-015	M-2 - Heavy Manufacturing	Idle	0403717633
7409-019-901	C-2 - Neighborhood Business	Idle	0403717627
7409-020-003	M-2 - Heavy Manufacturing	Idle	0403717682
7409-020-003	M-2 - Heavy Manufacturing	Idle	0403717645
7409-020-010	M-2 - Heavy Manufacturing	Idle	0403716944
7409-020-016	M-2 - Heavy Manufacturing	Idle	0403718011
7409-021-001	R-1 - Single-Family Residence	Idle	0403717754
7409-021-031	R-1 - Single-Family Residence	Idle	0403717641
7409-025-026	R-1 - Single-Family Residence	Idle	0403717647
7409-029-011	R-3 - Limited Density Multiple Residence	Idle	0403716941
7409-029-011	R-3 - Limited Density Multiple Residence	Idle	0403716917
7409-029-011	R-3 - Limited Density Multiple Residence	Idle	0403716919
7409-029-012	R-3 - Limited Density Multiple Residence	Idle	0403716946
7409-029-012	R-3 - Limited Density Multiple Residence	Idle	0403716926
7409-029-012	R-3 - Limited Density Multiple Residence	Idle	0403716951
7409-029-012	R-3 - Limited Density Multiple Residence	Idle	0403716920

Source: County of Los Angeles 2023b

Notes: APN = Assessor's Parcel Number; API = American Petroleum Institute

The locations of active fields and active and idle wells in the Project area are discussed in further detail, below for each community.⁴

Alondra Park/El Camino Village. As illustrated in Figure 4.12-2a, there is one abandoned oil field that overlaps with Alondra Park/El Camino Village located to the north of Manhattan Beach Boulevard (CDOC 2023d). There are no active or idle wells within the community of Alondra Park/El Camino Village (County of Los Angeles 2023b).

Del Aire/Wiseburn. As illustrated in Figure 4.12-2b, there are no active wells and three idle wells within the community of Del Aire/Wiseburn (County of Los Angeles 2023b). Two of the idle wells are located just north of Rosecrans Avenue between Ocean Gate Avenue and Inglewood Avenue along West 142nd Street (County of Los Angeles 2023b). The third idle well within the community is located within the public right-of-way just north of West El Segundo Boulevard on the east side of Interstate 405 (County of Los Angeles 2023b). The past and present oil and/or natural gas extraction activity in this area is a result of the one active oil field located adjacent and to the west of the community boundaries. The southern portion of the community includes an abandoned oil field, as illustrated in Figure 4.12-2b (CDOC 2023d).

West Carson. As illustrated in Figure 4.12-2c, there are active and idle wells located predominantly within an active oil field in the southern portion of the community. There are 18 active and 23 idle oil and gas wells in West Carson

⁴ As illustrated in Figures 4.12-2a through 4.12-2c, there are also a number of plugged wells within the Project area, however, according to the California Department of Conservation, once a well has been permanently sealed and closed (i.e., plugged) they no longer represent a potential hazard to the surrounding areas, as any potentially contaminants exposed during extraction have been isolated to prevent leakage (CDOC 2023b).

(County of Los Angeles 2023). The oil and gas activity within and near the community is considerable in the context of the developed and urban nature of the community, and the proximity of several of the wells to residential uses (CDOC 2023d; County of Los Angeles 2023b). As shown in Table 4.12-1, most of the wells within West Carson are within residential zones (e.g., R-1 and R-3).

Other Project-Area Communities. There are no active or idle wells or active fields within Hawthorne Island, Lennox, La Rambla, or Westfield/Academy Hills (County of Los Angeles 2023b).

4.12.2 Environmental Impacts

4.12.2.1 Methodology

As described in Chapter 3, Project Description, the South Bay Area Plan is a policy document that does not include or propose any site-specific development that could directly result in construction or operational impacts to the environment. However, implementation of the South Bay Area Plan would encourage development in a manner consistent with the South Bay Area Plan, which would facilitate additional future development. Therefore, this Draft PEIR does not assess the site-specific construction and operation details of each future development within the Project area. Rather, it assesses the impacts associated with changes to existing land uses and the associated overall effects of buildout of the South Bay Area Plan through 2045, where reasonably foreseeable physical changes to the environment could occur. Analysis at a parcel or site-specific level was not conducted because, unless otherwise noted within this assessment, the actual locations of project development (and its chronologic sequence or concurrence) that may be implemented in the future are speculative.

Due to the unique circumstances regarding the Project's geographic scope, including that the Project area is spread across seven geographically disparate communities, the analysis focuses on Project-related impacts that could potentially occur in portions of the Project area that are located within or near to known mineral resources or mineral resource recovery sites. As there are no mineral resource sectors or aggregate mining sites within or near to the Project area, for the purposes of this analysis, known mineral resources or mineral resource recovery sites shall include any active or idle oil and/or natural gas wells, active oil fields, and/or CGS identified MRZ-2s within or near to the Project area. These features have been identified above in Section 4.12.1.2, Existing Environmental Conditions, and are illustrated in Figure 4.12-1 (Mineral Resources Zone), and Figures 4.12-2a through 4.12-2c (Oil and Gas Activity). Information regarding the extent and nature of existing mineral resources within the Project area is based, in part, on data provided in the following sources: the Los Angeles County General Plan (2015) and General Plan Update Draft EIR (2014); California Department of Conservation (CDOC) Geologic Energy Management Division's (CalGEM's) online mapping application Well Finder and associated data files (CDOC 2023d); and County of Los Angeles oil well data files (County of Los Angeles 2023b). The impact analysis also takes into consideration the existing regulatory setting applicable to mineral resources within the Project area, as listed above in Section 4.12.1.1, Regulatory Setting.

4.12.2.2 Thresholds of Significance

In accordance with the County's Environmental Checklist Form (Initial Study) and Appendix G of the State CEQA Guidelines, the applicable thresholds of significance with regard to mineral resources are listed below. A project may have a significant impact if it would:

Threshold 4.12-1: 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.

Threshold 4.12-2: 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.

4.12.2.3 Land Use Changes, Goals, and Policies

As discussed in Section 3.3.3, Project-Related Growth, of Chapter 3, Project Description, of this Draft PEIR, implementation of the Project would encourage future development in a manner consistent with the South Bay Area Plan, which would facilitate additional residential, commercial, and mixed-use development based on the following:

1. The Project would redesignate parcels within the Project-area communities of Alondra Park/El Camino Village, Del Aire/Wiseburn, Lennox, La Rambla, and West Carson to allow for residential development at higher densities than currently permitted. Under existing conditions, the sites affected are primarily designated as residential or commercial, and nearly all are occupied by existing development. The Project would facilitate development of approximately 9,853 additional dwelling units within the Project area, which would result in approximately 30,745 additional Project area residents. The proposed General Plan land use redesignations are illustrated in the following figures in Chapter 3, Project Description of this Draft PEIR: Figure 3-1a, Proposed General Plan Land Use, Alondra Park/El Camino Village; Figure 3-1b, Proposed General Plan Land Use, Del Aire/Wiseburn; Figure 3-1d, Proposed General Plan Land Use, La Rambla; Figure 3-1e, Proposed General Plan Land Use, Lennox; and Figure 3-1f, Proposed General Plan Land Use, West Carson.
2. The Project would amend applicable sections of the County Code to allow for the development of neighborhood-scale commercial uses (i.e., Accessory Commercial units [ACUs]) on corner lots within the Project area's residential zones. The ACUs would be an accessory use to a primary residence and would be limited to one ACU per corner-residential lot. It is projected that approximately 12 parcels in the Project area may develop ACUs, which would generate approximately 23 new jobs. For a distribution of the residential zones within the Project area where ACUs would be permitted on corner lots, please refer to the following figures in Chapter 2, Environmental Setting of this Draft PEIR: Figure 2-4a, Existing Zoning, Alondra Park/El Camino Village; Figure 2-4b, Existing Zoning, Del Aire/Wiseburn; Figure 2-4c, Existing Zoning, Hawthorne Island; Figure 2-4d, Existing Zoning, La Rambla; Figure 2-4e, Existing Zoning, Lennox; Figure 2-4f, Existing Zoning, West Carson; and Figure 2-4g, Existing Zoning, Westfield/Academy Hills.
3. The Project would redesignate parcels in the communities of Alondra Park/El Camino Village, Del Aire/Wiseburn, Lennox, La Rambla, and West Carson to facilitate new commercial development. In total, these proposed land use changes would facilitate approximately 777,697 square feet of additional commercial use and 1,417 new employees.

Development facilitated by the Project would predominantly consist of infill development in urban areas within previously disturbed and/or developed parcels. However, urban areas may still contain known mineral resources and/or support mineral resource extraction activities (e.g., MRZ-2s, oils fields, and oil/gas wells). As such, the Project's proposed land use changes could potentially affect areas with known mineral resources.

The South Bay Area Plan's areawide goal and policy presented below are tailored towards the unique geographic, demographic, and social diversity in the unincorporated communities of the South Bay Planning Area and are

consistent with the General Plan goals and policies applicable to the topic of mineral resources listed in Section 4.12.1.1, above.

Areawide Goals and Policies

- | | |
|----------------------|---|
| Goal LU 6 | Ensure the responsible development and maintenance of industrial areas so they are clean, safe, and aesthetically pleasing. |
| Policy LU 6.2 | Oil Well Sites. Prioritize the remediation and redevelopment of oil well sites, ensuring proper cleanup of site prior to construction, in partnership with community and tribal engagement. |

Community-Specific Goals and Policies

There are no proposed community-specific goals or policies applicable to mineral resources.

4.12.2.4 Impact Analysis

Threshold 4.12-1 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?

Oil and Natural Gas Resources

Less Than Significant Impact. Buildout of the proposed Project could result in development of land that is used for extraction of fossil fuels such as oil and natural gas. As discussed in Section 4.12.1.2, Existing Environmental Conditions, while the Project area is largely built out with urban uses, the communities of Alondra Park/El Camino Village, Del Aire/Wiseburn, and West Carson contain known oil and natural gas reserves (CDOC 2023d; County of Los Angeles 2023b). Furthermore, the communities of Del Aire/Wiseburn and West Carson include parcels which currently support oil and/or natural gas extraction (i.e., active and/or idle wells) (CDOC 2023d; County of Los Angeles 2023b). The Project proposes land use changes to parcels that include existing active and idle wells within the community of West Carson, as identified in Table 4.12-2, below.

Table 4.12-2. Active or Idle Oil and Gas Wells Within Changed Parcels

Candidate Parcel (APN)	Existing Land Use/Zoning		Proposed Land Use/Zoning		Well Status	Well Number (API)
West Carson						
7409-029-011	H18 - Residential 18	R-3 (Limited Density Multiple Residence)	H30 - Residential 30	R-3	Active	403716927
7409-029-011	H18 - Residential 18	R-3 (Limited Density Multiple Residence)	H30 - Residential 30	R-3	Idle	403716941
7409-029-011	H18 - Residential 18	R-3 (Limited Density Multiple Residence)	H30 - Residential 30	R-3	Active	403716928
7409-029-011	H18 - Residential 18	R-3 (Limited Density Multiple Residence)	H30 - Residential 30	R-3	Idle	403716919
7409-029-011	H18 - Residential 18	R-3 (Limited Density Multiple Residence)	H30 - Residential 30	R-3	Idle	403716917
7409-029-012	H18 - Residential 18	R-3 (Limited Density Multiple Residence)	H30 - Residential 30	R-3	Idle	403716946
7409-029-012	H18 - Residential 18	R-3 (Limited Density Multiple Residence)	H30 - Residential 30	R-3	Idle	403716926
7409-029-012	H18 - Residential 18	R-3 (Limited Density Multiple Residence)	H30 - Residential 30	R-3	Active	403716935
7409-029-012	H18 - Residential 18	R-3 (Limited Density Multiple Residence)	H30 - Residential 30	R-3	Idle	403716951
7409-029-012	H18 - Residential 18	R-3 (Limited Density Multiple Residence)	H30 - Residential 30	R-3	Idle	403716920

Source: County of Los Angeles 2023b

Notes: APN = Assessor's' Parcel Number; API = American Petroleum Institute

The Project would allow for increased density of residential and certain commercial uses (i.e., ACUs) within active oil and gas fields located within West Carson. These parcels are already developed under existing conditions with residential uses, specifically mobile home communities. San Rafael Mobile Home Park, located north of Lomita Boulevard and west of Vermont Avenue, includes multiple active oil wells adjacent to existing residential uses. In addition, Coast Mobile Home Park, located north of Lomita Boulevard and west of Normandie Avenue, includes one idle well on site.

The County's Oil Well Ordinance regulates oil and gas extraction activities throughout the unincorporated County. As discussed above in Section 4.12.2.3, in accordance with the Oil Well Ordinance, no new oil and gas wells are permitted in the unincorporated County and all existing wells operating without a valid discretionary permit (i.e., operating by right) are considered legal nonconforming uses. A nonconforming use is a legally established use that is not permitted in a certain zone or area (County of Los Angeles 2023a). The County's action includes the existing wells located within R-3 zones, as detailed in Table 4.12-2. Pursuant to Section 22.172.050 (Nonconforming Uses, Buildings and Structures) of the Zoning Code, nonconforming uses must be discontinued and removed from their sites within 20 years, except when extended or revoked as otherwise provided (County of Los Angeles 2022a). This phasing out of nonconforming oil and gas wells in the Project area would occur with or without Project implementation. Future development associated with the changed parcels could occur through the Project's buildout year of 2045. As such, the existing on-site oil wells (active and idle) without a valid discretionary permit would be removed within the buildout of the proposed Project. In addition, adoption of the Oil Well Ordinance was determined to be exempt from further CEQA review pursuant to CEQA Guidelines sections 15601(b)(3), 15601(b)(2), 15301 (Class 1), and 15308 (Class 8) (County of Los Angeles 2022a).

However, oil and gas wells with a valid discretionary permit within the Project area are not subject to the provisions of the Oil Well Ordinance. The Project would not add new or amend existing regulations applicable to the operation of new or existing oil and gas wells that would conflict with the provisions of the Oil Well Ordinance. As such, oil and gas wells in the Project area with a valid discretionary permit would continue to operate under proposed Project conditions. Under Goal C/NR 11 of the Conservation and Natural Resource Element, the County's General Plan establishes policies intended to minimize environmental impacts associated with oil and natural gas production in the unincorporated areas of the County, including Policies C/NR 11.1 (require drilling for and production of oil and natural gas to comply with County regulations and state requirements and CALGEM regulations) and C/NR 11.5 (encourage and support efforts to increase the safety of oil and gas production and processing activities) (County of Los Angeles 2015). As discussed above, the Project would facilitate future development of residential and certain commercial uses on parcels with active or idle wells. Implementation of future development would be required to comply with these General Plan goals and policies in order to minimize the adverse impacts of existing oil and natural gas extraction activities on surrounding residential or other sensitive uses. For more discussion on land use compatibility, see Section 4.9, Hazards and Hazardous Materials, and Section 4.11, Land Use and Planning, of this Draft PEIR.

For the reasons discussed above, the Project would not result in the loss of availability of a known oil and gas resource that would be of value to the region and the residents of the state and impacts would be less than significant.

Aggregate Resources

No Impact. The County depends on the CGS to identify deposits of regionally significant aggregate resources (i.e., mineral materials, such as sand or stone, used in making concrete) (County of Los Angeles 2015). As discussed above in Section 4.12.1, Environmental Setting, the MRZ-2 classification signifies that "significant" commercial-grade aggregate deposits are present (or that a high likelihood for their presence exists) (CDOC 2014). As shown in Figure 4.12-1, Mineral Resource Zones, the South Bay Planning Area includes an elongated area designated as MRZ-2 at the northern foot of the Palos Verdes Hills, including parts of the cities of Rolling Hills, Rolling Hills Estates, Rancho Palos Verdes, and Torrance. However, this area does not overlap with the unincorporated community of

Westfield/Academy Hills. Given this, there is no land designated as MRZ-2 in the Project area (County of Los Angeles 2014).

The County's General Plan contains goals and policies aimed at protecting access to and availability of known mineral resources in unincorporated areas. These goals and policies include Goal C/NR 10, (to have locally available mineral resources to meet the needs of construction, transportation, and industry), Policy C/NR 10.1 (protect MRZ-2s and access to MRZ-2s from development and discourage incompatible adjacent land uses), and Policy C/NR 10.5 (manage mineral resources in a manner that effectively plans for access to development and conservation of mineral resources for existing and future generations) (County of Los Angeles 2015). There are no active mining facilities or operations located within the Project area communities (CDOC 2023c). There is one inactive mine (referred to as Solana Torrance) located approximately 0.8 miles north of the Westfield/Academy Hills community (DTSC 2023). Urban development is generally incompatible with aggregate mining operations, which are primarily limited to undeveloped or agricultural land (Langer and Arbogast 2003). According to the County's General Plan EIR, the South Bay Planning Area contains mineral resource sectors. One sector is located in the cities of Rolling Hills Estates and Torrance; however, these areas are not within the Project area and are incompatible for mining due to existing urban development. Furthermore, as discussed above, there are no active mines mapped within the South Bay Planning Area (County of Los Angeles 2014; CDOC 2023c). As such, implementation and buildout of the proposed Project would not result in the loss of availability of known aggregate resources and no impact would occur.

Threshold 4.12-2 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?

Less Than Significant Impact. As described under Threshold 4.12-1 above, the proposed Project would not result in the loss of availability of known mineral resources valuable to the region and residents of the state. Aggregate and oil and gas resource recovery sites, including active oil fields, wells, and MRZ-2, are identified as locally important resources in the General Plan. Other than the aggregate and oil and gas resource recovery sites discussed above under Threshold 4.12-1, no additional locally important mineral resource recovery sites are identified in the General Plan or in any existing community plan or specific plan applicable to the proposed Project area. As such, the discussion provided above under Threshold 4.12-1 for resources valuable to the region and state is also applicable to locally important mineral resource recovery sites (i.e., aggregate and oil and gas resource recovery sites).

Additionally, there are no existing active mining facilities or operations within or near the Project area. As such, implementation and buildout of the proposed Project would not result in the loss of availability of a locally important aggregate resource recovery site. As discussed above, in accordance with the Oil Well Ordinance, the phasing out of existing, nonconforming oil and gas wells in the Project area would occur with or without implementation of the Project. Furthermore, oils wells operating with a valid discretionary permit in the Project areas would continue to operate under proposed Project conditions. As such, the Project would not 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 and impacts would be less than significant.

4.12.2.5 Cumulative Impact Analysis

Where a lead agency concludes that the cumulative effects of a project, taken together with the impacts of other closely related past, present, and reasonably foreseeable future projects are significant, the lead agency then must determine whether the project's incremental contribution to such significant cumulative impact is "cumulatively considerable" (and thus significant in and of itself). The cumulative study area used to assess potential cumulative impacts related to mineral resources includes the entirety of Los Angeles County and considers the future buildout of applicable local and regional plans. The full list of related plans applicable to the Project's cumulative analyses is provided in Section 2.5, Cumulative Impact Analysis, in Chapter 2, Environmental Setting of this Draft PEIR.

The proposed Project could contribute to a significant cumulative impact if the Project resulted in the loss of availability of a known mineral resource valuable to the region and the state or caused the loss of availability of a locally important mining or other resource recovery site delineated in the County's General Plan.

Threshold 4.12.1. As identified in the General Plan, the important mineral resources within the Project area are limited to commercial-grade aggregate and oil and natural gas resources (County of Los Angeles 2015). Regarding aggregate resources, the General Plan EIR states that increased urban development in this area would have no impact on availability of aggregate resources in the MRZ-2 (County of Los Angeles 2014). Even though the Project and cumulative projects would increase development within the South Bay Planning Area, the aggregate resources available in the MRZ-2 are not feasible to mine and there is no active aggregate mining activity taking place within or near the Project area. Furthermore, as identified in the General Plan, the County has other MRZ-2 areas that would remain available for aggregate mining. Therefore, the Project's incremental effects related to a loss of availability of known aggregate resources would not be cumulatively considerable.

As discussed in Section 4.12.1.1, the Oil Well Ordinance is applicable to the unincorporated County (County of Los Angeles 2023a). The Oil Well Ordinance prohibits new oil wells and production facilities, designates oil wells and production facilities operating without a valid discretionary permit as non-conforming uses, and establishes consistent regulations for existing oil wells and production facilities during the amortization period. According to Sections 22.172.050.B and 22.172.050.B.1.f of the Zoning Code, nonconforming uses must be discontinued and removed from their sites within 20 years of becoming nonconforming.

The local-level movement toward increased regulation of the oil and gas industry in unincorporated areas of the County is set against the backdrop of Governor Gavin Newsom's April 2021 directive, which, at the state level requires: (1) CalGEM to initiate regulatory action to end the issuance of new permits for hydraulic fracturing (i.e., fracking); and (2) requested that the California Air Resources Board to analyze pathways to phase out oil extraction across the state by no later than 2045 (State of California 2021). The Project would not conflict with policies at the local and state level pertaining to oil and gas extraction. Furthermore, the County and City of Los Angeles have developed a Just Transition Strategy for workers and communities impacted by the phase out of oil drilling and extraction activities in the City of Los Angeles and unincorporated areas of the County (e.g., as a result of the recently approved Oil Well Ordinance for the County). The Task Force developed goals, strategies, and supporting actions, to ensure a just transition for workers and communities impacted by the phase out of oil drilling and extraction activities (County of Los Angeles 2022b). The continued implementation of the Just Transition Strategy would help ensure that the broader socioeconomic consequences of the Oil Well Ordinance and other actions to phase out oil and gas extraction are adequately addressed. Furthermore, in accordance with the Oil Well Ordinance, wells operating under a valid discretionary use permit would continue to operate under proposed Project conditions. This, together with other policy directives and actions to address workers and communities impacted by the phase out

of oil drilling, support the determination that Project's incremental effects related to oil gas resources would not be cumulatively considerable.

Threshold 4.12.2. As discussed above in Section 4.12.2.4, aggregate and oil and gas resource recovery sites are identified as locally important resources in the General Plan. No additional locally important mineral resource recovery sites are identified in the General Plan or in any existing community plan or specific plan applicable to the proposed Project area. As such, the discussion provided above under Threshold 4.12-1 for resources valuable to the region and state is also applicable to locally important mineral resource recovery sites (i.e., aggregate and oil and gas resource recovery sites). As established above, the Project's incremental effects related to the loss or availability of a known oil, gas, or aggregate resource, including important mineral resource recovery sites delineated in local plans, would not be cumulatively considerable.

4.12.2.6 Mitigation Measures

No mitigation measures are required.

4.12.2.7 Significance Conclusion

Threshold 4.12-1. The Project would have a **less than significant** impact related to loss of availability of a known mineral resource that would be of value to the region and the residents of the state, and would not be cumulatively considerable.

Threshold 4.12-2. The Project would have a **less than significant** impact related to a loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan, and would not be cumulatively considerable.

4.12.3 References

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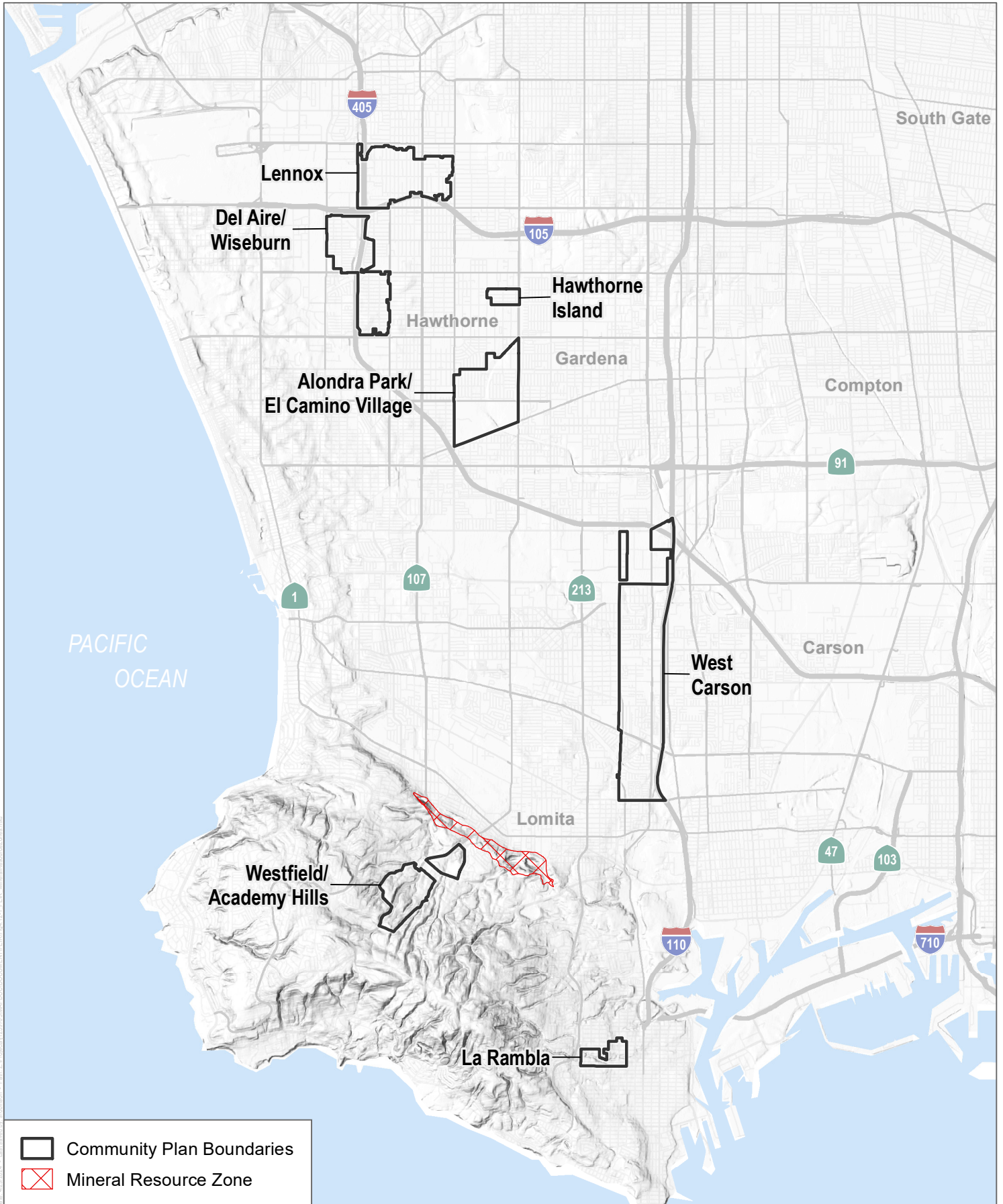
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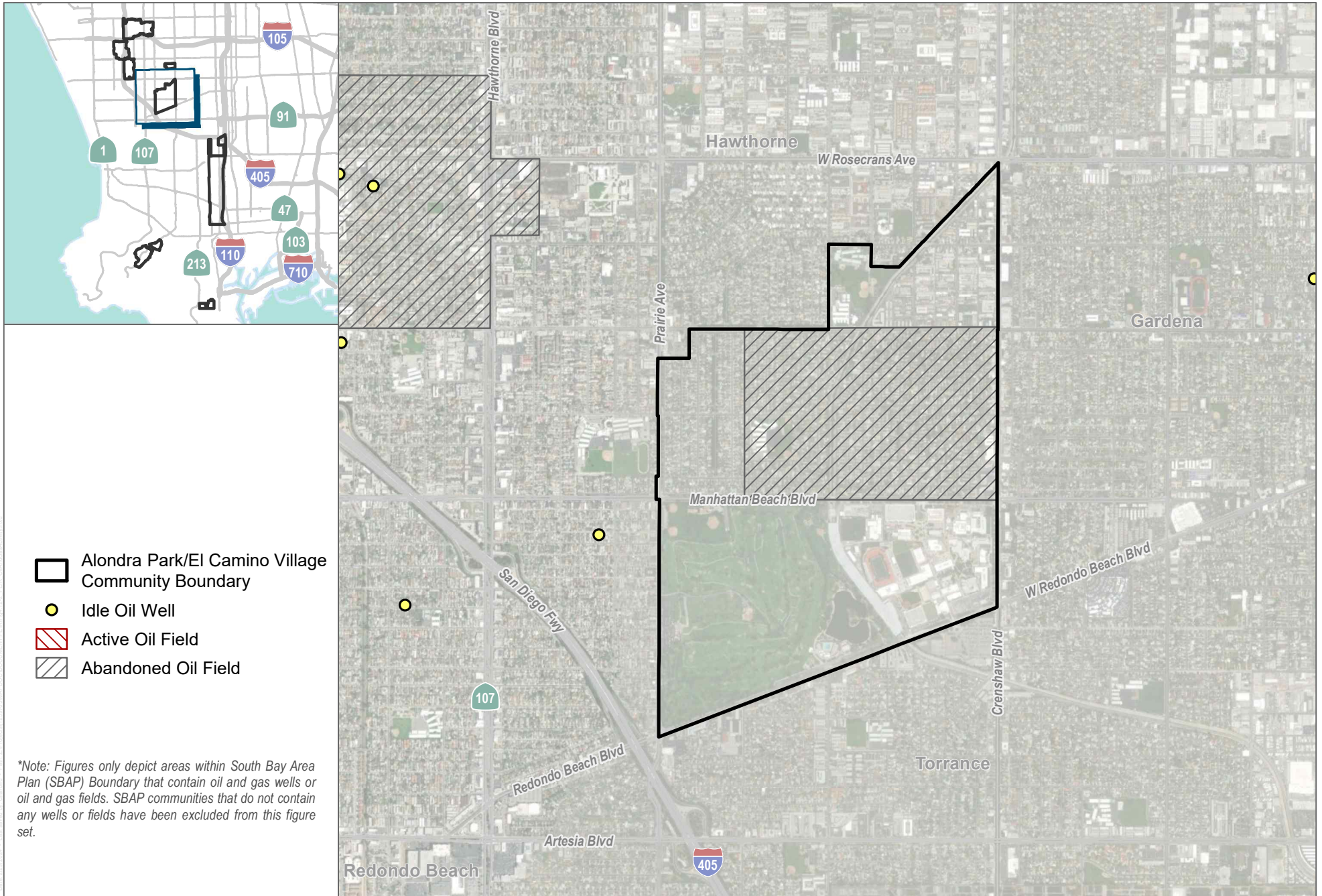
SOURCE: Open Street Map; CA Dept of Conservation

FIGURE 4.12-1

Mineral Resource Zones

Los Angeles County South Bay Area Plan Project

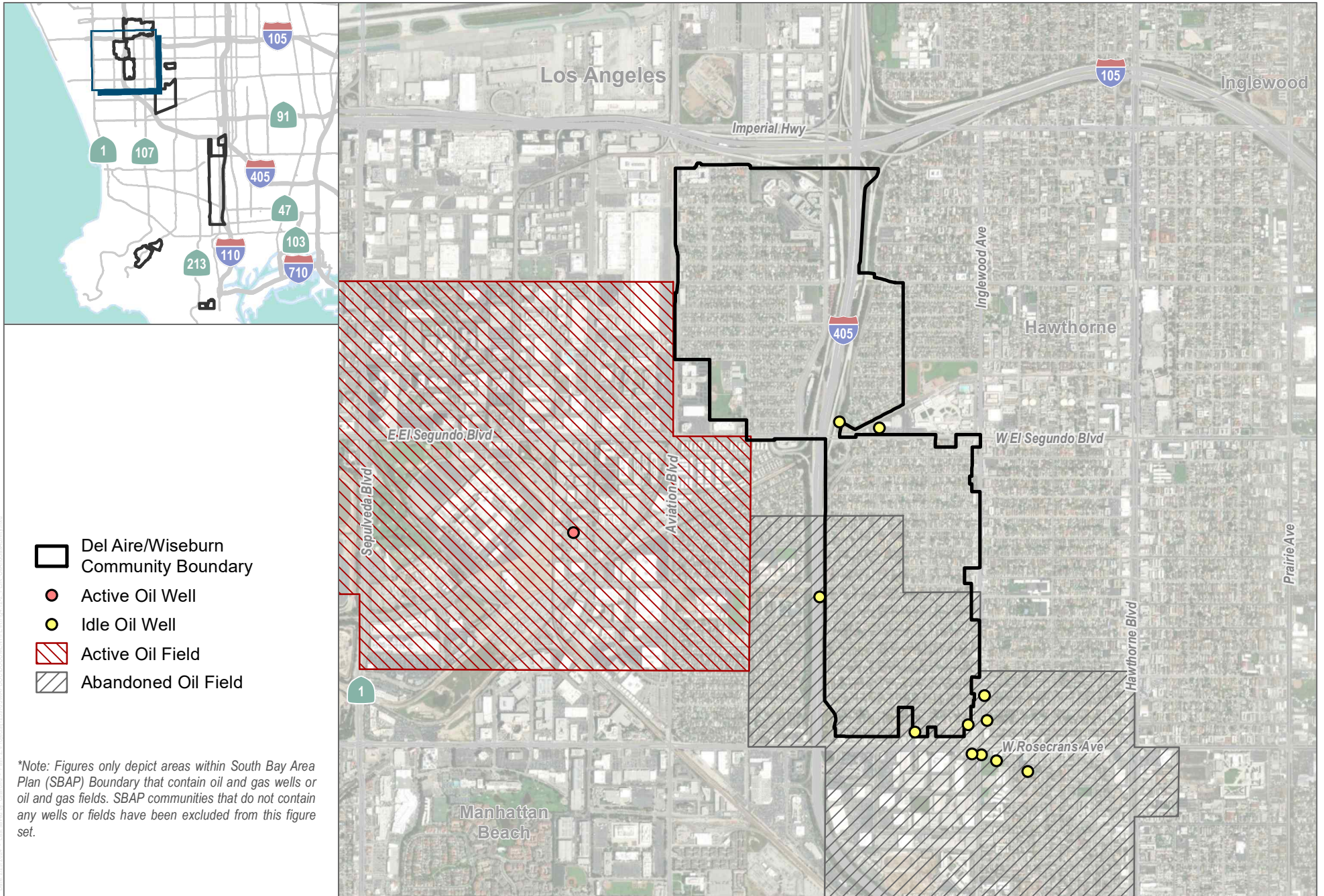
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SOURCE: FEMA; Open Street Map 2019; County of Los Angeles

FIGURE 4.12-2A
Oil and Gas Activities - Alondra Park/El Camino Village
 Los Angeles County South Bay Area Plan Project

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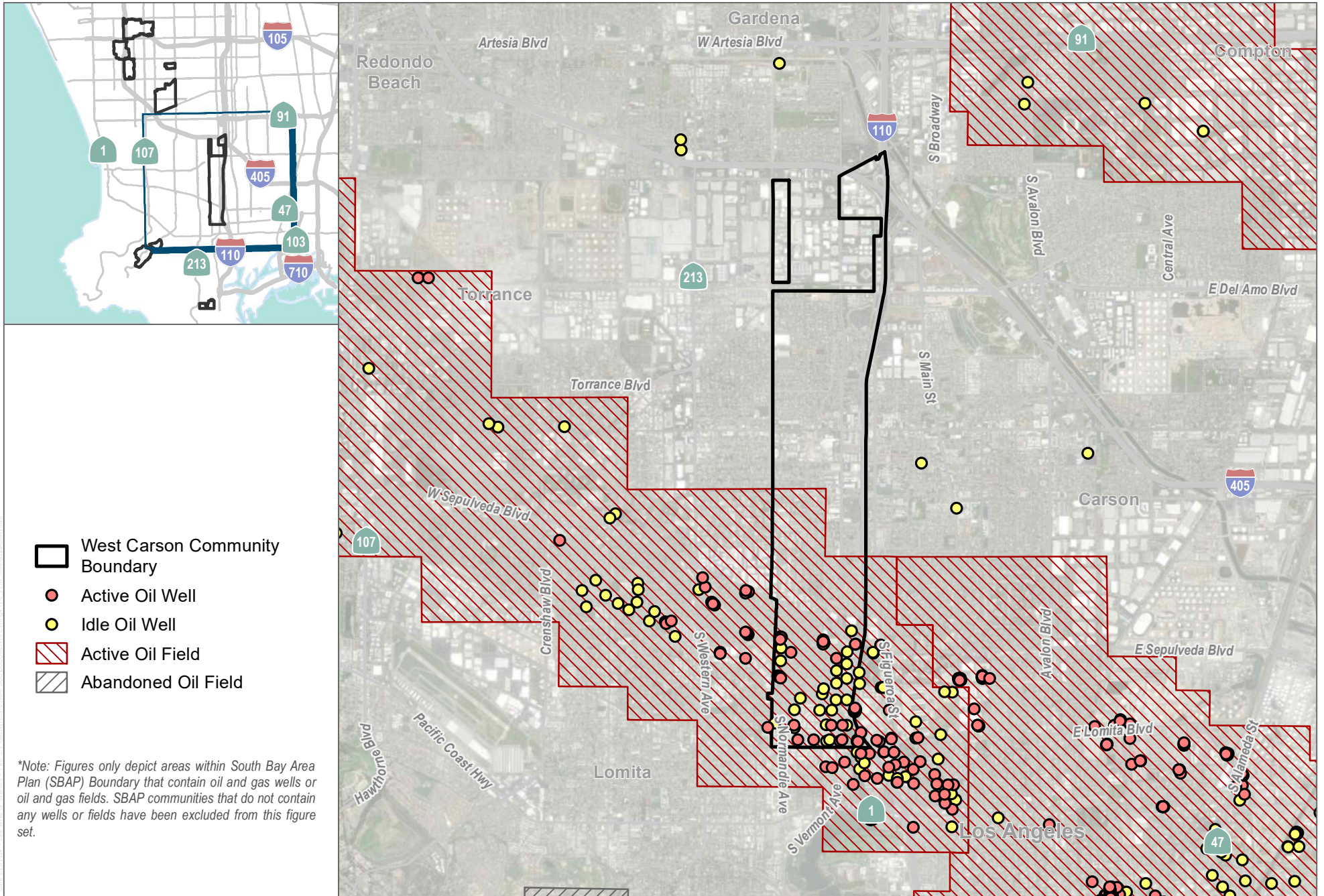
SOURCE: FEMA; Open Street Map 2019; County of Los Angeles

FIGURE 4.12-2B

Oil and Gas Activities - Del Aire and Wiseburn

Los Angeles County South Bay Area Plan Project

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SOURCE: FEMA; Open Street Map 2019; County of Los Angeles

FIGURE 4.12-2C

Oil and Gas Activities - West Carson

Los Angeles County South Bay Area Plan Project

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4.13 Noise

This section of the Draft PEIR summarizes the potential impacts from the implementation of the South Bay Area Plan (Project) on noise and vibration, including substantial temporary or permanent noise increases, vibration impacts, and proximity to airports. This section includes summaries of fundamental concepts of sound and vibration; the existing sound environment; relevant federal, state, and local noise guidelines, policies, and standards; and noise levels at existing receptor locations. This section evaluates potential noise impacts associated with the Project and provides conceptual mitigation measures to reduce potential noise and vibration impacts at sensitive receiving land uses. This evaluation uses procedures and methodologies that include those as specified by California Department of Transportation (Caltrans), the Federal Transit Administration (FTA), and the Federal Highway Administration (FHWA).

Where noted or referenced herein, additional information related to this noise section is included as follows:

Appendix G Noise Modeling Worksheets, Prepared by Dudek

Other sources consulted are listed in Section 4.13.3, References.

Comments received in response to the Notice of Preparation (NOP) are summarized in Table 1-1, Notice of Preparation and Comment Letters Summary, included in Chapter 1, Introduction, of this Recirculated Draft PEIR. A copy of the NOP is included in Appendix A-1 and the comment letters received in response to the NOP are included in Appendix A-2 of this Recirculated Draft PEIR.

4.13.1 Environmental Setting

4.13.1.1 Relevant Plans, Policies, and Ordinances

Federal

The following federal regulations and guidance pertaining to noise and vibration would apply to the Project.

Federal Aviation Administration

The Federal Aviation Administration's (FAA) Office of Environment and Energy (AEE) issued a document titled Aircraft Noise, which states, in part, that federal agencies have certain guidelines for compatible land uses and environmental sound levels. Land use is normally determined by property meaning, such as residential, industrial, or commercial. Noise levels that are unacceptable for homes may be acceptable for stores or factories. The FAA has issued these guidelines as part of its Airport Noise Compatibility Program, found in Part 150 of the Federal Aviation Regulations.

Federal Aviation Regulation, Part 150, Airport Noise Compatibility Planning, is the primary federal regulation guiding and controlling planning for aviation noise compatibility on and around airports. Part 150 was issued as an interim regulation (46 FR 8316; January 19, 1981) under the authority of the Aviation Safety and Noise Abatement Act of 1979 (49 USC 2104[c]) (ASNA Act). Implementation of noise compatibility planning under the ASNA Act was delegated to the FAA. Part 150 established procedures, standards, and methodologies to be used by airport operators for the preparation of Airport Noise Exposure Maps (NEM's) and Airport Noise Compatibility Programs

(NCP's) which they may submit to the FAA under Part 150 and the ASNA Act. The final rule was issued on January 18, 1985 (49 FR 49260) and, on March 16, 1988, was amended to include freestanding heliports (53 FR 8722).

Most land uses (including residences) are considered to be compatible with airport noise that does not exceed 65 decibels (dB) DNL, although Part 150 declares that "acceptable" sound levels should be subject to local conditions and community decisions. Nevertheless, 65 dB DNL is generally identified as the threshold level of aviation noise which is "significant." In addition, the FAA has determined that a significant impact occurs if a proposed action would result in an increase of 1.5 DNL or more on any noise-sensitive area within the 65 DNL exposure justify.

While DNL is the primary metric FAA uses to determine noise impacts, the FAA accepts the Community Noise Equivalent Level (CNEL) in California as California adopted the use of CNEL prior to FAA adopting DNL. While CNEL, like DNL, adds a ten times weighting (equivalent to a 10 dBA "penalty") to each aircraft operation between 10:00 p.m. and 7:00 a.m., CNEL also adds a three times weighting (equivalent to a 4.77 dBA penalty) for each aircraft operation during evening hours (7:00 p.m. to 10:00 p.m.).

Federal Transit Administration

In its *Transit Noise and Vibration Impact Assessment* guidance manual, the FTA recommends a daytime construction noise level threshold of 80 dBA L_{eq} over an 8-hour period (FTA 2018) at the exterior of a residential land use when detailed construction noise assessments are performed to evaluate potential impacts to community residences surrounding a project. Although this FTA guidance is not a regulation, it can serve as a quantified standard in the absence of such noise limits at the state and local jurisdictional levels. In this case, the County does enumerate noise and vibration level limits; thus, FTA guidance is merely informative with respect to noise assessment for purposes of the Project.

State

Government Code Section 65302(g)

California Government Code Section 65302(g) requires the preparation of a Noise Element in a General Plan, which shall identify and appraise the noise problems in the community. The Noise Element shall recognize the guidelines adopted by the Office of Noise Control in the State Department of Health Services and shall quantify, to the extent practicable, current and projected noise levels for the following sources:

- Highways and freeways
- Primary arterials and major local streets
- Passenger and freight on-line railroad operations and ground rapid transit systems
- Aviation and airport-related operations
- Local industrial plants
- Other ground stationary noise sources contributing to the community noise environment

California General Plan Guidelines

The California General Plan Guidelines, published by the Governor's Office of Planning and Research (OPR), provides guidance for the acceptability of specific land use types within areas of specific noise exposure. Table 4.13-1 presents guidelines for determining acceptable and unacceptable community noise exposure limits for various land use categories. The guidelines also present adjustment factors that may be used to arrive at noise acceptability standards that reflect the noise control goals of the community, the particular community's sensitivity

to noise, and the community's assessment of the relative importance of noise pollution. OPR guidelines are advisory in nature. Local jurisdictions, including the County of Los Angeles, have the responsibility to set specific noise standards based on local conditions.

Table 4.13-1. Land Use Compatibility for Community Noise Environments

	Community Noise Exposure (CNEL)			
	Normally Acceptable ¹	Conditionally Acceptable ²	Normally Unacceptable ³	Clearly Unacceptable ⁴
Residential-low density, single-family, duplex, mobile homes	50-60	55-70	70-75	75-85
Residential - multiple-family	50-65	60-70	70-75	70-85
Transit lodging - motel, hotels	50-65	60-70	70-80	80-85
Schools, libraries, churches, hospitals, nursing homes	50-70	60-70	70-80	80-85
Auditoriums, concert halls, amphitheatres	NA	50-70	NA	65-85
Sports arenas, outdoor spectator sports	NA	50-75	NA	70-85
Playgrounds, neighborhood parks	50-70	NA	67.5-77.5	72.5-85
Golf courses, riding stables, water recreation, cemeteries	50-70	NA	70-80	80-85
Office buildings, business commercial and professional	50-70	67.5-77.5	75-85	NA
Industrial, manufacturing, utilities, agriculture	50-75	70-80	75-85	NA

Source: OPR 2017.

Notes: CNEL = community noise equivalent level; NA = not applicable

- ¹ Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
- ² Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features have been included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.
- ³ Normally Unacceptable: New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise-insulation features must be included in the design.
- ⁴ Clearly Unacceptable: New construction or development should generally not be undertaken.

California Code of Regulations Title 24

The State of California has adopted noise standards in areas of regulation not preempted by the federal government. State standards regulate noise levels of motor vehicles, sound transmission through buildings, occupational noise control, and noise insulation. State regulations governing noise levels generated by individual motor vehicles and occupational noise control are not applicable to planning efforts, nor are these areas typically subject to CEQA analysis. State noise regulations and policies applicable to the Project include Title 24 requirements and noise exposure limits for various land use categories.

The 2022 California Building Code (CBC, Part 2, Title 24, Section 1206.4, California Code of Regulations) stipulates "interior noise levels attributable to exterior sources shall not exceed 45 dB in any habitable room. The noise metric shall be either the day-night average sound level (L_{dn}) or the community noise equivalent level (CNEL)" (ICC 2022).

Local

Los Angeles County Code

Section 1207.11.1 of the Los Angeles County Code (County Code) requires that all structures identified in Section 1207.1 (e.g., apartment houses and dwellings) located in noise critical areas, such as proximity to highways, county roads, city streets, railroads, rapid transit lines, airports or industrial areas, shall be designed to prevent the intrusion of exterior noises beyond prescribed levels. Proper design shall include, but shall not be limited to, orientation of the structure, setbacks, shielding, and sound insulation of the building itself.

Section 12.08.440 of the County Code addresses construction noise restrictions. Construction activity is prohibited between the hours of 7:00 p.m. and 7:00 a.m. Monday through Saturday and all day on Sundays and legal holidays, where the noise would create a disturbance across a residential property line. For single-family residences, that disturbance noise level overnight is defined as greater than 50 dBA (for construction with a duration greater than 10 days). For construction lasting longer than 10 days, the daytime limit for noise exposure at any residential property affected by the construction noise is 60 dBA (County of Los Angeles 1978).

Section 12.08.390 of the County Code establishes the maximum exterior noise level that may be generated within each of five designated noise zones. The noise zone descriptions and allowable exterior noise limits from LA County Code 12.08.390 are translated into the County Noise Element as Table 11.2 (reproduced as Table 4.13-2).

Section 12.08.560 of the County Code addresses vibration restrictions. Operating or permitting the operation of any device that creates vibration that is above the vibration perception threshold of any individual at or beyond the property boundary of the source is prohibited. The perception threshold is defined to be a motion velocity of 0.01 inches per second over the range of 1 to 100 Hertz.

Section 22.84.030(A)(4) of the Zoning Code states that all uses subject to a CUP in a Green Zone District may be required to submit a noise evaluation report and control plans vibration prepared by a licensed professional at the request of the Los Angeles County Department of Public Health (Public Health). Mitigation measures, if required, must be approved by Public Health prior to the permit being finalized.

Section 22.84.030(B)(1) of the Zoning Code states that when a CUP or a Minor CUP are required pursuant to Zoning Code Section 22.84.030(A), the proposed use, development of land, and application of development standards are arranged to prevent adverse effects related to noise on neighboring properties.

Section 22.84.030I(3)(d) of the Zoning Code states that hours of operation for drive-through establishments in the Project area must be no earlier than 6:00 a.m. and no later than 12:00 a.m., and a buffer, which may include a six-foot solid wall, as depicted on the site plan, must be provided to reduce noise trespass from the drive-through area to any adjoining residentially zoned lot.

Section 22.84.030(E) states that hours of outdoor operation or activity for all uses subject to Green Zone District standards shall be limited to between 6:00 p.m. and 8:00 a.m., daily, except for truck loading and unloading into an enclosed building only.

Green Zones Program

Adopted by the County Board of Supervisors (BOS) on June 14, 2022, and effective July 14, 2022, the County's Green Zones Program ordinance aims at improving the public health and quality of life of residents in vulnerable

communities within the unincorporated areas of the County that have been disproportionately and historically impacted by environmental effects. A key component of the Green Zones Program is the establishment of 11 Green Zone Districts (Zoning Code Section 22.84) where certain industrial land uses within 500 feet of a “sensitive use” would be either prohibited or would require Conditional Use Permit (CUP) with discretionary review. Among the seven South Bay Planning Area communities studied herein, West Carson is an individual Green Zone District. The Green Zones Program amended Section 22.17.190 (Definitions) to include a new definition for “sensitive use”, which reads as follows: “A land use where individuals are most likely to reside or spend time, including dwelling units, schools and school yards – including trade schools, public and private schools, faith-based and secular schools, parks, playgrounds, daycare centers, preschools, nursing homes, hospitals, licensed care facilities, shelters, and daycares or preschools as accessory to a place of worship, that are permitted in the zones where they are located...” (County of Los Angeles 2022a).

Los Angeles County 2035 General Plan

The Los Angeles County 2035 General Plan (General Plan) was adopted by the Board of Supervisors on October 6, 2015. The Noise Element establishes noise generation limits for each land use type and provides noise management policies to protect residents from excessive noise exposure. As previously discussed, the County did not adopt the ONC Land Use Compatibility for Community Noise Environments Matrix, but instead adapted this matrix to develop the County’s exterior noise standards, as seen in Table 4.13-2. By controlling the noise generation from individual properties within a given land use designation (or zone district), all uses should be afforded protection against excessive noise exposure.

Table 4.13-2. Los Angeles County Community Noise Criteria

Noise Zone	Land Use of Receptor Property	Time	Std 1 L ₅₀ (30 min/ hr)	Std 2 L ₂₅ (15 min /hr)	Std 3 L _{8.3} (5 min /hr)	Std 4 L _{1.7} (1 min/hr)	Std 5 L ₀ (at no time)
I	Noise Sensitive ^a	Anytime	45	50	55	60	65
II	Residential ^b	10:00 p.m.– 7:00 a.m.	45	50	55	60	65
		7:00 a.m.– 10:00 p.m.	50	55	60	65	70
III	Commercial	10:00 p.m.– 7:00 a.m.	55	60	65	70	75
		7:00 a.m.– 10:00 p.m.	60	65	70	75	80
IV	Industrial	Anytime	70	75	80	85	90

Source: County of Los Angeles 1978.

Notes: Std = Standard; min = minutes; hr = hour

^a Noise sensitive zones are designated by the County Health Officer and are required to be clearly identified with posted signs, such as hospital facilities.

^b Residential includes single family and multiple family dwellings but excludes transient lodging.

Section 12.08.390 of the County of Los Angeles Code of Ordinances stipulates that if the ambient noise level (as defined by the L₅₀ value from an ambient noise measurement) exceeds the Standard 1 noise level allowance, the measured L₅₀ becomes the Standard 1 allowance.

The following policies from the County's General Plan Noise Element (Chapter 11) are applicable to the Project (County of Los Angeles 2015). The South Bay Area Plan would support and/or would not conflict with the implementation of the following goals and policies:

Goal N 1: The reduction of excessive noise impacts.

Policy N 1.1	Utilize land uses to buffer noise-sensitive uses from sources of adverse noise impacts.
Policy N 1.2	Reduce exposure to noise impacts by promoting land use compatibility.
Policy N 1.3	Minimize impacts to noise-sensitive land uses by ensuring adequate site design, acoustical construction, and use of barriers, berms, or additional engineering controls through Best Available Technologies (BAT).
Policy N 1.4	Enhance and promote noise abatement programs in an effort to maintain acceptable levels of noise as defined by the Los Angeles County Exterior Noise Standards and other applicable noise standards.
Policy N 1.5	Ensure compliance with the jurisdictions of State Noise Insulation Standards (Title 24, California Code of Regulations and Chapter 35 of the Uniform Building Code), such as noise insulation of new multifamily dwellings constructed within the 60 dB (CNEL or L _{dn}) noise exposure contours.
Policy N 1.6	Ensure cumulative impacts related to noise do not exceed health-based safety margins.
Policy N 1.7	Utilize traffic management and noise suppression techniques to minimize noise from traffic and transportation systems.
Policy N 1.9	Require construction of suitable noise attenuation barriers on noise sensitive uses that would be exposed to exterior noise levels of 65 dBA CNEL and above, when unavoidable impacts are identified.
Policy N 1.10	Orient residential units away from major noise sources (in conjunction with applicable building codes).
Policy N 1.11	Maximize buffer distances and design and orient sensitive receptor structures (hospitals, residential, etc.) to prevent noise and vibration transfer from commercial/light industrial uses.
Policy N 1.12	Decisions on land adjacent to transportation facilities, such as the airports, freeways and other major highways, must consider both existing and future noise levels of these transportation facilities to assure the compatibility of proposed uses.

Chapter 16 of the County's General Plan features implementation programs, which includes N-3, Noise Abatement Program, and its two components as follows:

- Create guidelines to mitigate noise issues in development projects and at a countywide level.
- Plan transportation/parking features to have minimal noise impacts to natural resources.

Existing Community Based Plans and Specific Plans

Vision Lennox. Vision Lennox is a County-led community plan that identifies a series of key strategies and actions to implement the vision of the community and address current challenges. Vision Lennox also identifies visions for Lennox Boulevard and Hawthorne Boulevard, two primary commercial/mixed-use corridors within the community. Vision Lennox includes opportunities to enhance the neighborhood and to improve Lennox Park and expand parks and open space (County of Los Angeles 2010a). Vision Lennox does not specifically address the topic of noise; however, the Vision Lennox Existing Conditions Report states that increased circulation options are a benefit because they lead to less auto congestion and auto noise (County of Los Angeles 2010b).

Lennox Community Parks and Recreation Plan. Issued in February 2016, this plan was prepared to help address an acknowledged “severe deficit” of parkland in the community and thus identify steps towards a greener, safer, and healthier environment for its members and visitors. (County of Los Angeles 2016). The Lennox Community Parks & Recreation Plan acknowledges noise from Los Angeles International Airport (LAX) aviation traffic and nearby highway traffic noise as being a primary community concern (County of Los Angeles 2016).

West Carson TOD Specific Plan. Per the Final Draft issued in June 2018, The West Carson TOD Specific Plan pertains to a portion of West Carson proximate to the Carson Street (rapid bus transitway) station. The overall purpose of the West Carson TOD Specific Plan is to provide comprehensive direction for the development of the West Carson TOD Specific Plan area and facilitate implementation of the goals and policies of the General Plan, including the vision for the TOD priority areas. The intent of the Specific Plan is to expand opportunities for compact, infill development that is compatible with and supports the intensification of Harbor-UCLA, yet is sensitive to the existing single-family neighborhoods. The plan facilitates increased housing opportunities and employment-generating uses proximate to the Carson Street station to take advantage of the significant local and regional transit services already provided in the area. The West Carson TOD Specific Plan includes general development standards limiting noise- and vibration-generating activities and implements the Noise Control Ordinance per Title 12 of the County Code (County of Los Angeles 2018).

4.13.1.2 Existing Noise Environment

Sound, Noise, and Acoustics

Sound can be described as the mechanical energy of a vibrating object transmitted by pressure waves through a liquid or gaseous medium (e.g., air) to a hearing organ, such as a human ear. Noise is defined as loud, unexpected, or annoying sound.

In the science of acoustics, the fundamental model consists of a sound (or noise) source, a receptor, and the propagation path between the two. The loudness of the noise source and obstructions or atmospheric factors affecting the sound energy propagation path to the receptor determine the sound level and characteristics of the noise perceived by the receptor. The field of acoustics deals primarily with the propagation and control of sound.

Frequency

Continuous sound can be described by frequency (pitch) and amplitude (loudness). A low-frequency sound is perceived as low in pitch. Frequency is expressed in terms of cycles per second, or Hertz (Hz) (e.g., a frequency of 250 cycles per second is referred to as 250 Hz). High frequencies are sometimes more conveniently expressed in

kilohertz (kHz), or thousands of Hertz. The audible frequency range for humans is generally between 20 Hz and 20,000 Hz.

Sound Pressure Levels and Decibels

The amplitude of pressure waves generated by a sound source determines the loudness of that source. Sound pressure amplitude is measured in micro-Pascals (mPa). One mPa is approximately one hundred billionth (0.0000000001) of normal atmospheric pressure. Sound pressure amplitudes for different kinds of noise environments can range from less than 100 to 100,000,000 mPa. Because of this huge range of values, sound is rarely expressed in terms of mPa. Instead, a logarithmic scale is used to describe sound pressure level (SPL) in terms of decibels (dB). The threshold of hearing for people is about 0 dB, which corresponds to 20 mPa.

Addition of Decibels

Because decibels are logarithmic units, SPL cannot be added or subtracted through ordinary arithmetic. Under the decibel scale, a doubling of sound energy corresponds to a 3-dB increase. In other words, when two identical sources are each producing sound of the same loudness, the resulting sound level at a common receptor position the same distance to each source would be 3 dB higher than one source under the same conditions. For example, if one automobile produces an SPL of 70 dB when it passes an observer, two cars passing simultaneously would not produce 140 dB—rather, they would combine to produce 73 dB. Under the decibel scale, three sources of equal loudness together produce a sound level 5 dB louder than one source.

A-Weighted Decibels

The decibel scale alone does not adequately characterize how humans perceive noise. The dominant frequencies of a sound have a substantial effect on the human response to that sound. Although the intensity (energy per unit area) of the sound is a purely physical quantity, the loudness or human response is determined by the characteristics of the human ear.

Human hearing is limited in the range of audible frequencies as well as in the way it perceives the SPL in that range. In general, people are most sensitive to the frequency range of 1,000–8,000 Hz, and perceive sounds within that range better than sounds of the same amplitude in higher or lower frequencies. To approximate the response of the human ear, sound levels of individual frequency bands are weighted, depending on the human sensitivity to those frequencies. Thus, what has been defined as an “A-weighted” sound level (expressed in units of dBA) can be computed based on this information.

The A-weighting network approximates the frequency response of the average healthy young ear when listening to most ordinary sounds. When people make judgments of the relative loudness or annoyance of a sound, their judgments correlate well with the A-scale sound levels of those sounds. Other weighting networks have been devised to address high noise levels or evaluate sound with respect to industry or application-specific needs (e.g., B-, C-, D-, and G-scales), but these scales are rarely used in conjunction with highway-traffic noise or general community noise assessment. Noise levels for traffic noise reports are typically reported in terms of A-weighted decibels or dBA. Table 4.13-3 describes typical A-weighted noise levels for various noise sources.

Table 4.13-3. Typical A-Weighted Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	– 110 –	Rock band
Jet fly-over at 1000 feet		
	– 100 –	
Gas lawn mower at 3 feet		
	– 90 –	
Diesel truck at 50 feet at 50 mph		Food blender at 3 feet
	– 80 –	Garbage disposal at 3 feet
Noisy urban area, daytime		
Gas lawn mower, 100 feet	– 70 –	Vacuum cleaner at 10 feet
Commercial area		Normal speech at 3 feet
Heavy traffic at 300 feet	– 60 –	
		Large business office
Quiet urban daytime	– 50 –	Dishwasher 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 –	
		Broadcast/recording studio
	– 10 –	
Lowest threshold of human hearing	– 0 –	Lowest threshold of human hearing

Source: Caltrans 2013.

Human Response to Changes in Noise Levels

As discussed above, doubling sound energy results in a 3 dB increase in sound. However, given a sound level change measured with precise instrumentation, the subjective human perception of a doubling of loudness will usually be different than what is measured.

Under controlled conditions in an acoustical laboratory, the trained, healthy human ear is able to discern 1 dB changes in sound levels, when exposed to steady, single-frequency (“pure-tone”) signals in the mid-frequency (1,000 Hz–8,000 Hz) range (Caltrans 2013). In typical noisy environments, changes in noise of 1 to 2 dB are generally not perceptible. However, it is widely accepted that people are able to begin to detect sound level increases of 3 dB in typical noisy environments. Further, a 5 dB increase is generally perceived as a distinctly noticeable increase, and a 10 dB increase is generally perceived as a doubling of loudness. Therefore, a doubling of sound energy (e.g., doubling the volume of traffic on a highway) that would result in a 3 dB increase in sound, would generally be perceived as barely detectable.

Noise Descriptors

Noise in our daily environment fluctuates over time at varying rates. Various noise descriptors have been developed to describe time-varying noise levels. The following are the noise descriptors utilized in this analysis.

- **Equivalent Sound Level (L_{eq}):** L_{eq} represents an energy average of the sound level occurring over a specified period. The 1-hour A-weighted equivalent sound level ($L_{eq}[h]$) is the energy average of A-weighted sound levels occurring during a one-hour period, and is the basis for noise abatement criteria (NAC) used by Caltrans and the Federal Highway Administration (FHWA). Note that L_{eq} is not an arithmetic average of varying dB levels over a period of time, it accounts for greater sound energy represented by higher decibel contributions.
- **Percentile-Exceeded Sound Level (L_{xx}):** L_{xx} represents the sound level exceeded for a given percentage of a specified period (e.g., L_{10} is the sound level exceeded 10% of the time, and L_{90} is the sound level exceeded 90% of the time).
- **Maximum Sound Level (L_{max}):** L_{max} is the highest instantaneous sound level measured during a specified period.
- **Day-Night Level (L_{dn}):** L_{dn} is the energy average of A-weighted sound levels occurring over a 24-hour period, with a 10 dB penalty applied to A-weighted sound levels occurring during nighttime hours between 10:00 p.m. and 7:00 a.m.
- **Community Noise Equivalent Level (CNEL):** Similar to L_{dn} , CNEL is the energy average of the A-weighted sound levels occurring over a 24-hour period, with a 10 dB penalty applied to A-weighted sound levels occurring during the nighttime hours between 10:00 p.m. and 7:00 a.m., and a 5 dB penalty applied to the A-weighted sound levels occurring during evening hours between 7:00 p.m. and 10:00 p.m.

Sound Propagation

When sound propagates over a distance, it changes in level and frequency content. The manner in which noise reduces with distance depends on the following factors:

- **Geometric Spreading** – Sound from a localized source (i.e., an ideal point source) propagates uniformly outward in a spherical pattern (or hemispherical when near a surface). In a free field,¹ the sound level attenuates (or decreases) at a rate of 6 decibels for each doubling of distance from a point source. Roadways consist of several localized noise sources on a defined path, and hence can be treated as a line source, which approximates the effect of several point sources. Noise from a line source propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of 3 decibels for each doubling of distance from a line source.
- **Ground Absorption** – The propagation path of noise from a sound emission source to a receptor is usually horizontal and proximate to the ground. Under these conditions, noise attenuation from ground absorption and reflective wave canceling can add to the attenuation associated with geometric spreading. For acoustically “hard” paths over which sound may traverse (i.e., sites with a reflective surface between the source and the receptor, such as a parking lot or body of water), no excess ground attenuation is assumed. For acoustically absorptive or “soft” sites (i.e., those sites with an absorptive ground surface between the source and the receptor, such as fresh-fallen snow, soft dirt, or dense vegetative ground cover), an

¹ i.e., in the absence of reflecting surfaces or intervening barriers.

additional ground-attenuation value of +1.5 decibels per doubling of distance is normally assumed. When added to cylindrical spreading for line source sound propagation, the excess ground attenuation results in an overall drop-off rate of 4.5 decibels per doubling of distance.

- **Atmospheric Effects** – Receptors located downwind from a source can be exposed to increased noise levels relative to calm conditions, whereas locations upwind can have lowered noise levels. Sound pressure levels can also be increased at large distances (e.g., more than 500 feet) due to atmospheric temperature inversion (i.e., increasing temperature with elevation). Other factors such as air temperature, humidity, and turbulence can also have significant effects when distances between a source and receptor are large.
- **Shielding by Natural or Human-Made Features** – A large object or barrier in the path between a noise source and a receptor can substantially attenuate noise levels at the receptor. The amount of attenuation provided by shielding depends on the size of the object and the frequency content of the noise source. Natural terrain features (e.g., hills and dense woods) and human-made features (e.g., buildings and walls) can substantially reduce noise levels. Walls are often constructed between a source and a receptor specifically to reduce noise. A barrier that breaks the line of sight between a source and a receptor will typically result in at least 5 dB of noise reduction. Taller barriers provide increased noise reduction. While a line of trees may visually occlude the direct line between a source and a receptor, its actual noise-reducing effect is usually negligible because it does not create a solid barrier. Deep expanses of dense wooded areas, on the other hand, can offer noise reduction under the right conditions. In contrast, water reservoirs, lakes or other expansive bodies of water between the source and the receptor can have the perceived effect of reinforcing sound (i.e., reducing the rate of attenuation) because they have surfaces that are not considered acoustically absorptive and are instead acoustically reflective.

Vibration Characteristics

Vibration is oscillatory movement of mass (typically a solid) over time. It is described in terms of frequency and amplitude and, unlike sound, can be expressed as displacement, velocity, or acceleration. For environmental studies, vibration is often studied as a velocity that, akin to the discussion of sound pressure levels, can also be expressed in dB as a way to cast a large range of quantities into a more convenient scale. Vibration impacts to buildings are generally discussed in terms of inches per second (ips) peak particle velocity (PPV), which will be used herein to discuss vibration levels for ease of reading and comparison with relevant standards. Vibration can also be annoying and thereby impact occupants of structures, and vibration of sufficient amplitude can disrupt sensitive equipment and processes (Caltrans 2020), such as those involving the use of electron microscopes and lithography equipment. Common sources of vibration within communities include construction activities and railroads. Groundborne vibration generated by construction projects is usually highest during pile driving, rock blasting, soil compacting, jack hammering, and demolition-related activities where sudden releases of subterranean energy or powerful impacts of tools on hard materials occur. Depending on their distances to a sensitive receptor, operation of large bulldozers, graders, loaded dump trucks, or other heavy construction equipment and vehicles on a construction site also have the potential to cause high vibration amplitudes.

Sensitive Receptors

Noise- and vibration-sensitive land uses are typically locations where people reside or where the presence of unwanted sound or groundborne vibration could adversely affect the use of the land. Residences, schools, hospitals, libraries, and some passive recreation areas would—depending on definitions per the County—be considered noise- and vibration-sensitive and would be subject to applicable quantified thresholds for allowable exposures and consequently warrant measures for adequate protection. Generally, residences are the nearest land

uses with the potential to be impacted by construction and operation of future projects implemented under the Project, including noise levels associated with the addition of Project-related traffic on the local roadway network. Additional sensitive receptors are located farther from proposed land use redesignation areas in the surrounding community and would be less impacted by noise and vibration levels than the above-listed sensitive receptors. In addition to the off-site receptors listed above, the residential uses to be constructed as part of the Project are considered sensitive receptors.

Los Angeles County is impacted by a multitude of noise sources. Mobile sources, especially automobiles, trucks, and trains, are the most common and significant sources of noise in most communities and the predominant source of noise in Los Angeles County. Major sources of transportation noise include a large number of highways and rail lines that traverse unincorporated areas. In addition, commercial, industrial, and institutional land uses (i.e., schools, fire stations, utilities) throughout Los Angeles County generate stationary-source noise.

Estimating Existing Conditions

Methodology. Section 12.08.390.B of the Los Angeles County Code (LACC) noise ordinance allows an upward adjustment of its default exterior noise level standards for each of four defined receiving “noise zones” (I, II, III, and IV) if the existing outdoor ambient sound level at a receiving land use already exceeds the standard. This means that the existing outdoor ambient noise level in the vicinity of future development implemented under the Project can influence the assessment of stationary source noise impacts. The LACC Section 12.08.390.D indicates the ambient sound levels at a studied receptor should be measured, and that this activity may be conducted for individual site-specific developments implemented under the Project. For purposes of this program-level impact assessment the existing outdoor ambient sound level at a location in the County of Los Angeles can be estimated with guidance from the FTA, which offers two techniques in its Transit Noise and Vibration Impact Assessment manual: 1) proximity to surface transportation routes (roadways or rail), and 2) population density (FTA 2018). Table 4.13-4 provides an estimated day-night sound level (L_{dn}) value matrix from a combination of these techniques.

Table 4.13-4. Existing Outdoor Ambient Day-Night Sound Level Estimated from Roadway Proximity and Population Density

Estimated Day-Night Sound Level (dBA L _{dn}) per Population Density Category				
Population Density (people per square mile) in Vicinity of Development Implemented under Project	300–1,000	1,000–3,000	3,000–10,000	10,000–30,000
Distance to Interstate Highway^{1,2}				
= 10–50 feet	75	75	75	75
= 50–100 feet	70	70	70	70
= 100–200 feet	65	65	65	65
= 200–400 feet	60	60	60	60
= 400–800 feet	55	55	55	60
= 800 or more feet	50	50	55	60
Distance to Parkway (55 mph) or City Streets (30 mph)^{1,3}				
= 10–50 feet	70	70	70	70
= 50–100 feet	65	65	65	65
= 100–200 feet	60	60	60	60
= 200–400 feet	55	55	55	60
= 400 or more feet	50	50	55	60

Table 4.13-4. Existing Outdoor Ambient Day-Night Sound Level Estimated from Roadway Proximity and Population Density

Estimated Day-Night Sound Level (dBA L _{dn}) per Population Density Category				
Population Density (people per square mile) in Vicinity of Development Implemented under Project	300–1,000	1,000–3,000	3,000–10,000	10,000–30,000
Distance to Railway^{1,4}				
= 10–30 feet	75	75	75	75
= 30–60 feet	70	70	70	70
= 60–120 feet	65	65	65	65
= 120–240 feet	60	60	60	60
= 240–500 feet	55	55	55	60
= 500–800 feet	50	50	55	60
= 800 or more	45	50	55	60

Source: FTA 2018.

Notes:

- ¹ Distances do not include shielding from intervening rows of buildings.
- ² Roadways with 4 or more lanes that permit trucks, with traffic at 60 mph.
- ³ Parkways with traffic at 55 mph, but without trucks, and city streets with the equivalent of 75 or more heavy trucks per hour and 300 or more medium trucks per hour at 30 mph.
- ⁴ Main line railroad corridors typically carrying 5-10 trains per day at speeds of 30-40 mph.

Table 4.13-4 indicates that a noise-receiving land use within 30 feet of an Interstate highway will likely be exposed to 75 dBA L_{dn} regardless of the population density. In other words, the receiving land use could be in a very rural or very urban region of the County, but the highway traffic noise is dominant at such proximity. On the other hand, Table 4.13-4 also shows that an urban setting where the localized population density exceeds 10,000 people per square mile would be expected to have an outdoor ambient sound level of 60 dBA even when roadway and rail routes are further away from the studied receiving land use.

Proximity to aviation transportation routes, which is studied separately herein, or sufficient proximity to noisy industrial facilities would likely introduce additional acoustical contributors and may thus yield an outdoor ambient sound level that is actually higher than the estimated value presented in Table 4.13-4. For this reason, and consistent with LACC Section 12.08.390.D, this program-level noise assessment recommends that actual existing outdoor ambient sound levels should be measured (and thus accurately quantified) for each site-specific development implemented under Project. Regardless of what the actual measured sound environment may be at a site-specific future project location, the exterior noise level thresholds per 12.08.390.A would represent the default or minimum values to be used for purposes of assessment and are thus conservatively applied as such in this community noise impact assessment.

Community Summaries

The following Project community summaries describe major acoustical contributors to and characteristics of the outdoor ambient sound environment. Unless previously quantified and reported by another environmental study as noted or referenced herein, the approximate outdoor ambient sound levels for a Project community location can reasonably be estimated using the presented population density and surface transportation traffic proximity information presented in these subsequent paragraphs.

Alondra Park/El Camino Village. The noise section of the Los Angeles County General Plan Update EIR predicts that roadway traffic noise at a distance of 100 feet from the Manhattan Beach Boulevard centerline would range from 67.8 dBA CNEL to 67.6 dBA CNEL along the segment between Prairie Avenue to Crenshaw Boulevard.

More recently (August 12, 2020), short-duration (i.e., 15 minutes each) daytime samples of existing outdoor sound level in the vicinity of the northern portion of Alondra Park, as reported in the Alondra Park Multi-Benefit Stormwater Capture Project Addendum, show L_{eq} values ranging between 64.9 dBA and 80.7 dBA depending on distance from Manhattan Beach Boulevard and contribution from other sound sources in the measurable environment such as aviation traffic, birdsong, and human activities (County of Los Angeles 2021). Minimum sound levels (L_{min}) at all five surveyed locations were within 48 dBA to 50 dBA.

Del Aire/Wiseburn. Given its two geographic areas adjoining the San Diego Freeway (I-405) and proximity to the Century Freeway (I-105) to the north, Aviation Boulevard to the west, Inglewood Avenue to the east, and Rosecrans Avenue to the south, the outer land uses of this community experience an existing outdoor ambient noise environment dominated by highway and arterial roadway traffic. Such noise exposures, consistent with the estimation technique shown in Table 4.13-4, would be less as horizontal distance between these surface transportation noise sources and a receptor position increases. Rows of existing homes and other structures within these source-to-receptor distances over which sound travels would also reduce traffic noise exposure levels.

La Rambla. Generally bounded by S. Weymouth Avenue to the west, W. 7th Street to the south, S. Meyler Street to the east, and W. 3rd Street to the north (but extending as far north as W. Santa Cruz Street), the community is over 1,300 feet from multi-lane major roadways such as S. Gaffey Street to the east and the southern terminus of I-110 to the north. Hence, residential land uses on the eastern side of the community would be exposed to modest levels of traffic noise that are likely to be no greater than the lowest values appearing in Table 4.13-4 for the “and above” distance categories. The west side of the community, on the contrary, is as close as 150 feet to Western Avenue (California Route 213) and would thus be expected to experience existing traffic noise levels associated with that horizontal source-to-receptor distance. Rows of existing homes and other structures within these source-to-receptor distances over which sound travels would reduce traffic noise exposure levels. Stationary source noise emission from operating HVAC systems and other major sound-producing electromechanical equipment associated with existing commercial land uses would cause localized outdoor ambient noise levels to offset these traffic noise distance drop-offs.

Lennox. Although the Vision Lennox planning document prepared in 2010 does include an Existing Conditions Report (ECR), noise was not a studied resource or topic (County of Los Angeles 2010). The Lennox Community Parks & Recreation Plan acknowledges noise from Los Angeles International Airport (LAX) aviation traffic and nearby highway traffic noise as being a primary community concern (County of Los Angeles 2016). The noise section of the Los Angeles County General Plan Update EIR predicts that roadway traffic noise at a distance of 100 feet from the Lennox Boulevard centerline would range from 62.3 dBA CNEL to 64.2 dBA CNEL along the segment between La Cienega Boulevard to Inglewood Avenue, and noise levels would be comparable or less along the two studied segments between Inglewood Avenue and Freeman Avenue. Aside from these roadway traffic noise contributions to what would be a measured outdoor ambient sound level, LAX aviation noise exposures range between 65 dBA CNEL and 75 dBA CNEL over a substantial portion of the community, as depicted visually in Figure 4.13-1, Los Angeles Airport (LAX) Aviation Noise Contours.

West Carson. Sensitive receptors include single- and multifamily residential uses throughout the community. Facilities at Harbor-UCLA Medical Center qualify as hospital uses and are also considered sensitive receptors. Several churches and worship uses lie within and near West Carson. Schools in West Carson include Van Deene

Avenue Elementary School (north of 214th Street and east of Vermont Avenue) and Meyler Street Elementary School (north of 223rd Street and west of Meyler Street). The nearest schools in the vicinity but outside of the community boundary are White Middle School (640 feet to the east of the boundary), Caroldale Avenue Elementary School (1,400 feet to the southeast), and Halldale Avenue Elementary School (200 feet to the west). White Middle School and Caroldale Avenue Elementary School are located to the east of Interstate 110, which lies between those schools and the Project area.

An outdoor ambient sound survey performed in April 2017 for the West Carson Specific Plan EIR sampled levels at a representative long-term (LT) position near Harbor-UCLA Medical Center (east of Normandie Avenue) and eleven short-term (ST) positions distributed across the community. At the LT position, the noisiest hour (8 AM) was 63.2 dBA L_{eq} , the quietest hour (1 AM) was 53.2 dBA L_{eq} , and the CNEL for the 24-hour measurement period was 62.6 dBA. The noise environment throughout this Project area is considered generally typical for an urban area consisting of residential, commercial, and medical uses. Major roadways—including the I-110 freeway as well all major roads such as Vermont Avenue, W. Carson Street, and 223rd Street—tend to control the overall community noise soundscape in the Specific Plan area. The energy averaged sound level in residential neighborhoods was generally within the 54 to 61 dBA L_{eq} range. For receivers that are located near major roadways, the L_{eq} was in the range of 59 to 74 dBA.

The noise section of the Los Angeles County General Plan Update (GPU) EIR includes measurement data, collected in 2013, indicating L_{eq} values ranging between 65.2 dBA and 76.4 dBA, with corresponding L_{90} statistical levels ranging between 56.5 dBA and 70.7 dBA in the vicinity of 22433 S. Vermont Avenue, which is now the location of a multi-family residential development (Alta South Bay). Among several other studied roadway segments within the West Carson community, the GPU EIR noise section predicted traffic noise for the studied roadway segment associated with this measurement location (Vermont Avenue between W. 223rd Street and W. 228th Street) to range between 69.0 dBA CNEL and 70.8 dBA CNEL.

4.13.2 Environmental Impacts

4.13.2.1 Methodology

As described in Chapter 3, Project Description, the South Bay Area Plan is a policy document that does not include or propose any site-specific development that could directly result in construction or operational impacts to the environment. However, implementation of the South Bay Area Plan would encourage development in a manner consistent with the South Bay Area Plan, which would facilitate additional future development. Therefore, this Draft PEIR does not assess the site-specific construction and operation details of each future development within the Project area. Rather, it assesses the impacts associated with changes to existing land uses and the associated overall effects of buildout of the South Bay Area Plan through 2045, where reasonably foreseeable physical changes to the environment could occur. Analysis at a parcel or site-specific level was not conducted because, unless otherwise noted within this assessment, the actual locations of future project development (and its chronologic sequence or concurrence) that may be implemented in the future are speculative.

This analysis considers the County's adopted CEQA Guidelines (listed under Section 4.13.2.2) in determining whether the Project would result in a substantial temporary or permanent increase in noise or vibration, or if the affected parcels/areas are within the vicinity of a private airport or airport land use plan.

The evaluation of potential noise and vibration impacts was based on a review of regulations and determining their applicability to the Project. The extents of the Project area provided by the County represents the study area for

which “substantial” temporary or permanent noise increases, or excess above acknowledged standards, has been predicted in this Draft PEIR at a programmatic level with methodology as discussed in the following subsections. As such, potential noise and vibration impacts arising from implementation of the Project have been evaluated on a representative basis unless available data (provided by the County or as a result of analyses conducted by other technical disciplines, such as Transportation) supports a more granular assessment as the following methodology subsections may summarize.

Construction Noise

Since precise descriptions of activities involving construction approved for site-specific future projects implemented under the Project are not known at this time, construction noise impact predictions were based on CalEEMod default rosters of conventional heavy construction equipment for each of six typical phases of construction activity, as described in Section 4.3, Air Quality of this Draft PEIR.

Using a technique that reasonably emulates the FHWA Roadway Construction Noise Model (RCNM), screening distances were iteratively predicted for a total of six impact criteria and under the following assumptions: (1) that only one of each type of mobile or stationary equipment per phase would be operating concurrently and located near the property line of the nearest noise sensitive receiver, and (2) operation noise generated by each equipment type would reflect energy-equivalent sound level values (L_{eq}) based on maximum sound levels (L_{max}) but adjusted temporally (i.e., what percentage of time the equipment is actually operating at full power) by default “acoustical usage factors” (AUF) as presented in Table 1 of the RCNM User’s Guide (FHWA 2006). The six criteria represent the County daytime residential receptor limits, per Section 12.08.440 of the County of Los Angeles Code of Ordinances, for construction noise with respect to potential projects lasting 10 days or less in total duration, or greater than 10 days in total duration.

Roadway Traffic Noise

Implementation of the Project is expected to increase housing, commercial, and mixed-use development and introduce (via ACU development) qualifying types of commercial activity within corner lots of residential zones that are now (or have been) primarily residential. Although precise locations of new development/redevelopment implemented under the Project, such as introduction of new ACU sites, may not be known, future development facilitated as a result of the Project’s proposed land use changes are expected to cause both regional and localized effects on roadway traffic volumes. Hence, this analysis studies existing and future average daily traffic (ADT) volumes and estimated Project-attributed trip generation for a total set of thirty (30) roadway segments across the seven communities that adjoin or are in the proximity of many of the Project’s proposed land use changes. Many of these roadway segments have also been studied in the County General Plan Update 2035 EIR (County of Los Angeles 2014), and more recently the County Housing Element Update PEIR (County of Los Angeles 2022b) and the West Carson TOD Specific Plan EIR (County of Los Angeles 2018). For purposes of this acoustical assessment, the ADT volumes for “with project” and “without project” scenarios are tabulated in Appendix G and were provided by Translutions, Inc. These predicted traffic volumes represent the existing (2023) and the buildout (2045) year with and without project model runs conducted for the Project’s Vehicle Miles Traveled (VMT) analysis using the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Travel Demand Model for Los Angeles County, and have been used to estimate percentage change in daily traffic with and without project conditions.

Consistent with the technical approach adopted by the Metro Area Plan PEIR, and for purposes of this assessment, the change in traffic noise emanating from a roadway segment is related to the change in ADT volumes with the following expression:

$$\text{Change in roadway segment traffic noise (dB)} = 10 \cdot \text{LOG}(V_2/V_1)$$

In the above relationship, “V₂” is the roadway volume for the post-change condition and “V₁” is the pre-change condition. For purposes of assessing traffic noise, two change scenarios are studied:

- Existing vs. Existing plus Project, where Existing is quantified ADT for the studied roadway segment in 2023, and Existing plus Project is the Existing ADT plus the estimated ADT (quantified as trip generation) attributed to build-out implemented under the Project.
- Cumulative vs. Cumulative plus Project, where Cumulative is quantified ADT for the studied roadway segment in 2045, and Cumulative plus Project is the Cumulative ADT plus the estimated ADT (quantified as trip generation) attributed to build-out implemented under the Project.

The calculated changes in traffic noise for each of the studied roadway segments for these two scenarios are tabulated in Appendix G. The County General Plan Noise Element establishes a policy for exterior sensitive areas to be protected from high noise levels. For the purposes of this noise analysis, such impacts are considered significant when they cause an increase of 3 dB from existing noise levels. An increase or decrease in noise level of at least 3 dB is required before any noticeable change in community response would be expected (Caltrans 2013). Per the above mathematical expression, and assuming no changes to the roadway vehicle speeds or substantial changes to the proportions of vehicle types on the roadways, the Project would have to roughly double the traffic volumes on local roadways to increase traffic by 3 dBA and hence cause a potentially significant impact.

Stationary Noise

Housing Development

Newly created residential units facilitated by the Project would largely generate noise from intermittent and short-duration landscaping and maintenance activities, and (for purposes of this analysis) continuously operating air-conditioning and related heating and ventilation systems (HVAC). Noise from landscaping and maintenance activities, along with other stationary (i.e., non-transportation) sources of noise that may occur and not be exempted by Los Angeles County Code 12.08.570, would be subject to County exterior noise limits per Section 12.08.390 that appear in Table 4.13-2.

Residential air-conditioning and refrigeration equipment noise, however, is one of the stated exemptions from 12.08.390 per 12.08.570.D.5 and subject to a separate set of quantified thresholds per Los Angeles County Code 12.08.530 that are summarized as follows:

- 55 dBA at any point on neighboring property line, 5 feet above grade level, no closer than 3 feet from any wall;
- 50 dBA at the center of a neighboring patio, 5 feet above grade level, no closer than 3 feet from any wall; and,
- 50 dBA outside the neighboring living area window nearest the equipment location, not more than 3 feet from the window opening, but at least 3 feet from any other surface.

For purposes of this noise assessment, noise from HVAC systems associated with newly renovated or built housing units implemented under the Project were assumed to be largely caused by operation of rooftop or otherwise outdoor-exposed air-cooled condensers (ACC) that comprise multiple ventilation fans and refrigeration compressors. Utilizing a CalEEMod default assumption of 1,000 square feet per average housing unit requiring air-conditioning, and an approximate indoor air-cooling load of one ton of refrigeration per 500 feet of residential-type occupied space per the Loren Cook “Engineering Cookbook” (Loren Cook Company 1999), this means—on average—each new housing unit would require two (2) tons of refrigeration. This refrigeration tonnage to housing

unit ratio was used to estimate a quantity of rooftop ACC units, for which manufacturer sound data on a 2-ton unit is readily available from multiple suppliers, and thereby allow a means to estimate aggregate stationary source noise emission level from the following expression:

$$\text{Site-specific project stationary source sound power dBA} = \text{PWL}_{\text{ACC}} + 10 \cdot \text{LOG}(2 \cdot N)$$

In the above relationship, “PWL_{ACC}” is the A-weighted sound power level (PWL) for a single 2-ton refrigeration capacity ACC unit, and “N” is quantity of anticipated maximum housing units for the site-specific development potentially implemented under the Project. Standard point-source sound propagation algorithms consistent with International Organization for Standardization (ISO) 9613-2 (ISO 1996) were used in a model to enable iterative prediction of source-to-receptor distances for each of the County’s three above-bulleted receiving residential locations at and within which a significant impact (i.e., exceedance of the 55 dBA or 50 dBA noise limit) would be anticipated.

Accessory Commercial Use (ACU) Development

Newly created ACU facilitated by the Project would allow for the construction of new ACUs, or conversion of existing occupied residential space into commercial applications with constraints on business types and size (i.e., allowable area in square footage, which this analysis assumes—and consistent with the Project Description—would be an average of 850 square feet [SF]). Assuming (for purposes of this analysis) such conversion at a sample project site would result in negligible changes to landscaping and maintenance activities associated with the exterior of a specific property, and therefore little or no change to those ongoing noise-producing sources, this assessment focuses on what could substantially change for the converted land use with respect to generating an increase in outdoor noise to the surrounding community: the heating, ventilation, and air-conditioning (HVAC) loads (both cooling demand and minimum outside air for indoor air quality) that could include likely increases in mechanical refrigeration. Because these potentially added or upgraded electro-mechanical noise-producing sources would be associated with a new commercial use, the exterior noise limits as shown in Table 4.13-2 would remain applicable for the proximate receptor type. In other words, since they would no longer be considered “residential air-conditioning or refrigeration equipment”, the thresholds per 12.08.530 would not apply to the ACUs.

Quantifying the potential changes in electro-mechanical system noise emission at a potential sample residential property that would transform into an ACU involves a prediction technique similar to that of the preceding approach for increased housing units as a result of Project implementation. The difference for ACU analysis is that it is presumed the existing residential property already features mechanical air-conditioning appropriate for an occupied residence, which serves as a baseline or existing condition. For a variety of potential business types or functions, this equipment would be upgraded in size and/or capacity to handle the increased minimum airflow and/or cooling load that industry expects for the intended ACU use (e.g., bodega, restaurant, etc.). Hence, the potential change in outdoor noise emission studied and reported is thus the quantitative contrast of these estimated existing residential and anticipated ACU-attributed noise levels. Additionally, the potential ACU noise levels are compared with County exterior noise limits to assess possible exceedances and thus impact significance.

Commercial Development

Future redesignation of parcels in the communities of Alondra Park/El Camino Village, Del Aire/Wiseburn, Lennox, La Rambla, and West Carson to facilitate new commercial development means that within the Project target areas of development, and with respect to stationary producers of noise at a site-specific project, this change involves introduction of new or modifications of existing HVAC systems and other electro-mechanical sound sources based on anticipated loads and capacities such as interior comfort and cooling loads via refrigeration. Assuming (for purposes of this analysis) such conversion at a sample project site would result in negligible changes to landscaping

and maintenance activities associated with the exterior of a specific property, and therefore little or no change to those ongoing noise-producing sources, this assessment focuses on the change in HVAC loads. Because these potentially added or upgraded electro-mechanical noise-producing sources would be associated with a new commercial use, the exterior noise limits as shown in Table 4.13-2 would remain applicable for assessing potential noise impact significance for the proximate receptor type.

Quantifying the potential changes in electromechanical system noise emission at a sample redesignated property involves a prediction technique similar to that of the preceding approach for ACU development as a result of Project implementation. A presumed existing property already features, either for indoor building occupant comfort or as otherwise needed, mechanical air-conditioning appropriate for its land use or function, based on industry-adopted cooling load estimate ranges, which serves as a baseline or existing condition. Depending on the new commercial uses implemented as a result of the Project, existing onsite equipment associated with a site-specific parcel would be altered and consequently change overall noise emission as influenced by such sources. These changes could be equipment quantities, size upgrades and/or increased performance capacities to handle minimum airflow and/or cooling loads that industry standards typically expect for the intended redesignated use; or, the change may actually be a decrease in outdoor mechanical equipment intensity and magnitude, which would then translate into a potential reduction of noise. Hence, the potential change in outdoor noise emission studied is thus the quantitative contrast of these estimates for existing facilities and anticipated Project-attributed commercial-type operations on the same sites after redesignation. Additionally, the potential commercial-type (or mixed-use) noise levels, typified by a set of example projects for purposes of this analysis, are compared with County exterior noise limits to assess possible exceedances and thus impact significance.

Construction Vibration

Because the County does have quantified groundborne vibration velocity criteria as described in Section 4.13.2, these values were used to iteratively predict impact screening distances for site-specific construction-attributed vibration (associated with developments implemented under the Project) with expressions found in FTA and Caltrans guidance per the equation as follows (FTA 2018):

$$PPV_{rcvr} = PPV_{ref} * (25/D)^{1.5}$$

In the above expression, PPV_{rcvr} is the predicted vibration velocity at the receiver position, PPV_{ref} is the reference value at 25 feet from the vibration source and D is the actual horizontal distance to the receiver.

4.13.2.2 Thresholds of Significance

In accordance with the County's Environmental Checklist Form (Initial Study) and Appendix G of the State CEQA Guidelines, the applicable thresholds of significance regarding noise and vibration are listed below. A project may have a significant impact if it would:

Threshold 4.13-1: 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 County General Plan or noise ordinance (Los Angeles County Code, Title 12, Chapter 12.08), or applicable standards of other agencies.

Threshold 4.13-2: Result in generation of excessive groundborne vibration or groundborne noise levels.

Threshold 4.13-3: For a project located within the vicinity of a private airstrip or 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 expose people residing or working in the project area to excessive noise levels.

4.13.2.3 Land Use Changes, Goals, and Policies

As discussed in Section 3.3.3, Project-Related Growth, in Chapter 3, Project Description, of this Draft PEIR, implementation of the Project would encourage future development in a manner consistent with the South Bay Area Plan (County of Los Angeles 2024), which would facilitate additional residential, commercial, and mixed-use development based on the following:

1. The Project would redesignate parcels within the Project-area communities of Alondra Park/El Camino Village, Del Aire/Wiseburn, Lennox, La Rambla, and West Carson to allow for residential development at higher densities than currently permitted. Under existing conditions, the sites affected are primarily designated as residential or commercial, and nearly all are occupied by existing development. The Project would facilitate development of approximately 9,853 additional dwelling units within the Project area, which would result in approximately 30,745 additional Project area residents. The proposed General Plan land use redesignations are illustrated in the following figures in Chapter 3, Project Description of this Draft PEIR: Figure 3-1a, Proposed General Plan Land Use, Alondra Park/El Camino Village; Figure 3-1b, Proposed General Plan Land Use, Del Aire/Wiseburn; Figure 3-1d, Proposed General Plan Land Use, La Rambla; Figure 3-1e, Proposed General Plan Land Use, Lennox; and Figure 3-1f, Proposed General Plan Land Use, West Carson.
2. The Project would amend applicable sections of the County Code to allow for the development of neighborhood-scale commercial uses (i.e., Accessory Commercial units [ACUs]) on corner lots within the Project area's residential zones. The ACUs would be an accessory use to a primary residence and would be limited to one ACU per corner-residential lot. It is projected that approximately 12 parcels in the Project area may develop ACUs, which would generate approximately 23 new jobs. For a distribution of the residential zones within the Project area where ACUs would be permitted on corner lots, please refer to the following figures in Chapter 2, Environmental Setting of this Draft PEIR: Figure 2-4a, Existing Zoning, Alondra Park/El Camino Village; Figure 2-4b, Existing Zoning, Del Aire/Wiseburn; Figure 2-4c, Existing Zoning, Hawthorne Island; Figure 2-4d, Existing Zoning, La Rambla; Figure 2-4e, Existing Zoning, Lennox; Figure 2-4f, Existing Zoning, West Carson; and Figure 2-4g, Existing Zoning, Westfield/Academy Hills.
3. The Project would redesignate parcels in the communities of Alondra Park/El Camino Village, Del Aire/Wiseburn, Lennox, La Rambla, and West Carson to facilitate new commercial development. In total, the proposed land use changes would facilitate approximately 777,697 square feet of additional commercial use and 1,417 new employees.
4. The Project would amend the Mobility Element of the County General Plan, specifically the Los Angeles County Master Plan of Highways, to reclassify the section of Del Amo Boulevard between Normandie Avenue and Vermont Avenue from 'Major Highway' to 'Local Road'. This reclassification will help mitigate the constraints of highway dedication on adjacent properties and reflect existing conditions within the community. Estimation of the local noise environment attributed to roadway traffic will still depend on the usual key input parameters, such as volumes, vehicle type proportions, and speeds as studied herein.

The South Bay Area Plan’s areawide and community-specific goals and policies presented below are tailored towards the unique geographic, demographic, and social diversity in the unincorporated communities of the South Bay Planning Area and are consistent with the General Plan goals and policies applicable to the topic noise listed in Section 4.13.1.1, above.

Areawide Goals and Policies

- Goal LU 3** High-quality design standards across residential and mixed-use development that contribute to an attractive and resilient built environment and promote a complementary co-location of uses.
- Policy LU 3.4** Noise Barriers. Minimize noise impacts to residences along freeways by designing community-friendly and appropriately designed noise barriers. Near publicly visible areas, incorporate public art into the design whenever possible.
- Goal LU 5** Industrial and commercial uses are good neighbors and minimize negative impacts on the environment and proximate uses.
- Policy LU 5.1** Mitigating Commercial and Industrial Impacts. Ensure that design treatments, such as noise buffers, screening, building orientation, and parking/loading locations, are incorporated into commercial and industrial development to minimize negative impacts on sensitive uses and surrounding neighborhoods.

Community-Specific Goals and Policies

Del Aire

- Policy 1.4** Landscape Buffers. Enhance or create landscape buffers to serve as noise/screening/air pollution buffers again freeways and industrial uses along the following areas:
 - Along Aviation Blvd.
 - Along 116th Street
 - Between Aviation/LAX station and residential community
 - Between industrially zoned areas and residential community

Lennox

- Policy 5.1** Environmental Justice. Continue to explore ways to address existing environmental justice issues due to the proximity of LAX and other large-scale transportation infrastructure, such as noise pollution, poor air quality, and traffic congestion which impact community health and well-being.

4.13.2.4 Impact Analysis

Threshold 4.13-1 Would the project 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 County General Plan or noise ordinance (Los Angeles County Code, Title 12, Chapter 12.08), or applicable standards of other agencies?

Significant and Unavoidable Impact. As discussed in further detail below, even with implementation of existing regulations, applicable South Bay Area Plan goals and policies, MM-4.13-1, and MM-4.13-2, potential impacts relative to operational and construction noise would be significant and unavoidable. However, traffic noise impacts related to offsite existing noise-sensitive receptors would be less than significant due to the predicted change of less than 3 dBA in traffic noise levels attributed to the Project.

Changes to Local Community Traffic Noise

Tables 4.13-5 and 4.13-6 present thirty (30) roadway segments studied for the Existing year (2023) and Cumulative year (buildout at 2045), respectively. These predicted changes to roadway traffic encompass influences all proposed Project components.

Table 4.13-5. Predicted Roadway Traffic Noise Changes - Existing Year (2023)

South Bay Area Plan Community	Studied Roadway Segment	Roadway Segment Bounds	Existing Year (2023) with Project vs. without Project (dB increase)
Alondra Park / El Camino Village	Manhattan Beach Blvd	Prairie Avenue to Crenshaw Boulevard	0.195
Alondra Park / El Camino Village	Prairie Avenue	Manhattan Beach to Marine Avenue	0.077
Alondra Park / El Camino Village	Prairie Avenue	Manhattan Beach to West Rosecrans Avenue	0.049
Del Aire / Wiseburn	Aviation Boulevard	W. 120th Street to W. 117th Street	0.100
Del Aire / Wiseburn	Inglewood Avenue	W. El Segundo Blvd. to W. Rosecrans Avenue	0.078
La Rambla	S. Meyler Street	W. 7th Street to W. 3rd Street	2.150
La Rambla	W. 7th Street	S. Weymouth Avenue to S. Meyler Street	0.615
Lennox	Hawthorne Blvd.	W. 111th Street to Lennox Blvd.	0.063
Lennox	Lennox Boulevard	La Cienega Boulevard to Inglewood Avenue	0.216
Lennox	Lennox Boulevard	Inglewood Avenue to Hawthorne Boulevard	0.103
Lennox	Lennox Boulevard	Hawthorne Boulevard to Freeman Avenue	-0.013
West Carson	Normandie Avenue	Sepulveda Boulevard to Lomita Boulevard	0.181
West Carson	Normandie Avenue	W 228th Street to Sepulveda Boulevard	0.177

Table 4.13-5. Predicted Roadway Traffic Noise Changes - Existing Year (2023)

South Bay Area Plan Community	Studied Roadway Segment	Roadway Segment Bounds	Existing Year (2023) with Project vs. without Project (dB increase)
West Carson	Normandie Avenue	W 223rd Street to W 228th Street	0.306
West Carson	Normandie Avenue	W 220th Street to W 223rd Street	0.270
West Carson	Normandie Avenue	Carson Street to W 220th Street	0.244
West Carson	Normandie Avenue	Torrance Boulevard to Carson Street	0.358
West Carson	Normandie Avenue	Del Amo Boulevard to Torrance Boulevard	0.159
West Carson	Sepulveda Boulevard	Normandie Avenue to Vermont Avenue	0.093
West Carson	Sepulveda Boulevard	Vermont Avenue to I-110 South Off-ramp	0.094
West Carson	Vermont Street (Avenue)	Lomita Boulevard to Sepulveda Boulevard	-0.026
West Carson	Vermont Street (Avenue)	Sepulveda Boulevard to W 228th Street	0.600
West Carson	Vermont Street (Avenue)	W 228th Street to W 223rd Street	0.237
West Carson	Vermont Street (Avenue)	W 223rd Street to W 220th Street	0.095
West Carson	Vermont Street (Avenue)	W 220th Street to Carson Street	-0.432
West Carson	Vermont Street (Avenue)	Carson Street to Torrance Boulevard	0.285
West Carson	Vermont Street (Avenue)	Torrance Boulevard to Del Amo Boulevard	1.971
West Carson	W 220th Street	Normandie Avenue to Meyler Street	0.538
West Carson	W 220th Street	Meyler Street to Vermont Avenue	0.668
West Carson	W. Lomita Blvd.	Vermont Avenue to s. Normandie Ave.	-0.002

Notes: dB = decibel

Table 4.13-6. Predicted Roadway Traffic Noise Changes - Cumulative Year (2045)

South Bay Area Plan Community	Studied Roadway Segment	Roadway Segment Bounds	Cumulative Year (2045) with Project vs. without Project (dB increase)
Alondra Park / El Camino Village	Manhattan Beach Blvd	Prairie Avenue to Crenshaw Boulevard	0.153

Table 4.13-6. Predicted Roadway Traffic Noise Changes - Cumulative Year (2045)

South Bay Area Plan Community	Studied Roadway Segment	Roadway Segment Bounds	Cumulative Year (2045) with Project vs. without Project (dB increase)
Alondra Park / El Camino Village	Prairie Avenue	Manhattan Beach to Marine Avenue	0.088
Alondra Park / El Camino Village	Prairie Avenue	Manhattan Beach to West Rosecrans Avenue	-0.003
Del Aire / Wiseburn	Aviation Boulevard	W. 120th Street to W. 117th Street	0.065
Del Aire / Wiseburn	Inglewood Avenue	W. El Segundo Blvd. to W. Rosecrans Avenue	0.047
La Rambla	S. Meyler Street	W. 7th Street to W. 3rd Street	0.241
La Rambla	W. 7th Street	S. Weymouth Avenue to S. Meyler Street	0.544
Lennox	Hawthorne Blvd.	W. 111th Street to Lennox Blvd.	0.048
Lennox	Lennox Boulevard	La Cienega Boulevard to Inglewood Avenue	0.252
Lennox	Lennox Boulevard	Inglewood Avenue to Hawthorne Boulevard	0.199
Lennox	Lennox Boulevard	Hawthorne Boulevard to Freeman Avenue	-0.022
West Carson	Normandie Avenue	Sepulveda Boulevard to Lomita Boulevard	0.205
West Carson	Normandie Avenue	W 228th Street to Sepulveda Boulevard	0.234
West Carson	Normandie Avenue	W 223rd Street to W 228th Street	0.286
West Carson	Normandie Avenue	W 220th Street to W 223rd Street	0.297
West Carson	Normandie Avenue	Carson Street to W 220th Street	0.287
West Carson	Normandie Avenue	Torrance Boulevard to Carson Street	0.343
West Carson	Normandie Avenue	Del Amo Boulevard to Torrance Boulevard	0.219
West Carson	Sepulveda Boulevard	Normandie Avenue to Vermont Avenue	0.071
West Carson	Sepulveda Boulevard	Vermont Avenue to I-110 South Off-ramp	0.123
West Carson	Vermont Street (Avenue)	Lomita Boulevard to Sepulveda Boulevard	0.044
West Carson	Vermont Street (Avenue)	Sepulveda Boulevard to W 228th Street	0.580
West Carson	Vermont Street (Avenue)	W 228th Street to W 223rd Street	0.297
West Carson	Vermont Street (Avenue)	W 223rd Street to W 220th Street	0.151

Table 4.13-6. Predicted Roadway Traffic Noise Changes - Cumulative Year (2045)

South Bay Area Plan Community	Studied Roadway Segment	Roadway Segment Bounds	Cumulative Year (2045) with Project vs. without Project (dB increase)
West Carson	Vermont Street (Avenue)	W 220th Street to Carson Street	-0.367
West Carson	Vermont Street (Avenue)	Carson Street to Torrance Boulevard	0.226
West Carson	Vermont Street (Avenue)	Torrance Boulevard to Del Amo Boulevard	1.656
West Carson	W 220th Street	Normandie Avenue to Meyler Street	0.575
West Carson	W 220th Street	Meyler Street to Vermont Avenue	0.685
West Carson	W. Lomita Blvd.	Vermont Avenue to s. Normandie Ave.	-0.010

Notes: dB = decibel; Subsequent to the analysis of roadway traffic volumes, the County modified the list of parcels subject to proposed land use changes. These modifications resulted in a slight decrease in dwelling units/residents and a slight increase in employment, for an overall reduction in service area population of 301 (or -0.9%). As the anticipated roadway traffic volumes are based on a slightly higher service-area population, the predicted changes to the traffic noise levels represent a slightly conservative estimate.

For each studied year, predicted changes in roadway traffic noise due to implementation of the Project as appearing in Tables 4.13-5 and 4.13-6 were less than 2.15 dB for 2023 and less than 1.66 dB for 2035, and would thus be considered less than significant since they are all lower than a barely perceptible 3 dBA change.

Although the preceding analysis predicts that traffic noise increases to offsite receptors along the studied roadway segments would be compliant with Threshold 4.13-1, site-specific future projects implemented under the Project would still need to meet several policies from the Noise Element of the Los Angeles County General Plan, as listed in Section 4.13.1.1, which relate to minimizing noise land use compatibility impacts. Implementation of the relevant General Plan Noise Element policies would reduce impacts to the extent feasible. Additionally, the South Bay Area Plan includes goals and policies that serve to minimize noise conflicts as a result of developments and differing land uses, specifically, Goals LU 3 and LU 5 and Policies LU 3.4, LU 5.1, Del Aire Policy 1.4, and Lennox Policy 5.1, included above in Section 4.13.2.3, Land Use Changes, Goals, and Policies. However, additional measures could be required during specific, project-level assessments to ensure that future land uses are compatible to their noise environment. Such measures could include requiring closed windows and provision of mechanical ventilation and air-conditioning, so that the resulting exterior-to-interior intrusion of traffic noise into a habitable indoor space would result in interior background sound level that is compatible with 45 dBA L_{dn} or CNEL and thus consistent with General Plan Noise Element Policy N-1.5 as well as California building code requirements (e.g., Title 24 and Title 25 with regards to noise as part of “interior comfort”). On this basis, and aside from these noise compatibility considerations for future development implemented under the Project, traffic noise impacts related to offsite existing noise-sensitive receptors would be less than significant due to the predicted change of less than 3 dBA in traffic noise levels attributed to the Project.

Non-Transportation Operations Noise

Housing Development

Implementation of the Project would entail higher density development of housing sites. Any new housing units require mechanical ventilation and air-conditioning, which is assumed to include an air-cooled condensing unit

(ACC) for each, with up to 2 tons of refrigeration capacity and the corresponding noise emission from compressors and ventilation fans. A site-specific development resulting in installation of multiple outdoor ACC equipment would therefore result in an aggregate noise emission level from such stationary sources being greater than that of one.

To illustrate how this representative aggregate stationary source noise level changes with the size of a parcel-specific development implemented under the Project at a programmatic level, Table 4.13-7 indicates screening distances within which exceedances of the County noise level standard (55 dBA or 50 dBA, per Los Angeles County Code 12.08.530) may occur. The nine categories of predicted distances are associated with new housing unit quantity ranges, and the indicated distance is conservatively estimated using the larger value of the unit quantity range. Table 4.13-7 presumes that the existing outdoor ambient sound levels, if measured and expressed as statistical L_{50} values (i.e., median sound levels), are less than or equal to the default hourly exterior noise thresholds appearing in LACC 12.08.530. Where an off-site receiving home within the indicated distance from an operating site-specific housing development shown in Table 4.13-6 may thus be potentially exposed to excessive stationary source noise, the site-specific development parcel would need project design features or noise mitigation measures compatible with General Plan Noise Element Policy N-1.3 to yield noise levels considered compliant with the County's noise standards as appearing in the column headings of Table 4.13-7.

By way of illustration, a new 16-unit residential development scenario would correspondingly create an estimated need of 32 tons of refrigeration that could be provided by multiple ACC units or a single ACC with the capacity to deliver that cooling load. Table 4.13-7 shows that an off-site receiving residential living area window or patio could be as far away as 87 feet from the ACC and still see a County-compliant noise exposure level of 50 dBA. But if the receiving living area window or patio was closer, the new ACC or the sound path between the equipment and the off-site receptor would need to feature proper BAT noise control or sound abatement.

Estimated day-night sound levels for the general areas of the Project's proposed land use changes, based on localized population density and proximity to major roadways and rail routes, as shown in Table 4.13-2 are not lower than 45 dBA L_{dn} but could include nighttime hourly levels that are quieter. This is because the L_{dn} value is derived from a calculation that applies a 10 dB "penalty" or upward adjustment to hourly sound levels during the nighttime period (10:00 p.m. to 7:00 a.m.). By way of illustration, 45 dBA L_{dn} could represent steady outdoor daytime (7:00 a.m. to 10:00 p.m.) sound level of 45 dBA, with only 35 dBA at night—a drop in ambient sound level typically attributed to diurnal changes in traffic patterns (FTA 2018). Consequently, even though aggregate stationary source noise emission from a site-specific development implemented under the Project may comply with the exterior noise level standard of 45 dBA at a neighboring Noise Zone I property, there is the potential for that 45 dBA hourly L_{eq} to exceed the existing outdoor ambient sound level at night. If the outdoor sound level of the neighboring off-site Noise Zone I property or land use was measured prior to development and indeed reported as 35 dBA L_{eq} during nighttime hours, then the LACC-compliant 45 dBA L_{eq} during such hours would still be a 10 dB increase and easily perceived as a change in the outdoor sound environment that could be considered potentially significant—on the basis that a 10 dB increase would be perceived as a "doubling" of loudness.

Hence, aggregate stationary source noise emission from a site-specific development implemented under the Project could exceed noise standards; therefore, Project noise impacts would be potentially significant. However, all future discretionary projects within the Project area would be required to conduct site-specific environmental assessments, including noise impacts. As part of the future project-level environmental review process, the proposed land use and existing baseline of the Project area would be examined to determine potential noise impacts. This review process may require a project to prepare a noise study and/or consultation with the County Department of Public Health to examine the potential noise impacts and recommend specific mitigation measures, as needed, to mitigate noise impacts. In addition, proposed MM-4.13-1 would require all future discretionary mixed-

use projects to prepare a noise mitigation plan that would demonstrate compliance with County noise standards. The Project has also incorporated policies that would serve to reduce potentially significant noise impacts. As such, potential noise impacts of future discretionary projects are anticipated to be less than significant. However, the details of future discretionary actions are unknown at this time and therefore it cannot be guaranteed that impacts would be less than significant.

Future non-discretionary projects that would be implemented under the South Bay Area Plan would be subject to the federal, state and local regulations mentioned above; however, these non-discretionary projects would not necessarily be subject to CEQA review, additional environmental assessments, or mitigation measures. As such, even with implementation of existing regulations, applicable South Bay Area Plan goals and policies, and MM-4.13-1, potential impacts relative to operational noise would be significant and unavoidable because it is not possible to ensure the successful reduction of operational noise from future commercial, residential, mixed-use, or ACU development projects.

Table 4.13-7. Distances for Stationary Noise (Residential Air-Conditioning) Compliance

Proposed Project Parcel-Specific Development Size (number of residential units)	Outside a Neighboring Living Area Window nearest the Equipment Location ¹ or at Center of a Neighboring Patio: ² 50 dBA (in feet)	On Neighboring Property Line: ² 55 dBA (in feet)
1-2	36	20
3-4	50	30
5-8	70	42
9-16	87	59
17-32	110	74
33-64	143	94
65-128	190	120
129-256	256	158
257-512	348	210

Notes:

¹ not more than 3 feet from the window opening, but at least 3 feet from any other surface

² at any point 5 feet above grade level, no closer than 3 feet from any wall

ACU Development

Although the Project Description anticipates the quantities of ACU generation at future year buildout for each of the seven Project communities, their precise locations cannot be known at this time. However, the qualifying areas of these communities in which ACUs could be developed is known, and they are residentially zoned and thus likely surrounded by what the County would describe as Noise Zone II (residential) land uses for purposes of acoustical assessment, with the possibility of neighboring or proximate noise-sensitive and commercial land uses.

In summary, introduction of a successful new ACU to a community neighborhood means the replacement of, for purposes of this acoustical assessment, an average of 850 square feet (assumed to be up to 1,000 square feet) of residential living space into an operating business. Due to this size limitation, among others that include current zoning regulations, not all types of commercial enterprises would be considered suitable; however, the Project would encourage certain business types that for purposes of this analysis include the following six studied samples: beauty salons (or barber shops), eateries and cafes (excluding alcohol sales), and an assortment of retail ventures

(shoe store, clothing shop, drug store, and discount store). Each of these business types would require some level of air-conditioning and minimum ventilation for customer comfort, which translates into a need for outdoor-exposed HVAC equipment that would emit noise to the surrounding community.

Based on industry-adopted estimates for cooling load and minimum flow rates indoor air quality, Table 4.13-8 presents both the predicted total sound emission level from an ACU's outdoor-exposed operating mechanical equipment and the minimum distances at which the indicated ACU business type could operate and not exceed the County's daytime (7:00 a.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) thresholds for neighboring Noise Zone I (noise-sensitive), Noise Zone II (residential), and Noise Zone III (commercial) properties. For contrast, the last row in Table 4.13-8 displays the estimated noise emission level from outdoor-exposed residential air-conditioning equipment. Appendix G includes details of the worksheets that calculate these tabulated values and their input parameters that include fan static pressure and volume rate, and refrigeration tonnage.

Table 4.13-8. ACU Operation Noise and Noise-Compliant Operating Distances

Type of Accessory Commercial Unit (ACU) Operating Business	Estimated Noise Emission Level (dBA L_{eq}) at 1m	Minimum Distance (feet) between ACU and Receiving Land Use to Achieve Compliance with Los Angeles County 12.08.390.A				
		Noise Zone I (45 dBA anytime)	Noise Zone II (50 dBA daytime)	Noise Zone II (45 dBA nighttime)	Noise Zone III (60 dBA daytime)	Noise Zone III (55 dBA nighttime)
Beauty salon or barber shop	66	37	21	37	7	12
Eatery or café	68	47	26	47	8	15
Retail (shoe store)	63	25	14	25	4	8
Retail (clothing shop)	63	25	14	25	4	8
Retail (drug store)	65	32	18	32	6	10
Retail (discount store)	63	25	14	25	4	8
Existing occupied residence (having same 1,000 SF)	60	18	10	18	3	6

Notes: dBA = A-weighted decibels; SF = square feet; 1m = one meter (3.28 feet); ACU = accessory commercial use. As ACUs would be restricted to daytime operating hours (7 a.m. to 9 p.m.), the thresholds reflected in the above table are for daytime use only.

Operation of an ACU within the distances shown in Table 4.13-8 would likely indicate an exceedance with respect to the County noise ordinance and thus necessitate some form of operational noise mitigation. Otherwise, said ACU operation without adequate noise control or sound abatement would be considered a potentially significant impact. Concurrent operation of multiple adjoining ACUs in the same neighborhood would expand the distance values appearing in Table 4.13-8 as they are only for operation of a single ACU conducting its business and serving customers; hence, multiple concurrently operating ACUs would increase the likelihood of a potentially significant noise impact to community neighbors. If ACU operation were to continue beyond the daytime period of 10 p.m. in the vicinity of residential (Noise Zone II) or commercial (Noise Zone III) receptors, or begin sooner than 7 a.m., the applicable noise level thresholds would be 5 dB more stringent per 12.08.390.A and thus enlarge the minimum distance values as shown in Table 4.13-8 and consequently increase the likelihood of County code exceedance and thereby generate a significant noise impact.

Additionally, with respect to potential increases in the localized outdoor ambient sound environment, each of the six studied ACU business types is predicted to emit noise at an energy-equivalent level (L_{eq}) that is at least 3 dB greater than the 60 dBA noise emission level (for the operating HVAC equipment) associated with a pre-existing

residence that the ACU would replace. Hence, the establishment of an ACU, regardless of business enterprise type, would likely represent a perceptible increase in community noise level for the nearest surrounding neighbors in outdoor ambient sound environments where noise from pre-existing HVAC noise is already audible during daytime or nighttime hours as applicable.

The greatest potential increase shown by the values in Table 4.13-8 would be an operating eatery or café, which aside from the noise caused by its patrons (that could vary from none to the County-permitted occupancy limit), which would be 8 dB higher than that of the replaced residential unit and thus a “readily discernable” (as defined by the County’s General Plan Update) and potentially annoying change in the outdoor ambient sound environment. The addition of crowd noise due to restaurant or café patrons enjoying the ACU outdoors, and the operation of background music playback, depend on a variety of factors but would serve only to increase both the total noise level associated with this type of ACU business operation and its change to the pre-existing neighborhood noise level. By way of example, during daytime hours, a crowd of just thirty (30) patrons outdoors (or indoor noise escaping to the outdoors via open windows and/or doors or porous screens) speaking “loudly” (72 dBA at one meter each per Hayne [2006]) would need to be approximately 75 feet away from a neighboring commercial use, approximately 250 feet away from a residential use, and over 400 feet from a noise-sensitive use in order to comply with the County’s 12.08.390.A standards.

Because ACU development is primarily intended at street corners of existing densely-populated residential areas to foster community engagement and economic growth and vitality, values in Table 4.13-8 suggest the ability to achieve compliance with County exterior noise thresholds is very sensitive to location of the operating HVAC equipment that must be exposed to the outdoors—ACC units need outdoor airflow to function—and that of the neighboring Noise Zone at which compliance would be evaluated. For restaurants or other ACU types where customer counts would be large and thus generate noise sources of their own, compliance would be particularly challenging without application of feasible and practical noise control and sound abatement. Therefore, MM-4.13-1 is required to reduce potential exterior ACU-related noise level to be compatible with the surrounding residential community. Future non-discretionary projects that would be implemented under the South Bay Area Plan would be subject to the federal, state and local regulations mentioned above; however, these non-discretionary projects would not necessarily be subject to CEQA review, additional environmental assessments, or mitigation measures. As such, even with implementation of existing regulations, applicable South Bay Area Plan goals and policies, and MM-4.13-1, ACU development could result in generation of a substantial temporary or permanent increase in ambient noise levels in excess of applicable County standards and impacts would be significant and unavoidable.

Commercial Development

The Project anticipates commercial development to occur, via parcel redesignation, at five of the seven studied Project communities. The affected parcels may adjoin noise-sensitive, residential, or commercial Noise Zones as classified by the County.

For purposes of this acoustical assessment, a single site-specific proposed facility implemented under the Project would have an average footprint of 20,000 square feet and thus replace a currently established residentially zoned or commercial-type land use on the same-sized parcel. Although the Project is not limited to these studied examples, this analysis considers potential types of buildout such as office space, a large restaurant (or a common area shared by several eateries, like a “food court”), or an educational facility (e.g. community college). Each of these business types would require some level of air-conditioning and minimum ventilation for customer comfort, which translates into a need for outdoor-exposed HVAC equipment that would emit noise to the surrounding community.

Based on industry-adopted estimates for cooling load and minimum flow rates indoor air quality, Table 4.13-9 presents both the predicted total sound emission level from a facility’s outdoor-exposed operating mechanical equipment and the minimum distances at which the indicated facility type or function could operate and not exceed the County’s daytime (7 a.m. to 10 p.m.) threshold for neighboring Noise Zone I (noise-sensitive), Noise Zone II (residential), and Noise Zone III (commercial) properties. For contrast, the last row in Table 4.13-9 displays the estimated noise emission level from outdoor-exposed HVAC equipment associated with an existing “heavy manufacturing” facility having the same gross square footage as any of the sample future facility options as may be implemented due to the Project. Appendix G includes details of the worksheets that calculate these tabulated values and their input parameters that include fan static pressure and volume rate, and refrigeration tonnage.

Table 4.13-9. Noise and Noise-Compliant Operating Distances

Type of Operating Example Facility from Commercial Development	Noise Emission Level (dBA Leq) at 1m	Minimum Distance (feet) between Example Facility and Receiving Land Use to Achieve Compliance with Los Angeles County 12.08.390.A		
		Noise Zone I (noise-sensitive) 45 dBA	Noise Zone II (residential) 50 dBA	Noise Zone III (commercial) 60 dBA
Office Space	75	101	57	18
Restaurant	83	265	149	47
Educational Facility	81	203	114	36
Existing “heavy manufacturing” facility (having same 20,000 SF)	89	527	296	94

Notes: dBA = A-weighted decibels; SF = square feet; 1m = one meter (3.28 feet)

Operation of a new facility within the distances shown in Table 4.13-9 would likely indicate an exceedance with respect to the County noise ordinance and thus necessitate some form of operational noise mitigation. Otherwise, said facility operation without adequate noise control or sound abatement would be considered a potentially significant impact. Concurrent operation of multiple adjoining facilities in the same neighborhood would expand the distance values appearing in Table 4.13-9 as they are only for operation of a single facility conducting its business; hence, multiple concurrently operating facilities would increase the likelihood of a potentially significant noise impact to community neighbors. If facility operation were to continue beyond the daytime period of 10:00 p.m. in the vicinity of residential (Noise Zone II) or commercial (Noise Zone III) receptors, or begin sooner than 7:00 a.m., the applicable noise level thresholds would be 5 dB more stringent per 12.08.390.A and thus enlarge the minimum distance values shown in Table 4.13-9 and consequently increase the likelihood of County code exceedance and thereby generate a significant noise impact.

However, all future discretionary projects within the Project area that are subject to CEQA would be required to conduct site-specific environmental assessments, including noise impacts. As part of the future project-level environmental review process, the proposed land use and existing baseline of the Project area would be examined to determine potential noise impacts. This review process may require a future project to prepare a noise study and/or consultation with the County Department of Public Health to examine the potential noise impacts and recommend specific mitigation measures, as needed, to mitigate noise impacts. In addition, proposed MM-4.13-1 would require future projects to prepare a noise mitigation plan that would ensure compliance with County noise standards. The Project has also incorporated policies that would serve to reduce potentially significant noise impacts.

Future non-discretionary projects that would be implemented under the Project would be subject to the federal, state and local regulations mentioned above; however, non-discretionary projects would not necessarily be subject to CEQA review, additional environmental assessments, or mitigation measures. As such, even with implementation of existing regulations, applicable South Bay Area Plan goals and policies, and MM-4.13-1, potential impacts relative to operational noise would be significant and unavoidable because it is not possible to ensure the successful reduction of operational noise from future commercial, mixed-use, or ACU development projects.

Construction Noise

Table 4.13-10 and Table 4.13-11 present screening distances for six typical phases of construction (and an additional line item for pile-driving) expected of site-specific developments implemented under the Project. Estimated construction activity durations are assumed to be less than ten days or greater than ten days, respectively. Depending on the type of residential receiver, and assuming daytime construction only, the screening distances describe a buffer within which a threshold would be exceeded and thus generate a potentially significant impact.

Table 4.13-10. Construction Noise: Screening Distance to Adjoining Receptor Within Which Significant Impact Occurs - Duration Less Than 10 Days

Construction Phase	Daytime (7:00 a.m. to 8:00 p.m., except Sundays and legal holidays) Screening Distance (feet)		
	Single-family residential (75 dBA)	Multi-family residential (80 dBA)	Semi-residential commercial (85 dBA)
Demolition	158	90	50
Site Preparation /Grading	114	65	36
Grading	171	96	54
Building Construction	72	41	23
Paving	90	51	29
Architectural Coating	45	26	15
Pile Driving	224	126	71

Table 4.13-11. Construction Noise: Screening Distance to Adjoining Receptor Within Which Significant Impact Occurs - Duration More Than 10 Days

Construction Phase	Daytime (7:00 a.m. to 8:00 p.m., except Sundays and legal holidays) Screening Distance (feet)		
	Single-family residential (60 dBA)	Multi-family residential (65 dBA)	Semi-residential commercial (70 dBA)
Demolition	900	500	281
Site Preparation /Grading	650	360	203
Grading	958	538	303
Building Construction	405	225	127
Paving	507	285	160
Architectural Coating	252	142	80
Pile Driving	1258	708	398

The screening distance values appearing in Table 4.13-11 are much greater than those of Table 4.13-10 due to the County thresholds being substantially lower and therefore more stringent for construction periods that are longer than 10 days in duration. The construction phase duration distinction between less than ten days and more than ten days is consistent with LACC 12.08.440.B.1a for “mobile equipment” stated as “Maximum noise levels for nonscheduled, intermittent, short-term operation (less than 10 days) of mobile equipment” and LACC 12.08.440.B.1.b for “stationary equipment” that is defined as “Maximum noise level for repetitively scheduled and relatively long-term operation (periods of 10 days or more) of stationary equipment.” Because actual construction phases associated with the site-specific developments implemented under the Project are likely to involve both mobile and stationary equipment on site, the predicted screening distances presented in Table 4.13-10 and Table 4.13-11 conservatively disregard mobile/stationary distinction and instead focus on phase or activity duration as the important parameter for which County construction noise threshold to apply. The nighttime (i.e., 8:00 p.m. to 7:00 a.m.) construction activity screening distances for site-specific projects less than 10 days in duration would be virtually identical to the values appearing in Table 4.13-11, since the underlying dBA thresholds are the same—with the exception of multi-family residential, for which 64 dBA instead of 65 dBA would apply at night. The nighttime thresholds for construction projects lasting longer than 10 days are more stringent than those appearing in Table 4.13-11; thus, the corresponding screening distances would be even greater than the presented values for each phase.

Where construction of a site-specific development facilitated by the Project would be within the identified relevant screening distance, and thus sufficiently close to an off-site sensitive receptor to cause an exceedance of the County construction noise threshold, mitigation would be needed to avoid a significant impact. Application of typical administrative and engineering noise controls, in addition to sound abatement correctly placed between noise sources and the off-site receptors of interest (e.g., temporary erected noise walls or sound blankets), could normally be expected to reduce aggregate construction equipment noise to levels that would be compliant with the applicable County standard and render the potential noise impact less than significant. Such determination of impact and the corresponding mitigation need would depend on the site-specific conditions of the parcel to be developed under the Project. However, there is the potential for an off-site residence to be so close to a construction site that the resulting noise impact—even with incorporation of practical, feasible, and reasonable mitigation measures—would be considered unavoidable. In addition, even if the applicable LACC 12.08.440.B.1 (residential structures) or LACC 12.08.440.B.2 (business structures) are satisfied, there is the potential for a temporary but significant increase in outdoor ambient sound level.

Estimated day-night sound levels for the general areas of the Project’s proposed land use changes, based on localized population density and proximity to major roadways and rail routes, as shown in Table 4.13-4 are not lower than 45 dBA L_{dn} but could include nighttime hourly levels that are quieter. This is because the L_{dn} value is derived from a calculation that applies a 10 dB “penalty” or upward adjustment to hourly sound levels during the nighttime period (10:00 p.m. to 7:00 a.m.). By way of illustration, 45 dBA L_{dn} could represent steady outdoor daytime (7:00 a.m. to 10:00 p.m.) sound level of 45 dBA, with only 35 dBA at night—a drop in ambient sound level typically attributed to diurnal changes in traffic patterns (FTA 2018). Consequently, even though construction phase noise emission lasting longer than ten days from a site-specific development implemented under the Project may comply with the applicable standard of 50 dBA at a neighboring single-family residence, there is the potential for that 50 dBA hourly L_{eq} to exceed the existing outdoor ambient sound level at night. If the outdoor sound level of the neighboring single-family residence was measured prior to construction and reported as 35 dBA L_{eq} during nighttime hours, then the LACC-compliant 50 dBA L_{eq} during such hours would still be as much as—albeit temporary—a 15 dB increase and easily perceived as a change in the outdoor sound environment. This change could be considered potentially significant—on the basis that greater than a 10 dB increase would be perceived as more than a “doubling” of loudness and thus an unwanted change to the pre-existing environment. Hence, under certain conditions, construction noise emission from a site-specific development implemented under the Project could be a potentially significant impact if customary construction noise mitigation cannot

feasibly reduce the anticipated change in outdoor noise level to an increase that is less perceptible and annoying, such as only 5 dB.

However, all future discretionary projects within the Project area would be required to conduct site-specific environmental assessments, including noise impacts. As part of the future project-level environmental review process, the proposed land use and existing baseline of the Project area would be examined to determine potential noise impacts. This review process may require the project to prepare a noise study and/or consultation with the County Department of Public Health to examine the potential noise impacts and recommend specific mitigation measures, as needed, to mitigate noise impacts. In addition, proposed MM-4.13-2 would require all future discretionary projects near sensitive receptors to prepare a noise study that would ensure compliance with County noise standards, to the extent feasible. Nonetheless, there is the potential for an off-site residence to be so close to a construction site that the resulting noise impact—even with incorporation of practical, feasible, and reasonable mitigation measures—could still be unavoidable.

Future non-discretionary projects that would be implemented under the South Bay Area Plan would be subject to the federal, state and local regulations mentioned above; however, these non-discretionary projects would not necessarily be subject to CEQA review, additional environmental assessments, or mitigation measures. As such, even with implementation of existing regulations, applicable South Bay Area Plan goals and policies, and MM-4.13-2, potential impacts relative to construction noise would be significant and unavoidable because it is not possible to ensure the successful reduction of construction noise from future development projects that are within 500 feet of sensitive receptors (e.g., residences, hospitals, schools).

Threshold 4.13-2 Would the project result in generation of excessive ground borne vibration or ground borne noise levels?

Significant and Unavoidable Impact. As discussed in further detail below, even with implementation of existing regulations, applicable South Bay Area Plan goals and policies, and MM-4.13-3, Project impacts related to proximity of construction activities to sensitive uses would be significant and unavoidable. However, potential vibration impacts due to Project operation would be less than significant.

Construction Vibration

Ground borne vibration from construction equipment and activities can generate varying degrees of ground vibration. Vibration from construction activities rarely reaches the levels that can damage structures but can achieve the perceptible ranges in occupied buildings close to the construction site. Table 4.13-12 lists vibration levels for various types of construction equipment.

Table 4.13-12. Vibration Source Levels for Construction Equipment

Construction Equipment Type		Peak Particle Velocity (PPV) at 25 ft (in/sec)	Approximate L_v^{\dagger} at 25 ft
Pile Driver (impact)	upper range	1.518	112
	typical	0.644	104
Pile Driver (sonic)	upper range	0.734	105
	typical	0.170	93

Table 4.13-12. Vibration Source Levels for Construction Equipment

Construction Equipment Type		Peak Particle Velocity (PPV) at 25 ft (in/sec)	Approximate L _v [†] at 25 ft
Clam shovel drop (slurry wall)		0.202	94
Hydromill (slurry wall)	in soil	0.008	66
	in rock	0.017	75
Vibratory Roller		0.210	94
Hoe Ram		0.089	87
Large bulldozer		0.089	87
Caisson drilling		0.089	87
Loaded trucks		0.076	86
Jackhammer		0.035	79
Small bulldozer		0.003	58

Source: FTA 2018.

Notes:

† RMS velocity in decibels (VdB) re 1 micro-inch/second, and presumes crest factor of 4.

Generally, heavy construction equipment used for most projects (small bulldozers, loaded trucks, caisson drilling etc.) would have peak particle velocity (PPV) vibration levels of approximately 0.089 inches per second or less at a distance of 25 feet (FTA 2018). Vibratory rollers, used during the paving phases of some projects, would have vibration levels of approximately 0.210 inches per second. Should impact pile driving be necessary during the building foundations phase, typical PPV levels at 25 feet of 0.644 inches per second would be anticipated, with upper range levels of approximately 1.518 inches per second; thus, it is seen that vibration levels could vary widely depending upon the equipment types used.

The resulting minimum distance required for impact pile-driving and two types of typically expected on-site conventional heavy construction equipment to not exceed the County of Los Angeles standard (i.e., the threshold of perception of 0.01 inches per second root mean square [rms]) is provided in Table 4.13-13. As shown, substantial distances (ranging from 104 feet to 389 feet) are necessary to not exceed County thresholds of significance for groundborne vibration. Thus, potential impacts from construction vibration are considered significant as such distances may not be feasible for one or more site-specific construction projects implemented under the Project.

Table 4.13-13. Distance Required for County Groundborne Vibration Compliance

Estimated Minimum Allowable Distance (feet) between Indicated Project Construction Equipment Type and an Adjoining Occupied Property to Comply with Perception Threshold ¹		
Dozer ¹	Roller ²	Impact Pile Driver ³
43 feet	75 feet	280 feet

Notes:

- ¹ 0.01 inches per second root-mean-square (rms) signal, or 0.04 inches per second peak particle velocity (PPV) assuming a conversion crest factor of 4 per Federal Transit Administration (FTA) guidance.
- ² reference PPV of 0.089 inches per second
- ³ reference PPV of 0.21 inches per second
- ⁴ reference PPV of 1.518 inches per second

MM-4.13-3 (Construction Vibration) would reduce vibration impacts associated with construction activities to the extent feasible. Future non-discretionary projects that would be implemented under the South Bay Area Plan would

be subject to the federal, state and local regulations mentioned above; however, these non-discretionary projects would not necessarily be subject to CEQA review, additional environmental assessments, or mitigation measures. As such, even with implementation of existing regulations, applicable South Bay Area Plan goals and policies, and MM-4.13-3, Project impacts related to proximity of construction activities to sensitive uses would be significant and unavoidable.

Operational Vibration

Once operational, the future projects would not be expected to feature major onsite producers of groundborne vibration. Anticipated onsite mechanical systems like pumps, compressors, and fans are designed and manufactured to feature rotating or reciprocating components (e.g., impellers, rotors, and pistons) that are well-balanced with isolated vibration within or external to the equipment casings. On this basis, potential vibration impacts due to Project operation would be less than significant. No mitigation is required.

Threshold 4.13-3 For a project located within the vicinity of a private airstrip or 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 expose people residing or working in the project area to excessive noise levels?

Less Than Significant Impact. The areas associated with the Project that are located within two miles of any public airport or public use airport include the following proximities:

- Torrance Municipal Airport
 - West Carson is within two miles east;
 - Westfield is within one mile southwest;
- Hawthorne Municipal Airport
 - Hawthorne Island is within 3,600 feet south;
 - Alondra Park is within 7,700 feet south;
 - Del Aire / Wiseburn is within 4,400 feet west;
 - Lennox is within 4,000 feet north-northwest;
- Los Angeles International Airport
 - Del Aire / Wiseburn is within 2,200 feet south; and
 - Lennox is within the 75 to 65 dBA CNEL aviation noise contours.

All other Los Angeles County operating airports are more than two miles away from the Project study areas.

Based on A-Net (the County's Airport Land Use Commission [ALUC] website), the 65 dBA CNEL aviation noise contours for Torrance Municipal Airport and Hawthorne Municipal Airport do not encroach upon any of the seven identified Project community study areas (ALUC 2023). For Lennox, A-Net shows that the Los Angeles Airport 65 dBA CNEL and 70 dBA CNEL aviation noise contours intersect with the parcels subject to proposed land use changes and ACU development as illustrated in Figure 4.13-2, Proposed Changes to Land Use within Los Angeles Airport (LAX) Aviation Noise Contours.

As a result, parcels subject to proposed land use changes within the portion of Lennox intersected by LAX aviation noise contours greater than 65 dBA CNEL (as shown in Figure 4.13-2) would potentially expose construction workers and new occupants to potentially significant noise impacts. However, and as applicable, the Project would involve new development and redevelopment on areas within the plan areas of adopted Airport Land Use Plans (ALUPs) and would be required to be consistent with any applicable ALUP constraints pertaining to nearby developments. By way of examples, the following are relevant policies related to noise from the LAX ALUP (ALUC 2004):

- N-2 – Require sound insulation to insure a maximum of 45 dB CNEL in new residential, educational, and health-related uses in areas subject to exterior noise levels of 65 CNEL or greater.
- N-3 – Utilize the Land Use Compatibility Table for Airport Noise Environments in evaluating projects within the planning boundaries. These compatibility criteria (expressed in ranges of CNEL) are as follows by land use category:
 - Residential – “satisfactory” up to 60; “caution” (review noise insulation needs) between 60 and 70, and “avoid” (unless related to airport services) above 70;
 - Educational – satisfactory up to 65, and avoid above 65; and
 - Commercial (or Recreation) – satisfactory up to 65; caution between 65 and 75, and avoid above 75.

Future development project compliance with ALUP Policy N-2 would ensure that proposed land use designation changes to accommodate higher density housing and ACUs intersected by LAX aviation noise contours would result in new site-specific projects that exhibit interior background noise levels that meet 45 dBA CNEL, and therefore would be consistent with expectations for existing land uses of these same types.

Furthermore, compliance with policies included in the Land Use Element and Noise Element of the General Plan related to land use compatibility would ensure that development would not conflict with airport land use plans. In particular, Policy LU 7.6 explicitly requires consistency, stating that airport land use plans must address conflicts between airport operations and surrounding land uses. Los Angeles County General Plan Policy N 1.12 requires that land use decisions on parcels adjacent to transportation facilities, including those adjacent to airports, consider existing and future noise levels of the adjacent transportation facilities. Therefore, with the application of Policy LU 7.6 and Policy N 1.12 and review by the Los Angeles County ALUC, future development under the Project would be consistent with adopted ALUPs and there would be no significant noise exposure impacts related to airport or airstrip noise levels. Impacts would be less than significant.

4.13.2.5 Cumulative Impact Analysis

Where a lead agency concludes that the cumulative effects of a project, taken together with the impacts of other closely related past, present, and reasonably foreseeable future projects are significant, the lead agency then must determine whether the project’s incremental contribution to such significant cumulative impact is “cumulatively considerable” (and thus significant in and of itself). The cumulative study area used to assess potential cumulative recreational impacts includes the entirety of Los Angeles County and considers the future buildout of applicable local and regional plans. The full list of related plans applicable to the Project’s cumulative analyses is provided in Section 2.5, Cumulative Impact Analysis, in Chapter 2, Environmental Setting of this Draft PEIR.

Threshold 4.13-1. The Project and related development projects within or adjoining its area would all be subject to applicable noise standards, depending upon the local jurisdiction—either the County of Los Angeles, for which applicable standards have been summarized in Section 4.13.2, or local municipalities. Because construction and non-transportation operational noise impacts with respect to relevant standards are predicted to be potentially significant and unavoidable even with mitigation, the Project could contribute to cumulative exceedances of noise standards.

Temporary/Periodic Increases in Ambient Noise Levels. The Project would result in temporary noise increases during construction of future developments arising from its implementation, as discussed under Threshold 4.13-1 in Section 4.13.4. The construction period of future developments under the Project has the potential to overlap with the construction of other projects in the County and proximate municipalities. Due to the decrease in noise levels with distance and the presence of physical barriers (i.e., intervening buildings and topography), noise due to construction of other projects would not meaningfully combine with future development under the Project to produce a cumulative noise effect during construction. By way of illustration, if there are two concurrent construction projects of comparable sound emission intensity, and the activity nearest to the studied noise-sensitive receptor is compliant with the County's applicable noise threshold, the other activity could be no closer than three times the distance of the receptor to the nearest activity and not make a cumulatively measurable contribution to the total and still County-compliant noise exposure level. If two concurrent projects were close to a receptor, the cumulative noise would be one of the following:

- the louder (in dBA) of the two concurrent activities; or,
- a logarithmic sum of the two activity noise levels that, per acoustic principles, cannot be more than 3 dBA greater than the louder of the two individual noise-producing activities.

In sum, cumulative construction noise is likely to be dominated by the closest or loudest activity to the receptor, and the combination will be no more than a barely perceptible difference (i.e., up to a 3 dBA change).

Hence, for the above reasons, cumulative impacts due to cumulative construction noise could be considered significant under certain conditions of multiple project proximity to a common noise-sensitive receiving land use. Mitigation of such cumulative construction noise impact would require each individual project to comply with the County's construction noise standard and involve measures as appearing in MM-4.13-2. Nevertheless, because the Project would result in significant and unavoidable impacts even with implementation of MM-4.13-2, the Project would contribute to potentially significant cumulative impacts related to construction noise.

Permanent Increase in Ambient Noise Levels/Stationary Sources. Long-term operational noise would result from operation of future development facilitated by the Project, such as permanent on-site noise sources (e.g., HVAC equipment), as addressed under Threshold 4.13-1. A cumulative impact could result if noise produced resulting from implementation of the Project were to combine with noise produced from the operation of other related projects in the vicinity to create a cumulatively significant permanent increase in ambient noise levels. However, the operation of future projects implemented under the Project, along with the operation of other related projects, would be subject to applicable requirements from the County's noise ordinance or similar regulations from neighboring municipalities, which would also limit the exterior noise levels at residences. However, despite compliance with these noise regulations that are based on fixed standards (or are adjusted upwards to match the pre-existing outdoor ambient sound level if measured to be higher), there is a potential risk of creating a durable increase in outdoor ambient sound due to the combination of concurrent stationary noise sources in proximity to a common noise-sensitive receptor.

As previously discussed in the preceding paragraphs with respect to temporary increases in the outdoor ambient sound level due to concurrent construction noise, the combination of two potential nearby operating facilities would generate one of the following outcomes in the absence of a dominant traffic-related acoustical contribution:

- the louder (in dBA) of the two concurrent operating facilities; or,
- a logarithmic sum of the two aggregate stationary source noise levels that, per acoustic principles, cannot be more than 3 dBA greater than the louder of the two individual noise-emitting facilities.

In sum, cumulative stationary operation noise is likely to be dominated by the closest or loudest facility to the receptor, and the combination will be no more than a barely perceptible difference (i.e., up to a 3 dBA change). However, because ACUs would result in significant unavoidable impacts, cumulative impacts to outdoor ambient noise levels resulting from Project stationary sources combining with another unrelated project could result in a cumulatively considerable change greater than 3 dBA.

Permanent Increase in Ambient Noise Levels/Off-Site Traffic Noise. Future residential development facilitated by the Project along with other related projects would generate off-site traffic noise. When calculating future traffic impacts, the traffic study included traffic from related projects in the traffic model. Thus, future traffic results with and without the Project already account for the cumulative impacts from related projects contributing to traffic increases. Since the noise impacts are generated directly from the traffic analysis results, the Existing Year 2023 and Cumulative Year 2045 traffic with and without Project predicted increases in traffic noise levels described already reflect cumulative impacts. As described previously, the noise level increases associated with both of these scenarios would generate a noise level increase of less than 3 dBA along the studied sample roadways in the vicinity of the Project. As such, anticipated increases would be below the significance threshold of 3 dBA; hence, the incremental effect of the Project on off-site traffic noise would not be cumulatively considerable.

Threshold 4.13-2. Construction-related vibration from future development under the Project was addressed under Threshold 4.13-2. Other foreseeable projects within the vicinity of the Project area could occur close enough to create excessive generation of construction-related groundborne vibration at a sensitive receptor common to both the Project and these other foreseeable projects. In addition, because the Project would result in significant and unavoidable impacts even with implementation of MM-4.13-3, the Project would result in cumulatively considerable impacts associated with excessive groundborne vibration.

Threshold 4.13-3. Future development under the South Bay Area Plan within applicable LAX aviation noise contours would be reviewed for consistency with adopted ALUPs and there would be no significant noise exposure impacts related to airport or airstrip noise levels. Therefore, the Project would not result in cumulatively considerable impacts related to public or private airport noise exposure.

4.13.2.6 Mitigation Measures

MM-4.13-1 Commercial/Mixed-Use/Accessory Commercial Units (ACUs) Operational Noise. Prior to issuance of a building permit for any future commercial, mixed-use, or ACU development projects that are located within 500 feet of sensitive receptors, project applicants shall submit a noise mitigation plan to Los Angeles County Department of Public Health (DPH) for review and approval. The noise mitigation plan shall be prepared by a sound engineer and be sufficient for DPH to make a determination of whether the project will be in compliance with all applicable County Noise standards and regulations. At minimum, the noise mitigation plan shall include the following information: a list of all electro-mechanical equipment (HVAC, refrigeration systems, generators,

etc.) that will be installed at the project site; sound level that would be produced by each equipment; noise-reduction measures, as necessary; and sufficient predictive analysis of project operational noise impact. All noise-reduction measures approved by DPH shall be incorporated into the project building plans and be implemented during project construction. Potential noise-reduction measures may include, but are not limited to, the following:

- Install permanent noise-occluding shrouds or screens on operating equipment
- Maintain all equipment and noise control features in accordance with the manufacturer's specifications
- Orient equipment vents and other sources of sound emissions away from noise-sensitive receptors and/or behind structures, containers, or natural features
- Increase distance between the operating equipment and the noise-sensitive receptor(s) of concern, to the maximum extent feasible
- Install portable sound-occluding barriers to attenuate noise between the source(s) and the noise-sensitive receptor(s)

This mitigation measure shall be superseded once a Countywide noise ordinance goes into effect that establishes operational noise standards for noise-reduction measures that ensures project operational noise compliance with the County of Los Angeles Noise Ordinance standards (i.e., LACC 12.08.440) for development projects within the South Bay Area Plan.

MM-4.13-2 Construction Noise. Applicants for future development projects that are within 500 feet of sensitive receptors (e.g., residences, hospitals, schools) shall submit a noise study to Los Angeles County Department of Public Health (DPH) for review and approval prior to issuance of a grading or building permit. The study shall include noise-reduction measures, if necessary, to ensure project construction noise will be in compliance with the County of Los Angeles Noise Ordinance standards (i.e., LACC 12.08.440). All noise-reduction measures approved by DPH shall be incorporated into appropriate construction-related plans (e.g., demolition plans, grading plans and building plans) and implemented during construction activities. Potential noise-reduction measures may include, but are not limited to, the following:

- Install temporary sound barriers for construction activities that occur adjacent to occupied noise-sensitive receptors
- Equip construction equipment with effective mufflers, sound-insulating hoods or enclosures, vibration dampers, and other Best Available Control Technology (BACT)
- Limit non-essential idling of construction equipment to no more than five minutes per hour

This mitigation measure shall be superseded once a Countywide noise ordinance goes into effect that establishes construction noise standards for noise-reduction measures that ensures project construction noise compliance with the County of Los Angeles Noise Ordinance standards (i.e., LACC 12.08.440) for development projects within the South Bay Area Plan.

MM-4.13-3 Construction Vibration. For future development projects that utilize vibration-intensive construction equipment (e.g., pile drivers, jack hammers, and vibratory rollers) within 500 feet of sensitive receptors, project applicant shall submit a vibration impact evaluation to Los Angeles County Department of Public Health (DPH) for review and approval prior to issuance of a grading or building

permit. The evaluation shall include a list of project construction equipment and the associated vibration levels and a predictive analysis of potential project vibration impacts. If construction-related vibration is determined to be perceptible at vibration-sensitive uses (i.e., exceed the County's standard of 0.01 inches per second RMS vibration velocity [within the range of 1 to 100 Hz frequency]), project-specific measures shall be required to ensure project compliance with vibration standards. All project-specific measures approved by DPH shall be incorporated into appropriate construction-related plans (e.g., demolition plans, grading plans and building plans) and implemented during project construction.

Examples of equipment vibration source-to-receptor distances within which impact evaluation should occur vary with equipment type (based on FTA reference vibration information) and are as follows:

- Jackhammer – 23 feet
- Dozer, hoe-ram, drill rig, front-end loader, tractor, or backhoe – 43 feet
- Roller (for site ground compaction or paving) – 75 feet
- Impact pile-driving – 280 feet

This mitigation measure shall be superseded once a Countywide groundborne vibration ordinance goes into effect that establishes construction groundborne vibration standards for vibration-reduction measures that ensures project construction groundborne vibration compliance with the County of Los Angeles standard of 0.01 inches per second RMS vibration velocity (within the range of 1 to 100 Hz frequency) for development projects within the South Bay Area Plan.

4.13.2.7 Significance Conclusion

Threshold 4.13-1. The Project has the potential to result in the generation of a substantial temporary and permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the County General Plan or noise ordinance (Los Angeles County Code, Title 12, Chapter 12.08). Construction noise impacts from reasonably foreseeable project construction activities, as well as operation noise would remain **significant and unavoidable** after application of mitigation measures.

Threshold 4.13-2. The Project has the potential to result in the generation of excessive groundborne vibration or groundborne noise levels. Vibration impacts from reasonably foreseeable project construction activities would remain **significant and unavoidable** after application of mitigation measures.

Threshold 4.13-3. The Project would result in **less than significant** impacts related to exposure of people residing or working in the project area to excessive noise levels projects in the vicinity of a private airstrip or within two miles of a public airport or public use airport.

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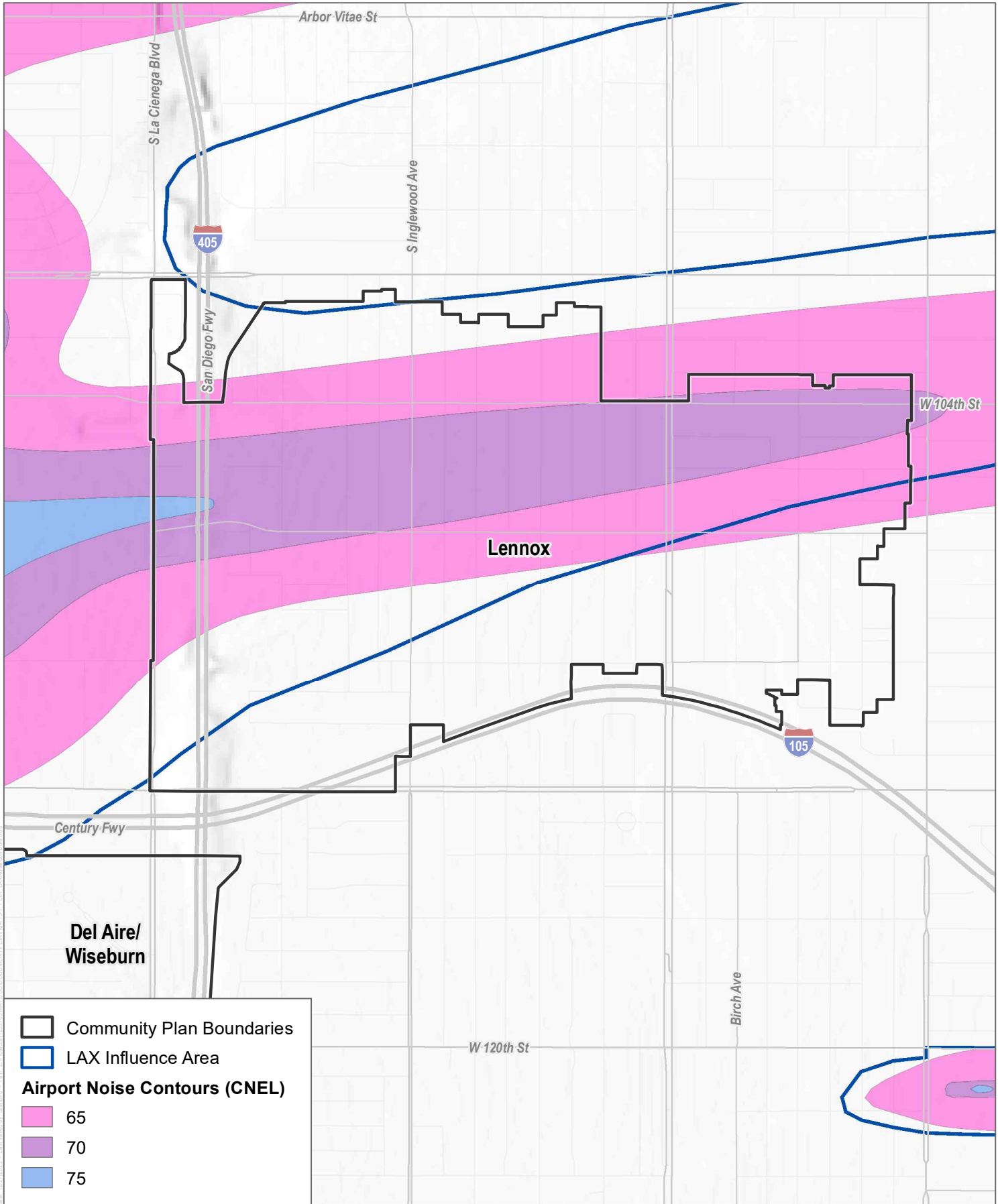
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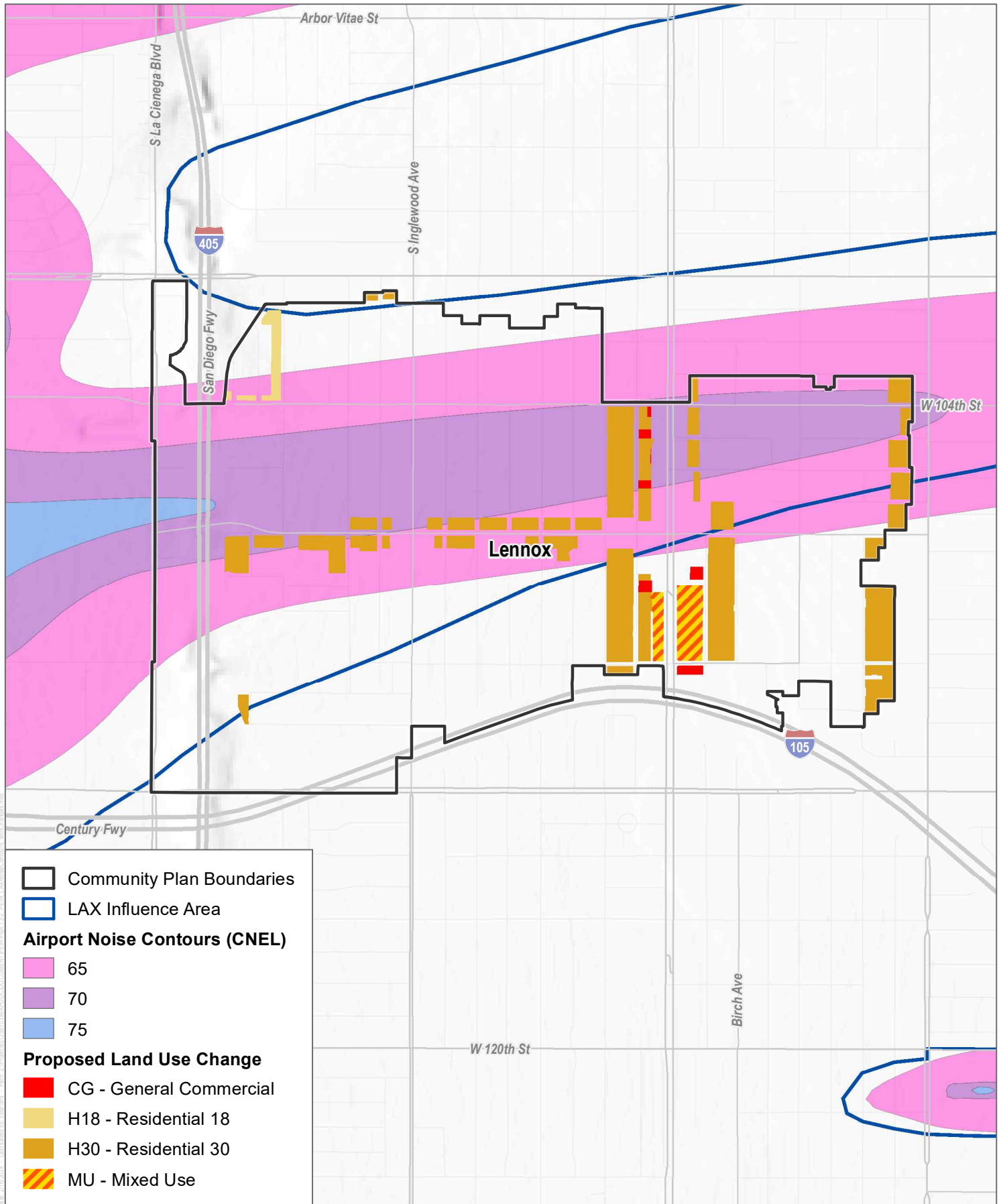
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SOURCE: Open Street Map; County of Los Angeles

FIGURE 4.13-1

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SOURCE: Open Street Map; County of Los Angeles

FIGURE 4.13-2

Proposed Changes to Land Use within LAX Aviation Noise Contours

Los Angeles County South Bay Area Plan Project

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4.14 Population and Housing

This section of the Draft PEIR analyzes the potential impacts from the implementation of the South Bay Area Plan (Project) on population and housing, including impacts related to population growth and displacement of housing or people. A discussion of the existing conditions in the Project site and surrounding areas are also included in this section to present an environmental baseline for the Project. The analysis is based on information and data from the Los Angeles County General Plan 2035 (General Plan), Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal), United States Census Bureau, State of California Department of Finance, Los Angeles County Office of the Assessor, and the following:

Appendix B-1 South Bay Area Plan Parcel Data, prepared by the County of Los Angeles Department of Regional Planning

Appendix B-2 Buildout Methodology, prepared by Dudek

Other sources consulted are listed in Section 4.14.3, References.

4.14.1 Environmental Setting

4.14.1.1 Regulatory Setting

Federal

There are no federal programs, policies, or regulations related to population or housing that are applicable to the Project.

State

Section 65580 of the Government Code (Housing Element Law)

Pursuant to Section 65580 of the Government Code, a Housing Element of a General Plan must contain local commitments to the following:

- Provide sites with appropriate zoning and development standards and with services and facilities to accommodate the jurisdiction's Regional Housing Needs Allocation (RHNA) for each income level. The RHNA is the only population and/or housing requirement that applies to the General Plan Update.
- Assist in the development of adequate housing to meet the needs of lower and moderate-income households.
- Address, and where appropriate and legally possible, remove governmental constraints to the maintenance, improvement, and development of housing, including housing for all income levels and housing for persons with disabilities.
- Conserve and improve the condition of the existing affordable housing stock.
- Promote housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, color, familial status or disability.
- Preserve assisted housing developments for lower income households.

Department of Housing and Community Development

State law requires that jurisdictions provide their fair share of regional housing needs. The California Department of Housing and Community Development (HCD) is mandated to determine the statewide housing need. The HCD, in cooperation with local governments and councils of governments, are charged with making a determination of the existing and projected housing need as a share of the statewide housing need of their city or region. The housing construction need is determined for four broad household income categories: very low (households making less than 50% of median family income), low (50% to 80% of median family income), moderate (80% to 120% of median family income), and above moderate (more than 120% of median family income). The intent of the future needs allocation by income groups is to relieve the undue concentration of very low and low-income households in a single jurisdiction and to help allocate resources in a fair and equitable manner.

The “fair share” allocation process begins with the California Department of Finance’s projection of statewide housing demand for an 8-year period, which is then apportioned by the HCD among each of the state’s official regions, which are represented by councils of government. A local jurisdiction’s fair share of regional housing need is the number of additional dwelling units that will need to be constructed during a given 8-year planning period. Once a local government has received its final RHNA, it must revise its Housing Element to show how it plans to accommodate its portion of the region’s housing need.

Senate Bill 9, Housing Development Approvals

Senate Bill (SB) 9 amended land use provisions within the California Government Code to require ministerial approval of a housing development with no more than two primary units in a single-family zone, the subdivision of a parcel in a single-family zone into two parcels, or both. SB 9 facilitates the creation of up to four single-family housing units in the lot area typically used for one single-family home. SB 9 contains eligibility criteria addressing environmental site constraints (e.g., wetlands, wildfire risk, etc.), anti-displacement measures for renters and low-income households, and the protection of historic structures and districts. Key provisions of the law require a local agency to modify or eliminate objective development standards on a project-by-project basis if they would prevent an otherwise eligible lot from being split or prevent the construction of up to two units of at least 800 square feet in size. As ministerial actions, SB9 eligible housing projects would not be subject to discretionary review under CEQA.

Regional

Southern California Association of Governments

SCAG is the Metropolitan Planning Organization for six counties: Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial Counties. As the designated Metropolitan Planning Organization, SCAG is mandated to research and develop plans for transportation, growth management, hazardous waste management, and air quality. SCAG is responsible for planning efforts that result in the Regional Transportation Plan (RTP) and the Federal Transportation Improvement Program; SCAG also develops the Sustainable Communities Strategy (SCS) to reduce greenhouse gas emissions as required by the Sustainable Communities and Climate Protection Act (Senate Bill 375).

SCAG is responsible for developing demographic projections; developing land use, housing, employment, transportation programs and strategies for South Coast Air Quality Management District; ensuring that the RTP and the Federal Transportation Improvement Program conform to the State Implementation Plans for transportation-related criteria pollutants, per the Clean Air Act; preparing the Regional Housing Needs Assessment, including planning for future population, housing, and employment growth throughout the SCAG region; and preparing the Southern California Hazardous Waste Management Plan. SCAG is the responsible agency for developing and adopting regional housing, population, and employment growth forecasts within the SCAG region. SCAG’s

demographic data is developed to enable the proper planning of infrastructure and facilities to adequately meet the needs of the anticipated growth. Growth forecasts contained in the RTP/SCS for Los Angeles County are used in this section to analyze population, housing, and employment forecasts.

Regional Transportation Plan/ Sustainable Communities Strategy

The RTP is a long-range transportation plan that is developed and updated by SCAG every 4 years to guide transportation investments throughout the region. The SCS is a required element of the RTP that integrates land use and transportation strategies to achieve California Air Resources Board emissions reduction targets pursuant to Senate Bill 375. On September 3, 2020, the SCAG Regional Council adopted the 2020-2045 RTP/SCS (Connect SoCal). Connect SoCal includes goals to increase mobility and enhance sustainability for the region's residents and visitors and encompasses three principles to improve the region's future: mobility, economy, and sustainability. In addition, Connect SoCal provides a regional investment framework to address the region's transportation and related challenges, while enhancing the existing transportation system and integrating land use into transportation planning (SCAG 2020a).

To address the mobility challenge of the region's continuing roadway congestion, Connect SoCal proposes transportation investments in transit; passenger and high-speed rail; active transportation; transportation demand management; transportation systems management; highways; arterials; goods movement; aviation and airport ground access; and operations and maintenance projects. Connect SoCal recommends local jurisdictions accommodate future growth within existing urbanized areas, particularly near existing transit, to reduce vehicle miles traveled (VMT), congestion, and greenhouse gas emissions. The Connect SoCal approach to sustainably manage growth and transportation demand would reduce the distance and barriers between new housing, jobs, and services and would reduce vehicle travel and greenhouse gas emissions. As part of Connect SoCal, SCAG develops population and housing forecasts for the SCAG region and for the jurisdictions that make up the SCAG region.

Regional Housing Needs Allocation

The RHNA is mandated by the State Housing Law as part of a periodic process of updating local housing elements in city and county general plans. The RHNA is produced by SCAG and contains a forecast of housing needs within each jurisdiction within the SCAG region for 8-year periods. The RHNA provides an allocation of the existing and future housing needs by jurisdiction that represents the jurisdiction's fair share allocation of the projected regional population growth. The future housing needs allocations are broken down by income level so that each jurisdiction is responsible for the development of affordable housing units to meet future housing needs.

SCAG is required to develop a final RHNA methodology to distribute existing and projected housing need for the 6th Cycle RHNA for each jurisdiction, which will cover the planning period October 2021 through October 2029. There are several guiding principles that SCAG staff has developed to use as the basis for developing the distribution mechanism for the RHNA methodology. These principles are based on the input and guidance provided by the RHNA Subcommittee during their discussions on RHNA methodology between February 2019 and June 2019.

1. The housing crisis is a result of housing building not keeping up with growth over the last several decades. The RHNA allocation for all jurisdictions is expected to be higher than the 5th RHNA cycle.
2. Each jurisdiction must receive a fair share of their regional housing need. This includes a fair share of planning for enough housing for all income levels, and consideration of factors that indicate areas that have high and low concentration of access to opportunity.

- It is important to emphasize the linkage to other regional planning principles to develop more efficient land use patterns, reduce greenhouse gas emissions, and improve overall quality of life.

HCD provided SCAG a final regional determination of 1,341,827 units for the 6th Cycle RHNA on October 15, 2019. Following the formal distribution of draft RHNA allocations based on the Final RHNA methodology and a separate appeals phase described in Government Code 65584.05 et seq., RHNA allocations were adopted on March 4, 2021, by the SCAG Regional Council and approved by HCD on March 22, 2021, and later modified on July 1, 2021. Based on SCAG’s determination of existing need and projected needs, which considers anticipated vacancies and projected household growth, the regional existing need for additional housing units has been determined to be 836,857 units, and the regional projected need is 504,970 units (SCAG 2020a). HCD’s regional determination of 1,341,827 exceeds SCAG’s 2020–2045 household growth forecast of 1,297,000 by 3.68% (SCAG 2020b).

SCAG’s 6th Cycle RHNA allocation to local jurisdictions based on the Regional Council-approved Final RHNA Methodology described above includes the allocations shown in Table 4.14-1.

Table 4.14-1. SCAG’s 6th Cycle Final RHNA Allocation

Total	Very-Low Income	Low Income	Moderate Income	Above Moderate Income
SCAG Region				
1,341,827	351,796	206,807	223,957	559,267
Los Angeles County				
812,060	217,273	123,022	131,181	340,384
Unincorporated Los Angeles County				
90,052	25,648	13,691	14,180	36,533
South Bay Planning Area				
6,775		2,954		3,801

Source: SCAG 2020c, County of Los Angeles 2023a

Note that the state-mandated RHNA allocations provided above in Table 4.14-1 require planning for units to be developed, but do not require the actual construction of allocated units by 2029. Planning for each jurisdiction includes ensuring that there are enough sites with the appropriate land use/zoning to accommodate development.

Local

Los Angeles County 2035 General Plan

The Los Angeles County General Plan guides policy for land use across unincorporated Los Angeles County. The following provides a summary of the most applicable population and housing-related goals and policies across General Plan Elements that pertain to the Project and is not a comprehensive list (County of Los Angeles 2015). The South Bay Area Plan would support and/or would not conflict with the implementation of the following goals and policies:

Land Use Element. The following goals and policies are relevant to the Project:

- Goal LU 2** Community-based planning efforts that implement the General Plan and incorporate public input, and regional and community level collaboration.

Policy LU 2.7 Set priorities for Planning Area-specific issues, including transportation, housing, open space, and public safety as part of community-based planning efforts.

Goal LU 5 Vibrant, livable and healthy communities with a mix of land uses, services, and amenities.

Policy LU 5.1: Encourage a mix of residential land use designations and development regulations that accommodate various densities, building types, and styles.

Policy LU 5.2: Encourage a diversity of commercial and retail services, and public facilities at various scales to meet regional and local needs.

Policy LU 5.9 Preserve key industrially designated land for intensive, employment-based uses.

Policy LU 5.10 Encourage employment opportunities and housing to be developed in proximity to one another.

Economic Development Element. The following goals and policies are relevant to the Project:

Goal ED 1 An economic base and fiscal structure that attract and retain valuable industries and businesses.

Policy ED 1.1 Encourage a diverse mix of industries and services in each Planning Area.

Policy ED 1.4 Encourage the expansion and retention of targeted industries and other growth economic sectors, such as the entertainment industry, aerospace industry, agriculture, transportation/logistics, healthcare, biomed/biotech, hospitality and tourism.

Goal ED 2 Land use practices and regulations that foster economic development and growth.

Policy ED 2.1 Protect industrial lands, especially within Employment Protection Districts, from conversion to non-industrial uses.

Policy ED 2.5 Encourage employment opportunities to be located in proximity to housing.

Policy ED 2.7 Incentivize economic development and growth along existing transportation corridors and in urbanized areas.

Policy ED 2.8 Streamline the permit review process and other entitlement processes for businesses and industries.

Goal ED 4 Enhanced revitalization activities.

Policy ED 4.4 Incentivize infill development in urban and suburban areas that revitalizes underutilized commercial and industrial areas.

Goal ED 5 A skilled and educated workforce.

Policy ED 5.1 Attract and retain highly-skilled graduates, in particular, graduates of science and engineering programs.

Housing Element. The Housing Element is one of the seven required General Plan elements mandated by state law. State law requires that each jurisdiction’s Housing Element consist of “identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, and scheduled program actions for the preservation, improvement and development of housing” (California Government Code Section 65583). The Housing Element must analyze and plan for housing for all segments of the community. The revised 6th Cycle Housing Element Update 2021-2029 (Housing Element) was adopted by the Los Angeles County Board of Supervisors on May 17, 2022, and certified by HCD on May 27, 2022 (HCD 2022a, 2022b). As shown above in Table 4.14-1, of the 812,060 RHNA units required to be accommodated in Los Angeles County, 90,052 must be planned for in the unincorporated areas of the County.

The following represent goals and policies from the Housing Element (County of Los Angeles 2022a):

Strategy 1 Ensure Housing Availability. The State recognizes that housing availability is an issue of "vital State-wide importance." The County places particular emphasis on providing housing opportunities to extremely low, very low, low, and moderate income households, and those with special needs. Accordingly, the following policies are designed to guide future development toward the production of a diverse housing supply to meet the varied needs of the population as a whole.

Goal 1 A wide range of housing types in sufficient supply to meet the needs of current and future residents, particularly for persons with special needs, including but not limited to: extremely low, very low and low income households, seniors, persons with disabilities (including those with developmental disabilities), large households, female-headed households, people experiencing homelessness and at risk of homelessness, and farmworkers.

Policy 1.1 Identify and maintain an adequate inventory of sites to accommodate the County's RHNA.

Policy 1.2 Remove regulatory barriers that constrain the provision and preservation of housing for acutely low, extremely low, very low, low, and moderate income households and those with special needs.

Policy 1.4 Assist housing developers to identify and consolidate suitable sites for developing housing for acutely low, extremely low, very low, low, and moderate income households and those with special needs.

Goal 2 Communities with equitable access to employment opportunities, community facilities and services, and amenities.

Policy 2.1 Support the development of housing for acutely low, extremely low, very low, low, and moderate income households and those with special needs near employment, transit, services, and other community amenities and facilities such as parks.

Policy 2.2 Encourage multifamily residential and mixed use developments along major commercial and transportation corridors.

- Strategy 2** Ensure Housing Affordability. To accommodate the housing needs of all economic segments of the population, the County must ensure a housing supply that offers a range of choices. A variety of mechanisms should be explored to enhance affordability.
- Goal 3** A housing supply that ranges broadly in costs to enable all households, regardless of income, to secure adequate housing.
- Policy 3.1** Promote mixed-income neighborhoods and a diversity of housing types throughout the unincorporated Los Angeles County to increase housing choices for all economic segments of the population.
- Strategy 3** Stabilize Housing Supply. The conservation of existing housing maintains a healthy and diverse housing supply.
- Goal 6** Neighborhoods with a stable supply of housing that is affordable to residents of all income levels and facilitates aging in place.
- Policy 6.1** Conserve existing deed-restricted affordable housing that is at risk of converting to market-rate housing.
- Policy 6.2** Ensure no net loss of affordable housing when new development occurs.
- Goal 7** Protection against residential displacement.
- Policy 7.5** Facilitate the replacement of units damaged or destroyed in a disaster, and the health and safety of residents displaced by the disaster.
- Strategy 5** Affirmatively Further Fair Housing and Ensure Equity. The opportunity to obtain adequate housing without discrimination is not only an integral part of creating and maintaining a diverse housing supply, but also an important strategy for equitable development.
- Goal 10** Accessibility to adequate housing for all persons without discrimination in accordance with state and federal fair housing laws.
- Policy 10.1** Support the distribution of affordable housing, shelters, and transitional housing in geographically and economically diverse locations throughout unincorporated Los Angeles County, and when possible, locate near support services and facilities.
- Policy 10.5** Ensure consistency with the Anti-Racism, Diversity, and Inclusion Initiative (ARDI) through equitable and sustainable land use policy.
- Strategy 6** Ensure Sustainability in Housing Production. To meet state, regional, and local sustainability goals, the County must minimize the negative impacts of housing production on the environment. The Housing Element, however, encourages planned housing in areas covered by a County-approved area plan or specific plan that has been analyzed by the County under the California Environmental Quality Act and that plans for housing, affordable housing, natural resource protection, open space preservation, adequate water

supplies, necessary infrastructure, wildfire protection, energy conservation, and other sustainable development features.

Goal 11 Alignment of housing production with state and local sustainability goals in order to protect natural resources, reduce greenhouse gas emissions, and foster climate resilience.

Policy 11.1 Ensure consistency with the Our County Sustainability Plan through equitable and sustainable land use policy.

Policy 11.2 Ensure consistency with the County’s Green Building Standards (Title 31) to enhance building design and construction and encourage sustainable construction practices.

Policy 11.3 Support policies and programs that aim to reduce resource consumption, such as solar panel installation, cool roof installation, back-up battery power, and incentivization of housing near transit.

Policy 11.4 Prioritize and concentrate new housing developments in areas intended to reduce environmental impacts and with adequate existing and planned infrastructure, such as road networks and water supply, including any areas covered by a County-approved specific plan or area plan that plans for housing, affordable housing, natural resource protection, open space preservation, adequate water supplies, necessary infrastructure, wildfire protection, energy conservation, and other sustainable development features.

Existing Community-Based and Specific Plans

The West Carson Transit Oriented District (TOD) Specific Plan and the Vision Lennox Plan are the only existing community-based or specific plans applicable to the Project area. These plans are discussed in further detail below.

West Carson Transit Oriented District Specific Plan. The West Carson TOD Specific Plan, adopted in 2018, guides transit-oriented development to create a distinct identity; improve connections and access for all users; and improve the safety, economic vitality, and overall quality of life for the West Carson community. The West Carson TOD Specific Plan area covers approximately 319 acres in West Carson within a half-mile radius of the Los Angeles County Metropolitan Transportation Authority’s (Metro’s) Carson Station, a bus rapid-transit stop along a designated bus lane adjacent to Interstate 110. This area also includes the Harbor-UCLA Medical Campus. As such, the West Carson TOD Specific Plan area is well suited for infill development, including higher density housing and mixed uses surrounding existing major commercial, employment, and civic activity nodes (County of Los Angeles 2018a). The intent of the West Carson TOD Specific Plan is to expand opportunities for compact, infill development that is compatible with and supports the intensification of Harbor-UCLA Medical Center yet is sensitive to the existing single-family neighborhoods. Ongoing implementation of the West Carson TOD Specific Plan will result in 2,271 additional dwelling units, 5,961 additional residents, and 3,052 additional jobs in the West Carson TOD Specific Plan area (County of Los Angeles 2018b).

Vision Lennox. Vision Lennox, adopted in 2010, is a County-led community plan that identifies a series of key strategies to implement the vision of the community and address current challenges faced by the community. Vision Lennox also identifies visions for Lennox Boulevard and Hawthorne Boulevard, two primary commercial/mixed-use corridors within the community. Lennox Boulevard, west of Hawthorne Boulevard, is an area with a well-defined

urban character with the potential to be a “main street” that matches the desired nature and character of the community. Hawthorne Boulevard can be repositioned and transformed into a vibrant and pedestrian friendly corridor to be in better balance with the needs of pedestrians, ground floor retail, cyclists, and transit users through streetscape improvements. Ongoing implementation of Vision Lennox would not result in any additional dwelling units, residents, or jobs (County of Los Angeles 2010).

4.14.1.2 Existing Environmental Conditions

The following discussion details the existing environmental conditions related to population and housing, focusing on the Project area’s existing population, housing, and employment numbers, the existing jobs-housing balance, the County’s General Plan buildout projections, regional projections based on SCAG’s Connect SoCal, and projected jobs-housing balance.

Project Area Population, Housing, and Employment

Under existing conditions, the Project area is located within an urbanized environment of unincorporated Los Angeles County. As shown in Table 4.14-2, Existing Conditions, below, the Project area includes approximately 22,540 dwelling units across the seven communities based on the Los Angeles County Office of the Assessor 2022 parcel data. According to County estimates based on U.S. Census data, the total population across the Project area is approximately 68,275 residents (County of Los Angeles 2023b). The total employment in the Project area is 15,331 jobs based on U.S. Census data (U.S. Census 2020).¹

¹ Employment data was estimated for the Project area and each Project area community using the U.S. Census Bureau’s “OnTheMap”, a web-based mapping and reporting application that shows where workers are employed. Estimates provided in this table reflect employment data from 2020, which was the most recent year for which data was available and compatible with OnTheMap application at the time of NOP publication for this Draft PEIR (U.S. Census 2020).

Table 4.14-2. Existing Conditions

Project Area (All South Bay Planning Area Unincorporated Communities)	Unincorporated Community							
	Alondra Park / El Camino Village	Del Aire / Wiseburn	Hawthorne Island	La Rambla	Lennox	West Carson	Westfield / Academy Hills	
Existing Conditions								
Total Dwelling Units (DU) ^a	23,065	3,049	3,721	592	641	5,480	8,697	885
<i>DU on Parcels Subject to Proposed Land Use Changes*</i>	3,048	406	369	—	181	1,182	910	—
Total Population ^b	68,275	8,520	10,060	2,533	2,005	20,008	22,991	2,158
<i>Population on Parcels Subject to Proposed Project Land Use Changes*</i>	11,164	1,267	1,504	—	565	3,688	2,833	—
Total Employment ^c	15,331	2,313	1,514	146	498	2,032	8,384	444
<i>Employment on Parcels Subject to Proposed Project Land Use Changes*</i>	2,760	983	205	—	833	127	612	—

Source: Appendix B-1; County of Los Angeles 2023b; U.S. Census 2020

Notes: DU = dwelling units; There are no General Plan land use changes proposed within the communities Hawthorne Island or Westfield/Academy Hills (as such, these communities show no existing dwelling units, population, or employment on parcels subject to proposed land use changes).

- a. Existing dwelling units for the Project area are based on the Los Angeles County Office of the Assessor 2022 parcel data, as provided in Appendix B-1 of this Draft PEIR.
 - b. Existing population is derived from County estimates based on U.S. Census data (County of Los Angeles 2023b).
 - c. Employment data was estimated for the Project area and each Project-area community using the U.S. Census Bureau's "OnTheMap", a web-based mapping and reporting application that shows where workers are employed. Estimates provided in this table reflect employment data from 2020, which was the most recent year for which data was available and compatible with OnTheMap application at the time of NOP publication for this Draft PEIR (U.S. Census 2020).
- * Existing DU on Parcels Subject to Proposed Project Land Use Changes, Population on Parcels Subject to Proposed Project Land Use Changes, and Employment on Parcels Subject to Proposed Project Land Use Changes are derived from Appendix B-1 of this Draft PEIR, which includes Los Angeles County Office of the Assessor parcel data from 2022 (the most recent year for which data was available).

Existing Jobs-Housing Balance

A jobs-housing balance is a ratio that indicates the number of available jobs in the Project area compared to the number of available housing units. The ratio is one potential indicator of a community’s ability to reduce commuter traffic and overall vehicle miles traveled (VMT) by maintaining a balance between employment and housing in close proximity (e.g., within the Project area limits).

A general measure of the balance of a community's employment opportunities with the needs of its residents is through a “jobs–housing balance” test. A balanced community would have a match between employment and housing opportunities so that most of the residents could also work in the community. SCAG defines a balanced community as an area extending about 14 miles around an employment center with a ratio of 1.0 to 1.29 jobs per household and the U.S. Environmental Protection Agency states that a jobs-to-housing ratio of 0.75 to 1.5 is considered beneficial for reducing VMT (SCAG 2001; U.S. EPA 2014). Under existing conditions, it is estimated that the Project area (as detailed above in Table 4.14-2) contains 23,065 dwelling units and 15,331 jobs. As such, the Project area currently has a 0.67 job-to-housing ratio², which is considered a housing-rich community.

Los Angeles County General Plan Buildout

The Los Angeles County General Plan Update Draft EIR analyzed buildout projections of each of the planning areas for anticipated population, housing, and employment growth for the year 2035 (County of Los Angeles 2014a). As shown in Table 4.14-3, prior to the May 2022 adoption and certification of the Housing Element and preparation of this Draft PEIR, the County anticipated a buildout within the South Bay Planning Area of approximately 28,200 dwelling units, 92,353 residents, and 27,582 jobs by 2035. This represents a projected change from a 0.90 jobs-housing ratio in 2013 to 0.98 jobs-housing ratio in 2035. (However, as stated above, the current jobs-to-housing ratio in the Project area is 0.67.)

Table 4.14-3. General Plan 2035 Buildout Projections

	2013 ^a	2035
Unincorporated Los Angeles County ^b		
Dwelling Units	300,478	659,409
Population	1,066,414	2,356,890
Employment	252,659	467,736
South Bay Planning Area (Project area)		
General Plan Buildout Projections		
Dwelling Units	19,952	25,929
Population	69,474	86,392
Employment	17,984	24,530
West Carson TOD Specific Plan Growth Projections ^b		
Dwelling Units	—	2,271
Population	—	5,961
Employment	—	3,052
Total Planned Buildout		
Dwelling Units	—	28,200

² 15,331 jobs / 23,065 dwelling units = 0.6647 or approximately 0.67

Table 4.14-3. General Plan 2035 Buildout Projections

	2013 ^a	2035
Population	—	92,353
Employment	—	27,582
Jobs-Housing Ratio	0.90	0.98

Source: County of Los Angeles 2014a, Table 5.13-3; County of Los Angeles 2018b

Note: “—” = Not Applicable

- 2013 represents the baseline year for the Los Angeles County General Plan Update (County of Los Angeles 2014a).
- Since the adoption of the 2035 General Plan, the County approved the West Carson TOD Specific Plan, which projected an increase in population, housing, and employment for the West Carson TOD Specific Plan area (County of Los Angeles 2018b).

6th Cycle Housing Element Update 2021-2029

As discussed above in Section 4.14.1.1, Regulatory Setting, state law requires that each jurisdiction’s Housing Element consist of “identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, and scheduled program actions for the preservation, improvement and development of housing” (California Government Code Section 65583). As shown above in Table 4.14-1, the Housing Element must plan for accommodation of 90,052 additional RHNA dwelling units in the unincorporated areas of the County by 2029. In order to plan for these additional units, preparation of the Housing Element involved an “adequate sites analysis,” which was a complex site selection process that analyzed over 200,000 parcels within the unincorporated County to determine the sites most appropriate for accommodation of additional housing to be implemented through land use changes) (County of Los Angeles 2021). The sites selected for potential land use redesignation were initially screened based on size, General Plan land use designation, and County Assessor data (County of Los Angeles 2021). The sites were then filtered by staff using additional criteria to determine if the sites were developable and met the requirements of the State Housing Element Law. The final list of sites selected for redesignation was further refined based on stakeholder engagement (County of Los Angeles 2021).

Through the adequate sites analysis, land use changes were identified to accommodate additional RHNA units in the Project-area communities of Alondra Park/El Camino Village (3,031 RHNA units), Del Aire/Wiseburn (358 RHNA units), La Rambla (1,716 RHNA units), and Lennox (490 RHNA units), for a total of 5,595 additional RHNA units. Implementation of the Housing Element’s identified land use changes would ensure that there are enough sites with the appropriate land use to accommodate development of allocated RHNA units; however, implementation of the Housing Element does not require the actual construction of allocated units by 2029. Any construction of new dwelling units would be at the behest of private landowners and subject to market conditions.

Regional Projections

As detailed above, SCAG’s Connect SoCal was adopted in September 2020. This plan includes a comprehensive update to the region’s growth forecast. A combination of forecasts for population, households, and employment within the SCAG region and Los Angeles County, as included SCAG’s Demographics and Growth Forecast Technical Report (SCAG 2020d), are presented below in Table 4.14-4.

Table 4.14-4. SCAG/Connect SoCal 2045 Buildout Projections

	2020/2016*	2045	Total Change	Percent Change
SCAG Region				
Population	19,518,000	22,504,000	2,986,000	19.5%
Households	6,333,000	7,633,000	1,300,000	27.0%

Table 4.14-4. SCAG/Connect SoCal 2045 Buildout Projections

	2020/2016*	2045	Total Change	Percent Change
Population	19,518,000	22,504,000	2,986,000	19.5%
Los Angeles County (Incorporated and Unincorporated)				
Population	10,407,000	11,674,000	1,267,000	12.2%
Households	3,472,000	4,119,000	647,000	24.1%
Employment	4,838,000	5,382,000	544,000	13.5%
Los Angeles County (Unincorporated)				
Population	1,044,500*	1,258,000	213,500	20.4%
Households	294,800*	419,300	124,500	42.2%
Employment	269,100*	320,100	51,000	19.0%

Source: SCAG 2020d, Tables 13 and 14

* Connect SoCal's Demographics And Growth Forecast (SCAG 2020d) only provides 2016 existing conditions data for unincorporated Los Angeles County areas (as opposed to 2020 data for the broader SCAG region and the combined incorporated/unincorporated areas of Los Angeles County).

According to Connect SoCal data, on a national level, the population growth rate has slowed, with the U.S. Census Bureau projecting a decrease in national annual growth rate from about 0.75% in 2016 to approximately 0.40% by the 2040s. In the SCAG region, the annual growth rate is similarly projected to slow down, from about 0.85% in 2020 to about 0.45% by 2045. While annual growth rates are at a historic low; an increase to the total population is expected. As demonstrated in Table 4.14-4, in the broader SCAG region, Connect SoCal data anticipates a total population increase of 19.5% or approximately 3 million new residents between 2020 and 2045. For the unincorporated areas of Los Angeles County, Connect SoCal data anticipates a total population increase of 20.4% or approximately 213,500 new residents between 2016 and 2045 (SCAG 2020d).

According to SCAG, for the purpose of determining consistency with Connect SoCal for the California Environmental Quality Act (CEQA), lead agencies, such as local jurisdictions, have the sole discretion in determining a local project's consistency; consistency should be evaluated utilizing the goals and policies of Connect SoCal and its associated PEIR. Connect SoCal does not supersede or otherwise affect local jurisdiction authority or decisions on future development, including entitlements and development agreements. There is no obligation by a jurisdiction to change its land use policies, General Plan, or regulations to be consistent with Connect SoCal (SCAG 2020e).

4.14.2 Environmental Impacts

4.14.2.1 Methodology

As described in Chapter 3, Project Description, the South Bay Area Plan is a policy document that does not include or propose any site-specific development that could directly result in construction or operational impacts to the environment. Rather, implementation of the South Bay Area Plan would result in changes to land use designations and amendments to the County Code, which would allow for additional future development/redevelopment to occur. Therefore, this Draft PEIR does not assess the site-specific construction and operation details of each future development within the Project area. Instead, it assesses the impacts associated with changes to existing land uses and the associated overall effects of buildout of the South Bay Area Plan through 2045, where reasonably foreseeable physical changes to the environment could occur.

Project-Related Population

Table 3-3, Population and Housing Buildout for the Project Area in Chapter 3, Project Description of this Draft PEIR, shows the Project-related population projections for the Project area and each of the seven Project-area communities, as detailed below:

- ***Alondra Park/El Camino Village.*** Implementation of the Project would result in approximately 9,876 additional residents.
- ***Del Aire/Wiseburn.*** Implementation of the Project would result in approximately 3,183 additional residents.
- ***Hawthorne Island.*** Implementation of the Project would not result in any additional residents.
- ***La Rambla.*** Implementation of the Project would result in approximately 5,354 additional residents.
- ***Lennox.*** Implementation of the Project would result in approximately 2,962 additional residents.
- ***West Carson.*** Implementation of the Project would result in approximately 9,370 additional residents.
- ***Westfield/Academy Hills.*** Implementation of the Project would not result in any additional residents.
- ***South Bay Area Plan (Total).*** Implementation of the Project would result in approximately 30,745 additional residents.

Project-Related Housing

Table 3-3 in Chapter 3 of this Draft PEIR also shows the Project-related housing projections for the Project area and each of the seven Project-area communities, as detailed below:

- ***Alondra Park/El Camino Village.*** Implementation of the Project would result in approximately 3,165 additional dwelling units.
- ***Del Aire/Wiseburn.*** Implementation of the Project would result in approximately 1,020 additional dwelling units.
- ***Hawthorne Island.*** Implementation of the Project would not result in any additional dwelling units.
- ***La Rambla.*** Implementation of the Project would result in approximately 1,716 additional dwelling units.
- ***Lennox.*** Implementation of the Project would result in approximately 949 additional dwelling units.
- ***West Carson.*** Implementation of the Project would result in approximately 3,003 additional dwelling units.
- ***Westfield/Academy Hills.*** Implementation of the Project would not result in any additional dwelling units.
- ***South Bay Area Plan (Total).*** Implementation of the Project would result in approximately 9,853 additional dwelling units.

Project-Related Employment

Table 3-4, Employment Buildout for the Project Area, in Chapter 3 of this Draft PEIR shows the Project-related employment projections for the Project area and each of the seven Project-area communities, as detailed below:

- ***Alondra Park/El Camino Village.*** Implementation of the Project would result in approximately 54 additional jobs.
- ***Del Aire/Wiseburn.*** Implementation of the Project would result in approximately 15 additional jobs.
- ***Hawthorne Island.*** Implementation of the Project would result in approximately 4 additional jobs.
- ***La Rambla.*** Implementation of the Project would result in approximately 12 additional jobs.
- ***Lennox.*** Implementation of the Project would result in approximately 58 additional jobs.

- **West Carson.** Implementation of the Project would result in approximately 1,295 additional jobs.
- **Westfield/Academy Hills.** Implementation of the Project would result in approximately 2 additional jobs.
- **South Bay Area Plan (Total).** Implementation of the Project would result in approximately 1,440 additional jobs.

2035 vs. 2045 Project-Related Buildout

Buildout of the South Bay Area Plan (anticipated to occur through 2045) would result in population growth consisting of approximately 30,745 additional residents, 9,853 additional dwelling units, and 1,440 additional employees. As discussed above in Section 4.14.1.2, Existing Environmental Conditions, “planned” growth estimates used in this analysis are derived from both SCAG and County data sources; specifically, Connect SoCal and the General Plan, respectively. However, while SCAG projections are provided through 2045, General Plan projections are only provided through 2035. As the Project buildout year is 2045, population, housing, and employment growth projections for the Project do not align with projections set forth by the County in the General Plan. In order to compare Project-related growth to planned growth anticipated under the General Plan, buildout of the Project has been amortized over 21 years (i.e., 2024 to 2045). With an assumed growth rate of 5% per annum, or approximately 469 dwelling units,³ 1,464 residents,⁴ and 69 jobs per year,⁵ the Project would result in an additional 5,630 dwelling units,⁶ 17,569 residents,⁷ and 823 jobs between 2024 and 2035.⁸ In order to determine whether the Project would result in substantial unplanned population growth, the Project-related buildout through 2035 is compared to planned buildout of the Project area anticipated to occur under the General Plan through 2035, while Project-related buildout through 2045 is compared to Connect SoCal 2045 buildout estimates for the unincorporated County.

Key Concepts, Terminology, and Approach

Planned Growth. For the purposes of this analysis, “planned growth” is the existing buildout potential on parcels that would be subject to proposed-Project land use changes, less the current number of dwelling units, residents, or jobs on these parcels. Under existing General Plan land use designations, parcels subject to proposed land use changes could accommodate up to 4,646 dwelling units,⁹ 14,496 residents,¹⁰ and 5,280 jobs (Appendix B-1).¹¹ The potential buildout on these parcels under existing General Plan land use designations is incorporated into both SCAG Connect SoCal and General Plan buildout projections (SCAG 2020d; County of Los Angeles 2014a). Accounting for the existing conditions provided above in Table 4.14-2 (i.e., 3,048 dwelling units, 11,164 residents, and 2,760 jobs) the remaining allowable growth (or “planned growth”) on these parcels equates to 1,598

³ 9,951 additional Project-related dwelling units / 21 years = approximately 469 additional dwelling units per year

⁴ 31,051 additional Project-related residents / 21 years = approximately 1,464 additional residents per year

⁵ 1,435 additional Project-related jobs / 21 years = approximately 69 additional jobs per year

⁶ 474 additional dwelling units per year × 12 years = approximately 5,630 dwelling units

⁷ 1,479 additional Project-related residents per year × 12 years = approximately 17,569 residents

⁸ 68 additional Project-related jobs per year × 12 years = approximately 823 jobs

⁹ Dwelling unit calculations assume 80% of the maximum allowable residential density, in accordance with existing General Plan land use designations (e.g., Residential 9 [9 dwelling units per acre], Residential 18 [18 dwelling units per acre], Residential 30 [30 dwelling units per acre], Mixed Use [150 dwelling units per acre]).

¹⁰ Population estimates are based on projected dwelling units and assume 3.12 persons per household, which represents the weighted average persons per household for the Project area.

¹¹ Existing employment estimates are based on maximum allowable buildout under existing General Plan land use designations. Maximum building square footage was calculated based on parcel size (provided in Appendix B-1 and based on Los Angeles County Office of the Assessor parcel data from 2022) assuming 100% commercial and industrial buildout for General Commercial (CG) and Light Industrial (IL) parcels, respectively, with a maximum FAR of 1.0, and a 15% commercial buildout for Mixed Use (MU) parcels. An employment generation factor of 511 square feet per employee was applied to CG and MU parcels, while an employment generation factor of 1,306 square feet per employee was applied to IL parcels. Employment generation factors were derived from Appendix B of the General Plan Buildout Methodology (i.e., “General Commercial” and “Light Industrial”) (County of Los Angeles 2014b).

additional dwelling units,¹² 3,332 additional residents,¹³ and 2,520 additional jobs¹⁴ beyond the existing conditions.

Substantial Unplanned Population Growth. As defined herein, “unplanned population growth” is an estimated population increase that is not included in population forecasts for a specified area or region, as set forth in local or regional planning documents. An increase in housing units would induce population growth in the region, and while the South Bay Area Plan does not propose any direct development, it would implement land use changes to allow for more dense development to occur in select areas. The determination of whether unplanned population growth is “substantial” is relative but can generally be determined by comparing the unplanned population growth to the planned population growth forecasts in terms of a ratio (e.g., a certain percentage of the forecasted population growth). A larger ratio would signify a more substantial potential impact. An analysis of whether the Project would induce substantial unplanned population growth is demonstrated by analyzing potential secondary effects of proposed land use changes (e.g., increased capacity for growth) and comparing those effects to planned growth projections anticipated by SCAG and the County.

Displacement. An impact related to the “displacement of housing or people” under CEQA is limited to the potential for displacement to result in adverse physical changes to the environment (e.g., necessitating the construction of housing elsewhere). This approach is consistent with Section 15382 of the State CEQA Guidelines, which states that “[a]n economic or social change by itself shall not be considered a significant impact on the environment.” As such, this section includes an analysis of 1.) the potential for the Project to result in displacement of people or housing, and 2.) the potential for such displacement to result in physical changes to the environment, such as the construction of replacement housing. An analysis of whether the Project would displace people or housing is demonstrated by analyzing potential secondary effects of proposed land use changes.

4.14.2.2 Thresholds of Significance

In accordance with the County's Environmental Checklist Form (Initial Study) and Appendix G of the State CEQA Guidelines, the applicable thresholds of significance with regard to population and housing are listed below. A project may have a significant impact if it would:

Threshold 4.14-1: 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).

Threshold 4.14-2: Displace substantial numbers of existing people or housing, especially affordable housing, necessitating the construction of replacement housing elsewhere.

4.14.2.3 Land Use Changes, Goals, and Policies

As discussed in Section 3.3.3, Project-Related Growth, of Chapter 3, Project Description, of this Draft PEIR, implementation of the Project would encourage future development in a manner consistent with the South Bay Area Plan (County of Los Angeles 2024), which would facilitate additional residential, commercial, and mixed-use development based on the following:

¹² 4,646 dwelling units – 3,578 dwelling units = 1,068 dwelling units.

¹³ 14,496 residents – 11,164 residents = 3,332 residents

¹⁴ 5,280 jobs – 2,760 jobs = 2,520 jobs

1. The Project would redesignate parcels within the Project-area communities of Alondra Park/El Camino Village, Del Aire/Wiseburn, Lennox, La Rambla, and West Carson to allow for residential development at higher densities than currently permitted. Under existing conditions, the sites affected are primarily designated as residential or commercial, and nearly all are occupied by existing development. The Project would facilitate development of approximately 9,853 additional dwelling units within the Project area, which would result in approximately 30,745 additional Project area residents. The proposed General Plan land use redesignations are illustrated in the following figures in Chapter 3, Project Description of this Draft PEIR: Figure 3-1a, Proposed General Plan Land Use, Alondra Park/El Camino Village; Figure 3-1b, Proposed General Plan Land Use, Del Aire/Wiseburn; Figure 3-1d, Proposed General Plan Land Use, La Rambla; Figure 3-1e, Proposed General Plan Land Use, Lennox; and Figure 3-1f, Proposed General Plan Land Use, West Carson.

2. The Project would amend applicable sections of the County Code to allow for the development of neighborhood-scale commercial uses (i.e., Accessory Commercial units [ACUs]) on corner lots within the Project area’s residential zones. The ACUs would be an accessory use to a primary residence and would be limited to one ACU per corner-residential lot. It is projected that approximately 12 parcels in the Project area may develop ACUs, which would generate approximately 23 new jobs. For a distribution of the residential zones within the Project area where ACUs would be permitted on corner lots, please refer to the following figures in Chapter 2, Environmental Setting of this Draft PEIR: Figure 2-4a, Existing Zoning, Alondra Park/El Camino Village; Figure 2-4b, Existing Zoning, Del Aire/Wiseburn; Figure 2-4c, Existing Zoning, Hawthorne Island; Figure 2-4d, Existing Zoning, La Rambla; Figure 2-4e, Existing Zoning, Lennox; Figure 2-4f, Existing Zoning, West Carson; and Figure 2-4g, Existing Zoning, Westfield/Academy Hills.

3. The Project would redesignate parcels in the communities of Alondra Park/El Camino Village, Del Aire/Wiseburn, Lennox, La Rambla, and West Carson to facilitate new commercial development. In total, the proposed land use changes would facilitate approximately 777,697 square feet of additional commercial use and 1,417 new employees.

The South Bay Area Plan’s areawide and community-specific goals and policies presented below are tailored towards the unique geographic, demographic, and social diversity in the unincorporated communities of the South Bay Planning Area and are consistent with the General Plan goals and policies applicable to the topics of population and housing listed in Section 4.14.1.1, above.

Areawide Goals and Policies

Goal LU 2	Increased housing opportunities through mixed-use and residential developments that provide a variety of housing options.
Policy LU 2.1	Missing Middle Housing. Promote diverse housing types that serve as “Missing Middle” housing, including duplexes, cottage courts, and townhomes, to support a diverse community across a mix of income levels, ages, and education levels.
Policy LU 2.2	Encourage Middle Housing in Underutilized Space. Consider adaptive-reuse opportunities in existing underutilized industrial and commercial spaces to provide missing middle housing.

Policy LU 2.3	Gentle Density. Encourage medium-density housing development on existing General Plan Land Use General Commercial sites to enhance commercial corridors and locate residents near destinations and amenities.
Policy LU 2.4	Medium-to-Higher-Density Housing. Facilitate opportunities for medium- to higher-density, mixed-income residential development and/or affordable housing in key growth areas.
Policy LU 2.6	Lot Consolidation. Encourage the development of small and undersized parcels, through lot consolidation or other means on commercial corridors, to facilitate housing and mixed-use development on smaller lots.
Goal ED 1	A thriving economy in the South Bay with a resilient and adaptable workforce.
Policy ED 1.1	Diverse Industries. Promote the continued growth of existing industry sectors within the Planning Area to maintain employment diversity. Facilitate regular engagement with existing industry sectors to understand their needs and growth potential.
Policy ED 1.2	Workforce Training. Support programs and training that enhance the skills and capabilities of the local workforce to align with the needs of diverse industries.
Policy ED 1.3	Education and Training Partnerships. Coordinate the activities of key regional workforce development system stakeholders, community colleges, businesses, K-12 institutions, and philanthropic partners.
Policy ED 1.4	Continuing Education. Promote continuing education and higher education opportunities for workers already in the workforce.
Goal ED 4	Support existing local and legacy businesses who contribute to the community identity of the Planning Area and provide local jobs.
Policy ED 4.1	Resources. Provide legacy businesses in focused growth areas with a variety of resources to ensure their continued presence and success.
Policy ED 4.2	Façade Beautification. Support beautification of existing businesses and encourage redevelopment of building façades.

Community-Specific Goals and Policies

Alondra Park/El Camino Village

Goal 1	Crenshaw Boulevard functions as a complete corridor that supports a variety of uses, including small and legacy businesses, and features an enhanced streetscape.
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Policy 1.1 Mixed Use Development. Support new mixed-use development along Crenshaw Boulevard to enable additional housing opportunities with commercial uses and amenities to serve residents.

Policy 1.2 Incremental Infill. Explore incremental infill development approaches along Crenshaw Boulevard north of Marine Avenue where parcel sizes are larger and more conducive for redevelopment to preserve existing businesses or facilitate the integration of legacy businesses in new developments.

Del Aire

Goal 1 New residential and mixed-use opportunities that are in proximity to high-frequency transit with supportive services and amenities.

Policy 1.1 Missing Middle Housing. Facilitate “Missing Middle” housing in the form of triplexes, quadplexes, and garden-style development in proximity to the Metro C Line Aviation/LAX Station to increase transit-accessible housing options.

Policy 1.6 Mixed-Use Development. Encourage mixed-use development along Aviation Blvd. with ground floor locally serving retail, restaurants, grocery, businesses, and community-serving uses.

Hawthorne Island

Goal 1 Well-designed, mixed-use Crenshaw Boulevard that balances preserving the existing commercial character while promoting “gentle density.”

Policy 1.1 Mixed Use Development. Encourage mixed-use development along Crenshaw Boulevard that prioritize housing through incentives, such as increased height maximums.

Goal 3 Industries that positively contribute to the community are supported.

Policy 3.1 Industry Partnerships. Establish strategic partnerships with companies to create a mutually beneficial environment to encourage economic growth and job creation within the community.

Policy 3.2 Workforce Development. Establish workforce development initiatives tailored to the needs of larger companies adjacent to Hawthorne Island.

La Rambla

Goal 1 A vibrant community that creates opportunities for a mix of uses that benefit the community and create defined places.

Policy 1.1 Mixed Use Development. Encourage mixed-use development at the intersection of 1st Street and Bandini Avenue with ground floor locally serving retail, businesses,

community-serving uses and amenities in walkable proximity to existing residential.

Policy 1.2 Mixed-Use Medical Hub. Support a mix of uses that complement the existing cluster of medical-oriented uses along 6th Street.

Policy 1.3 Diverse Housing Types. Promote a variety of housing types in the community, including senior and workforce housing, that can benefit from the concentration of healthcare related uses and jobs.

Goal 3 A preserved employment base that supports existing job-generating uses and legacy businesses.

Policy 3.1 Medical Node. Explore employment preservation as the community contains many existing job-generating uses, including the cluster of medical-oriented uses along 6th Street oriented around Providence Little Company of Mary Medical Center.

Policy 3.2 Incremental Infill. Explore infill development approaches that preserve existing businesses or the integration of legacy businesses in new developments along 1st Street.

Lennox

Goal 1 Enhanced Hawthorne and Lennox Boulevards that balance preserving commercial character and promoting “gentle density” to create well-designed, mixed-use places.

Policy 1.1 Mixed-Use Development. Encourage mixed-use developments along Hawthorne and Lennox Boulevards.

Policy 1.2 Local and Legacy Businesses. Support small and legacy business along Lennox and Hawthorne Boulevards through exploring business retention strategies, such as workforce development that aim to help preserve existing community assets, amenities, and jobs.

Goal 2 An enhanced Hawthorne/Lennox station area with housing options, neighborhood services, and supportive active transportation infrastructure where transit is a viable mode choice for residents and employees in Lennox.

Policy 2.1 Focused Growth. Facilitate a transit-oriented community that provides a variety of transit-accessible housing options, development with active ground floors, and publicly accessible open spaces.

Goal 5 A healthy community with a resilient workforce, where community histories are acknowledged and addressed.

Policy 5.3 Workforce Development. Support workforce development programs for residents who are employed in the transportation and warehousing, and manufacturing sectors to support the transition to cleaner and more sustainable industries.

West Carson

Goal 1 Enhanced corridors that balance preserving commercial character and promoting “gentle density” to create well-designed, mixed-use places.

Policy 1.1 Mixed-Use Development. Encourage mixed-use developments along Hawthorne and Lennox Boulevards.

Policy 1.2 Local and Legacy Businesses. Support small and legacy businesses through business retention strategies, such as workforce development that aim to preserve existing community assets, amenities, and jobs.

Policy 1.3 Diverse Housing Options. Facilitate “Missing Middle” housing in the form of triplexes, quadplexes, and garden-style apartments to increase housing options in West Carson’s established neighborhoods.

Goal 2 An enhanced Carson station area with housing options, neighborhood services, and supportive active transportation infrastructure that further supports the West Carson TOD Specific Plan.

Policy 2.1 West Carson Focused Growth. Support a transit-oriented community through updates to the West Carson TOD Specific Plan to further facilitate a variety of transit-accessible housing options, development with active ground floors, and publicly accessible open spaces.

Goal 8 Employment opportunities for residents.

Policy 8.1 Workforce Development. Support programs that enhance the skills and capability of the local workforce, specifically in the manufacturing and transportation and warehousing industries.

Policy 8.2 Large Employment Centers. Provide zoning and regulatory support to large employment centers, such as Harbor-UCLA Medical Center, to make it easier to operate and expand within the community.

Wiseburn

Goal 1 Context appropriate development that positively contributes to the existing community fabric, provides amenities, and benefits community members.

Policy 1.1 Mixed Use Development. Support new mixed-use development along Inglewood Avenue to enable additional housing opportunities with commercial uses and amenities to serve residents.

Policy 1.3 El Segundo Boulevard. Enhance El Segundo Boulevard through preserving commercial character and promoting “gentle density” to create well-designed, mixed-use places.

Policy 1.4 Local and Legacy Businesses. Encourage small-scale commercial as part of new development and to help support and preserve local and legacy businesses.

4.14.2.4 Impact Analysis

Threshold 4.14-1 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)?

Significant and Unavoidable Impact. As described in Chapter 3, Project Description, the South Bay Area Plan is a policy document that does not include or propose any site-specific development that could directly result in construction or operational impacts to the environment. However, implementation of the South Bay Area Plan would allow for development in a manner consistent with the South Bay Area Plan, which would facilitate additional future development (as discussed above in Section 4.14.2.3, Land Use Changes, Goals, and Policies). The Project’s proposed land uses, which would facilitate additional growth and development in the Project area, would be implemented through changes to the General Plan land use map, as well as through other proposed amendments to the Zoning Code, which are described in further detail in Section 3.3.4, South Bay Area Plan within Chapter 3. Section 4.14.2.1, Methodology, above, lists the Project’s anticipated population, housing, and employment buildout across each community. Project-facilitated growth anticipated due to implementation of the South Bay Area Plan would result in approximately 9,853 additional dwelling units, 30,745 additional residents, and 1,440 additional jobs. Under existing conditions, the total number of dwelling units for the Project area is 23,065, the total population is 68,275 residents, and the total employment is 15,331. All buildout is anticipated to occur by 2045, which is the horizon year for the South Bay Area Plan.

As discussed above in Section 4.14.1.2, Existing Environmental Conditions, buildout estimates used in this analysis are derived from both SCAG and County data sources; specifically, Connect SoCal and the General Plan, respectively. However, while SCAG projections are provided through 2045, General Plan projections are only provided through 2035. As the Project buildout year is 2045, population, housing, and employment growth projections for the Project do not align with projections set forth by the County in the General Plan. In order to compare Project-related growth to planned growth anticipated under the General Plan, buildout of the Project was amortized over 21 years (i.e., 2024 to 2045). With an assumed growth rate of 5% per annum, or approximately 469 dwelling units,¹⁵ 1,464 residents,¹⁶ and 69 jobs¹⁷ per year, the Project would result in an additional 5,630 dwelling units,¹⁸ 17,569 residents,¹⁹ and 823 jobs²⁰ between 2024 and 2035.

¹⁵ 9,853 additional Project-related dwelling units / 21 years = approximately 469 additional dwelling units per year

¹⁶ 30,745 additional Project-related residents / 21 years = approximately 1,464 additional residents per year

¹⁷ 1,440 additional Project-related jobs / 21 years = approximately 69 additional jobs per year

¹⁸ 469 additional dwelling units per year × 12 years = approximately 5,630 dwelling units

¹⁹ 1,464 additional Project-related residents per year × 12 years = approximately 17,569 residents

²⁰ 69 additional Project-related jobs per year × 12 years = approximately 823 jobs

The tables below compare the Project-related population and housing growth and buildout to the General Plan's 2035 planned growth and buildout for the Project Area (Table 4.14-5) and SCAG's Connect SoCal 2045 growth and buildout for the unincorporated County (Table 4.14-6).

Table 4.14-5. General Plan 2035: Planned and Unplanned Growth in the Project Area

Category	PROJECT AREA								
	General Plan (2035) (as modified by the West Carson TOD Specific Plan)								
	Existing Project-Area Conditions ^a	Planned Buildout in the Project Area ^b	Planned Growth in the Project Area ^c	Existing Conditions on Parcels Subject to Proposed Land Use Changes ^d	Planned Buildout on Parcels Subject to Proposed Land Use Changes ^e	Planned Growth on Parcels Subject to Proposed Land Use Changes ^f	2035 Project-Related Buildout ^g	2035 Project-Related Unplanned Growth ^h	Planned Buildout in the Project Area+ 2035 Project-Related Unplanned Growth
Housing (DU)	23,065	28,200	5,135	3,048	4,646	1,598	5,630	4,032	32,232
Population	68,275	92,353	24,078	9,510	14,496	4,986	17,569	12,583	104,936

Source: Appendix B-1; County of Los Angeles 2014a, Table 5.13-3; 2023b; U.S. Census 2020

Notes: DU = dwelling unit

- a. For further details related to existing Project-area conditions, please refer to Table 4.14-2. Existing Conditions, in Section 4.14.1.2, Existing Environmental Conditions, above.
- b. For further details related to planned buildout per the General Plan, please refer to Table 4.14-3 in Section 4.14.1.2, Existing Environmental Conditions, above.
- c. "Planned Buildout" - "Existing Project-Area Conditions" = "Planned Growth"
- d. For further details related to existing conditions on parcels subject to proposed land use changes, please refer to Table 4.14-2. Existing Conditions, in Section 4.14.1.2, Existing Environmental Conditions, above.
- e. Buildout calculations assume 80% of the maximum allowable residential density, in accordance with existing General Plan land use designations (e.g., Residential 9 [9 dwelling units per acre], Residential 18 [18 dwelling units per acre], Residential 30 [30 dwelling units per acre], Mixed Use [150 dwelling units per acre]). Existing and proposed General Plan land use designations are provided in Appendix B-1 of this Draft PEIR. Population estimates assume 3.12 persons per household, which represents the weighted average for the Project area.
- f. "Planned Buildout on Parcels Subject to Proposed Land Use Changes" - "Existing Conditions on Parcels Subject to Proposed Land Use Changes" = "Planned Growth on Parcels Subject to Proposed Land Use Changes"
- g. In order to compare Project-related buildout to planned growth anticipated under the General Plan for 2035, buildout of the Project was amortized over 21 years (i.e., 2024 to 2045). With an assumed growth rate of 5% per annum, or approximately 469 dwelling units and 1,464 residents, the Project would result in an additional 5,630 dwelling units, and 17,569 residents between 2024 and 2035.
- h. "2035 Project-Related Buildout" - "Planned Growth on Parcels Subject to Proposed Land Use Changes" = "2035 Project-Related Unplanned Growth"

Table 4.14-6. SCAG SoCal Connect 2045: Planned and Unplanned Growth in the Unincorporated County

Category	UNINCORPORATED COUNTY						
	SCAG Connect SoCal (2045)						
	Existing Unincorporated County Conditions	Planned Buildout in the Unincorporated County ^c	Planned Growth in the Unincorporated County ^d	Planned Growth on Parcels Subject to Proposed Land Use Changes ^e	2045 Project-Related Buildout	2045 Project-Related Unplanned Growth ^f	Planned Buildout in the Unincorporated County + 2045 Project-Related Unplanned Growth
Housing (DU)	315,357 ^a	419,300	103,943	1,598	9,853	8,255	427,555
Population	997,999 ^b	1,258,000	260,001	4,986	30,745	25,759	1,283,759

Sources: SCAG 2020d; DOF 2023

Notes: DU = dwelling unit

- The existing housing estimate for the unincorporated County area is derived from the State of California Department of Finance estimate for January 2023 (DOF 2023).
- The existing population estimate for the unincorporated County area is derived from the State of California Department of Finance estimate for January 2023 (DOF 2023).
- “Planned Buildout in the Unincorporated County” is derived from SCAG’s Connect SoCal: Current Context Demographics and Growth Forecast Technical Report (SCAG 2020d).
- “Planned Growth in the Unincorporated County” = “Planned Buildout in the Unincorporated County” – “Existing Unincorporated County Conditions”
- As shown above in Table 4.14-5, “Planned Growth on Parcels Subject to Proposed Land Use Changes” represents the existing buildout potential on parcels subject to proposed General Plan land use changes (i.e., 4,646 dwelling units), less the current existing dwelling units (i.e., 3,048 dwelling units). Buildout calculations assume 80% of the maximum allowable residential density, in accordance with existing General Plan land use designations (e.g., Residential 9 [9 dwelling units per acre], Residential 18 [18 dwelling units per acre], Residential 30 [30 dwelling units per acre], Mixed Use [150 dwelling units per acre]). Existing and proposed General Plan land use designations are provided in Appendix B-1 of this Draft PEIR. Population estimates assume 3.12 persons per household, which represents the weighted average for the Project area.
- “2045 Project-Related Unplanned Growth” = “2045 Project-Related Buildout” – “Planned Growth on Parcels Subject to Proposed Land Use Changes”

Table 4.14-7. SCAG SoCal Connect 2045: Planned and Unplanned Growth in Los Angeles County

Category	LOS ANGELES COUNTY (INCORPORATED AND UNINCORPORATED)						
	SCAG Connect SoCal (2045)						
	Existing Los Angeles County Conditions	Planned Buildout in Los Angeles County ^c	Planned Growth in Los Angeles County ^d	Planned Growth on Parcels Subject to Proposed Land Use Changes ^e	2045 Project-Related Buildout	2045 Project-Related Unplanned Growth ^f	Planned Buildout in Los Angeles County + 2045 Project-Related Unplanned Growth
Housing (DU)	3,664,182 ^a	4,119,000	454,818	1,598	9,853	8,255	4,127,255
Population	9,761,210 ^b	11,674,000	1,912,790	4,986	30,745	25,759	11,699,759

Sources: SCAG 2020d; DOF 2023

Notes: DU = dwelling unit

- a. The existing housing estimate for the unincorporated County area is derived from the State of California Department of Finance estimate for January 2023 (DOF 2023).
- b. The existing population estimate for the unincorporated County area is derived from the State of California Department of Finance estimate for January 2023 (DOF 2023).
- c. “Planned Buildout in Los Angeles County” is derived from SCAG’s Connect SoCal: Current Context Demographics and Growth Forecast Technical Report (SCAG 2020d).
- d. “Planned Growth in Los Angeles County” = “Planned Buildout in Los Angeles County” – “Existing Unincorporated County Conditions”
- e. As shown above in Table 4.14-5, “Planned Growth on Parcels Subject to Proposed Land Use Changes” represents the existing buildout potential on parcels subject to proposed General Plan land use changes (i.e., 4,646 dwelling units), less the current existing dwelling units (i.e., 3,048 dwelling units). Buildout calculations assume 80% of the maximum allowable residential density, in accordance with existing General Plan land use designations (e.g., Residential 9 [9 dwelling units per acre], Residential 18 [18 dwelling units per acre], Residential 30 [30 dwelling units per acre], Mixed Use [150 dwelling units per acre]). Existing and proposed General Plan land use designations are provided in Appendix B-1 of this Draft PEIR. Population estimates assume 3.12 persons per household, which represents the weighted average for the Project area.
- f. “2045 Project-Related Unplanned Growth” = “2045 Project-Related Buildout” – “Planned Growth on Parcels Subject to Proposed Land Use Changes”

Employment

As discussed in Chapter 3 of this Draft PEIR, the Project would result in the creation of new jobs through proposed land use changes as well as revisions to the County Code to permit ACUs on existing corner-lot parcels in the Project area that are zoned for residential and contain residential-only uses. It is estimated that the Project would result in approximately 12 new ACUs (totaling approximately 10,200 square feet) and approximately 23 new ACU-related jobs. The Project would redesignate parcels with existing residential or industrial uses in Alondra Park/El Camino Village, Del Aire/Wiseburn, La Rambla, Lennox, and West Carson to Mixed Use (MU), General Commercial (CG), Residential 30 (H30), or Residential 50 (H50), and existing Light Industrial (IL) parcels within Alpine Village in West Carson to CG.²¹ These proposed land use changes would result in approximately 777,697 additional square feet of commercial building area and 1,417 new jobs.²² In total, the Project would generate approximately 1,440 new jobs by 2045. Notably, the Project does not assume loss of existing commercial jobs/uses as a result of proposed redesignation of CG parcels to MU, with the exception of industrial uses (i.e., manufacturing and auto-related uses), which would not be permitted under the proposed MU designations. The additional 1,440 jobs generated by the Project assumes a net loss of 108 jobs associated with manufacturing and auto-related uses on these parcels, which would become non-conforming uses under the proposed MU land use. All other existing commercial uses on parcels subject to redesignation would be permitted to remain under proposed Project conditions.

As discussed above, in order to compare Project-related buildout to planned buildout anticipated under the General Plan in 2035, buildout of the Project has been amortized over 21 years (i.e., 2024 to 2045). With an assumed growth rate of 5% per annum, or approximately 69 jobs²³ per year, the Project would result in an additional 823 jobs between 2024 and 2035.

Under existing land use conditions, the maximum allowable buildout of parcels subject to the Project's proposed land use changes would generate an estimated 5,280 jobs (Appendix B-1). This assumes 100% commercial or industrial buildout of existing CG and IL parcels, respectively, at a maximum FAR of 1.0 and 15% commercial buildout on existing MU parcels. Currently, parcels subject to proposed redesignation support an estimated 2,760 jobs (see Table 4.14-2). The maximum allowable buildout (approximately 5,280 jobs) less the existing conditions (approximately 2,760 jobs) results in an allowable employment growth estimate of approximately 2,520 jobs on parcels subject to proposed land use changes.²⁴ This estimate is considered "planned growth," as buildout conditions under existing land use designations are incorporated into projections set forth in Connect SoCal and the General Plan (SCAG 2020d; County of Los Angeles 2014). As discussed above, buildout of the Project would generate approximately 823 new jobs by 2035 and 1,440 new jobs by 2045, which would not exceed planned growth projections of approximately 2,520 jobs. As the Project would not exceed planned employment growth projections for the parcels subject to proposed land use, no unplanned growth would occur. Therefore, the Project would not induce substantial unplanned population growth related to employment. Impacts would be less than significant, and no mitigation is required.

²¹ Although West Carson includes Employment Protection Districts, the IL parcels within Alpine Village are not located within an Employment Protection District.

²² No new commercial uses are assumed for the H30 and H50 parcels. For further discussion of buildout methodologies used to estimate commercial building area and generated employment, please refer to Appendix B-2, Buildout Methodology, of this Draft PEIR.

²³ 1,440 additional Project-related jobs / 21 years = approximately 69 additional jobs per year

²⁴ 5,280 projected jobs - 2,760 existing jobs = planned growth of 2,520 jobs

Population and Housing

As shown in Tables 4.14-5 and 4.14-6, implementation of the Project would result in unplanned population and housing growth due to the secondary effects of proposed land use changes, which would allow for more dense residential development to occur in Alondra Park/El Camino Village, Del Aire/Wiseburn, Lennox, La Rambla, and West Carson. Buildout under the Project would result in approximately 5,630 additional dwelling units through 2035 and 9,853 additional dwelling units through 2045. Under existing conditions, planned growth on these parcels could accommodate an estimated 1,598 additional dwelling units. As shown in Tables 4.14-5, 4.14-6, and 4.14-7 above, the Project would exceed planned growth projections on parcels subject to proposed land use changes, resulting in approximately 4,032²⁵ unplanned Project-related dwelling units through 2035 and 8,255²⁶ unplanned Project-related dwelling units through 2045. As shown in Table 4.14-5, the Project's unplanned growth of 4,032 dwelling units would not exceed the General Plan's planned dwelling unit growth for the Project area of 5,135 units through 2035. However, unplanned Project-related dwelling units would represent approximately 79%²⁷ of the planned housing growth anticipated to occur in the Project area through 2035, which is substantial. At the County level, as shown in Tables 4.14-6 and 4.14-7, the 8,255 unplanned Project-related dwelling units would not exceed Connect SoCal's planned dwelling unit growth anticipated through 2045 for the unincorporated County (i.e., approximately 103,943 dwelling units) or Los Angeles County (i.e., approximately 454,818 dwelling units; including incorporated and unincorporated areas) and would account for a much smaller share of planned growth. Specifically, the Project's unplanned dwelling unit growth of 8,255 would represent approximately 8%²⁸ of planned growth in the unincorporated County and approximately 2%²⁹ of planned growth in all of Los Angeles County.

Over half of the proposed land use changes to facilitate more dense residential development are required to help meet the County's state-mandated RHNA target for the current housing cycle. Nevertheless, the Project's anticipated population and housing buildout would represent substantial unplanned population growth for the Project area. Based on a person per household ratio of 3.12 (the weighted average for the Project area), the Project would result in an additional 17,569 residents by 2035 (representing unplanned population growth of approximately 12,583 residents)³⁰ and 30,745 residents by 2045 (representing unplanned population growth of approximately 25,759 residents).³¹ The Project's unplanned growth of 12,583 residents would not exceed the General Plan's planned population growth for the Project area of 24,078 residents through 2035. However, unplanned Project-related population would represent approximately 52%³² of the planned population growth anticipated to occur in the Project area through 2035, which is substantial. At the County level, the unplanned Project-related population growth would not exceed Connect SoCal's planned population growth anticipated through 2045 for the unincorporated County (i.e., approximately 260,001 residents) or Los Angeles County (i.e., approximately 1,912,790 residents) and would account for a much smaller share of planned growth. The Project's unplanned population growth of 25,759 residents would represent approximately 10%³³ of planned growth in the unincorporated County and approximately 1%³⁴ of planned growth in all of Los Angeles County.

Chapter 3, Project Description, of this Draft PEIR states that one of the Project's objective is to incorporate the proposed land use policy changes/zoning recommendations identified in the Housing Element to increase the

²⁵ 5,630 Project-related dwelling units - 1,598 planned dwelling units = 4,032 unplanned dwelling units

²⁶ 9,853 Project-related dwelling units - 1,598 planned dwelling units = 8,255 unplanned dwelling units.

²⁷ 4,032 unplanned dwelling units / 5,135 planned dwelling units = 0.7853 or approximately 79%

²⁸ 8,255 unplanned dwelling units / 103,943 planned dwelling units = 0.0794 or approximately 8%

²⁹ 8,255 unplanned dwelling units / 454,818 planned dwelling units = 0.0182 or approximately 2%

³⁰ 17,569 Project-related residents - 4,986, planned residents = 12,583 unplanned residents

³¹ 30,745 Project-related residents - 4,986 planned residents = 25,759 unplanned residents

³² 12,583 unplanned residents / 24,078 planned residents = 0.5226 or approximately 52%

³³ 25,759 unplanned residents / 260,001 planned residents = 0.0991 or approximately 10%

³⁴ 25,759 unplanned residents / 1,912,790 planned residents = 0.0135 or approximately 1%

diversity of housing types and choices for a variety of income levels. As discussed above in Section 4.14.1.1, Regulatory Setting, State Housing Element Law mandates the planning for housing need within each jurisdiction. As such, RHNA provides an allocation of the existing and future housing needs by jurisdiction, which represents the jurisdiction's fair share allocation of the projected regional population growth. Based on SCAG's RHNA methodology and HCD's regional determination, a total of 1,341,827 units are required to be planned for between 2021 and 2029 in the SCAG region. HCD's regional determination exceeds SCAG's 2020–2045 household growth forecast of 1,297,000 by 3.68% (SCAG 2020b). This is due to the fact that the state-mandated accommodation of over 90,000 additional units for the unincorporated County (as discussed above in Section 4.14.1.1) is not reflected in Connect SoCal's 2045 growth projections.

While RHNA is statutorily exempt from CEQA (per CEQA Guidelines section 15283, Public Resources Code section 21803 and Government Code section 65584), implementation of the RHNA through the Housing Element, as demonstrated throughout this Draft PEIR, is not exempt from CEQA.

As discussed above, the Project would result in unplanned population growth. Unplanned growth is growth that is not anticipated under local or regional planning documents, such as Connect SoCal or the General Plan. Implications of this unplanned growth affect other local and regional plans that rely on SCAG and County projections, such as the region's Air Quality Management Plan (AQMP) and the County's Urban Water Management Plan (UWMP) (see Sections 4.3, Air Quality, and 4.19, Utilities and Service Systems, of this Draft PEIR for more discussion).

Unplanned population growth is most difficult to address when it occurs unexpectedly and over a relatively short period. However, implementation of the Project would occur gradually overtime through 2045; therefore, the impacts associated with the unplanned growth would be short-term. Regional planning associations such as SCAG are required by law to update the RTP/SCS every 4 years (e.g., Connect SoCal would be updated by 2024). As Project-related growth and development would occur over the course of two decades, this would give planners and agencies time to address the potential impacts associated with the Project buildout. This would also mean that SCAG's projections would be corrected with more accurate and up-to-date information on future conditions in 2024, such as the County's required facilitation of state-mandated housing. The AQMP and UWMP are examples of other planning documents that are revised periodically and are anticipated to be updated within the Project's 2045 buildout horizon. As such, impacts related to the Project's unplanned population growth would be moderated as updated projections are systematically incorporated into regional planning documents applicable to the Project area (e.g., Connect SoCal, AQMP, UWMP, etc.).

Existing County policies and regulations, as discussed above in Section 4.14.1, Regulatory Setting, are intended to minimize impacts related to population and housing growth. For example, General Plan Policy LU 2.7 requires that the County set priorities for Planning-Area specific issues, including housing, as a part of community-based planning efforts. The Project would establish the South Bay Area Plan, which is a community-based plan intended to guide regional-level growth and development within the Project area. Furthermore, through enactment of proposed-Project land use changes to help accommodate the RHNA, the Project would help implement Goal 1 of the Housing Element, which states that the County must support a wide range of housing types in sufficient supply to meet the needs of current and future residents. The South Bay Area Plan also proposes additional goals and policies related to population and housing in the Project area (see Section 4.14.2.3, above) such as Goal LU 2, Policy LU 2.1, LU 2.3, LU 2.4, Alondra Park/EI Camino Village Policy 1.1, Del Aire Goal 1 and Policy 1.1, La Rambla Policy 1.3, Lennox Policy 2.1, and West Carson Policies 1.3 and 2.1. These goals and policies support focused growth near transit/along commercial corridors and increased housing opportunities through mixed-use and residential developments that provide a diversity of housing options.

Although the South Bay Area Plan would be implemented gradually over time and includes goals and policies intended to support the General Plan and the fair and equitable development of housing, the Project would result in substantial unplanned population growth. Specifically, the Project would induce substantial unplanned population growth within the Project area as a result of proposed land use changes to facilitate more dense residential development, which exceed General Plan growth projections for parcels subject to proposed land use changes through 2035 when considered in the context of other planned growth. Even though the Project's growth would not exceed Project-area or Countywide projections for population and housing through 2035 and 2045, respectively, the Project's growth is unplanned and cannot be assumed to be accommodated through decreased growth elsewhere in the County. Further, even though the unplanned growth would be a short-term exceedance that would be remedied at the time that the regional plans (e.g., RTP/SCS, UWMP, AQMP) would undergo mandatory updates/revisions, the unplanned growth would still be considered substantial in the short-term.

There are no feasible mitigation measures to reduce the impacts associated with population growth to a less than significant level. Therefore, the Project would have a significant and unavoidable impact related to inducing substantial unplanned population growth in the Project area.

Threshold 4.14-2 Would the project displace substantial numbers of existing people or housing, especially affordable housing, necessitating the construction of replacement housing elsewhere?

Less Than Significant Impact. The South Bay Area Plan is a policy document that does not include or propose any site-specific development that could directly result in construction or operational impacts to the environment. However, through proposed land use changes, implementation of the Project would encourage development in a manner consistent with the South Bay Area Plan, which would facilitate new commercial and residential uses.

Employment

Currently, parcels subject to redesignation support an estimated 2,760 jobs (see Table 4.14-2). The estimated 12 additional ACU's would be constructed in residential zones and would not displace any existing employment opportunities in the Project area. As there are no existing employment-generating uses on residential parcels, and as Alpine Village is currently vacant, the proposed redesignations of these parcels (e.g., to MU or CG) would not displace any existing employment opportunities. The Project does not assume loss of existing commercial jobs/uses as a result of proposed redesignation of existing CG parcels to MU, with the exception of manufacturing and auto-related uses, which would not be appropriately incorporated into a mixed-use development. As the intent of the MU land use designation is to facilitate residential growth in the context of mixed use development (e.g., a mix of residential and employment-generating uses), it is assumed that mixed-use redevelopment would include employment opportunities in a comparable manner to the existing conditions on the CG parcels. There are existing manufacturing and auto-related uses on 30 parcels subject to proposed General Plan land use changes. These uses would become non-conforming under proposed Project land-use designations (e.g., CG, MU, Residential 30, and Residential 50), resulting in the loss or displacement of approximately 108 existing industrial jobs. However, the Project would generate new commercial uses on proposed MU and CG parcels and would accommodate new ACUs, resulting in a net increase of 1,440 jobs. The Project also includes goals and policies to support existing local and legacy businesses (e.g., Goal ED 2, Policy ED 4.1, and ED 4.2) and preserve the existing employment base (e.g., La Rambla Goal 3, Policies 3.1 and 3.2). As the Project would generate new employment and would not displace a substantial number of existing jobs, the Project would not result in the construction of replacement businesses elsewhere, and impacts related to displacement would be less than significant.

Population and Housing

As previously mentioned, the Project would facilitate future development of housing through proposed land use changes, thereby resulting in potential environmental impacts. Buildout of the Project would require the demolition and construction, or renovation, of existing residential properties that are occupied. The temporary displacement of some residents due to redevelopment of residential properties would occur within the Project-area communities of Alondra Park/El Camino Village, Del Aire/Wiseburn, Lennox, La Rambla, and West Carson. However, the Project would implement land use changes to accommodate development of approximately 9,853 additional dwelling units that are expected to substantially increase the capacity for housing stock in the Project area. The Project is not anticipated to permanently displace a substantial number of people. Future development would occur gradually over time through 2045, and any displacement would be temporary. Notably, the Project does not anticipate any net loss of housing because of Project implementation; rather the housing facilitated by the Project would represent a net increase in housing and would provide opportunities for development of a range of housing types (e.g., duplexes, mixed-use residential, multi-family) at various levels of affordability (e.g., to low-, moderate- and above-moderate income units). As such, any temporary impacts associated with displacement associated with redevelopment of existing properties would be offset by the anticipated increase in housing production.

As previously discussed, the Project is implementing provisions of the Housing Element by redesignating sites within the Project area to allow more dense residential development to occur in the future. Many of these sites were previously identified as part of the Housing Element's "adequate sites" program, which directed the selection of sites to accommodate more dense residential development. To select the most appropriate sites, the County underwent a complex site selection process that analyzed over 200,000 parcels within the unincorporated County (County of Los Angeles 2022b). The sites selected were initially screened based on size, General Plan land use designation, and County Assessor data, and were further refined using additional criteria to determine if the sites were developable and met the requirements of State Housing Element Law (County of Los Angeles 2022b). Other criteria were used to exclude areas that are, in general, not suitable for housing development, particularly higher-density sites supporting multifamily uses and open-space areas (County of Los Angeles 2022b). The goal of the adequate sites analysis is to identify sites which, under the new land use, could facilitate additional housing. As a result of the rigorous screening process for sites selected for redesignation under the Project, displacement of existing housing and residents would be less likely to occur.

In addition to the adequate sites screening process, there are other mechanisms in place to require that if temporary displacement occurs, the new units constructed on these sites would be affordable to previous tenants. This is particularly applicable to lower-income tenants who may be more vulnerable to potential displacement. For example, the County's Affordable Housing Preservation Ordinance requires that units that are (or were) on sites that are occupied by extremely low, very low, or lower income tenants, be replaced with units that are affordable at the same income level or below (County of Los Angeles 2022). In addition, the County would be required to implement housing in accordance with the RHNA and the Housing Element, which includes provisions to provide a variety of housing types, including low- and very low-income housing, consistent with the anticipated demands for these housing types as allocated by the state. Other Housing Element goals and policies intended to minimize the potential for displacement include Goal 7, (Protection against residential displacement), Policy 6.1 (Conserve existing deed-restricted affordable housing that is at risk of converting to market-rate housing) and Policy 6.2 (Ensure no net loss of affordable housing when new development occurs). The South Bay Area Plan also includes policies encouraging creative solutions for additional housing development, such as adaptive reuse of underutilized industrial/commercial spaces (Policy LU 2.2) and the consolidation of small or undersized parcels (Policy LU 2.6), which would reduce the potential for displacement of existing housing or people. Future discretionary housing projects would be assessed on an individual basis for conformance with these applicable goals, policies, and regulations through the County's required development review processes. As such,

and for the reasons discussed above, impacts related to the substantial displacement of existing housing and people would be less than significant and no mitigation is required.

4.14.2.5 Cumulative Impact Analysis

Where a lead agency concludes that the cumulative effects of past, present, and reasonably foreseeable future projects are significant, the lead agency then must determine whether the project has any contribution to the cumulative impact, and if so, whether the project's incremental effect is "cumulatively considerable." The cumulative study area used to assess potential cumulative impacts related to population and housing includes the entirety of Los Angeles County and considers the future buildout of applicable local and regional plans. The full list of related plans applicable to the Project's cumulative analyses is provided in Section 2.5, Cumulative Impact Analysis, in Chapter 2, Environmental Setting of this Draft PEIR.

Threshold 4.14-1. The South Bay Area Plan would facilitate population growth as a result of proposed land use changes to allow for more dense residential development to occur, including accommodation of approximately 5,595 dwelling units previously identified in the Housing Element's adequate sites analysis. As discussed in Chapter 2 of this Draft PEIR, the County is required to prepare an area plan for each of the County's 10 other Planning Areas. A key objective of these areas plans is to implement land use changes identified in the Housing Element, which would facilitate additional housing development and population growth throughout the unincorporated County. Furthermore, all Los Angeles County jurisdictions (including the County and incorporated cities) are required to update their housing elements every 8 years in accordance with the RHNA cycle. As the Project has a horizon year of 2045, the Project would coincide not only with implementation of the current 6th Cycle RHNA, but also the future 7th Cycle RHNA. The combined effect of this anticipated housing growth, which is likely to result in substantial unplanned population growth, represents a significant cumulative impact.

As discussed in Section 4.14.2.4, Impact Analysis under Threshold 4.14-1, the Project would result in substantial unplanned population growth (representing approximately 52% of the planned population growth for the Project area). Although the Project would result in a much smaller share of the overall growth anticipated for the unincorporated County, there are no feasible mitigation measures to reduce the Project-level impacts to a less than significant level. As the Project would not implement any fair-share mitigation, and as impacts at the Project level would be significant, the Project's incremental contribution to impacts related to substantial unplanned population growth would be cumulatively considerable.

Threshold 4.14-2. Buildout of the local and regional plans within Los Angeles County would require the demolition and construction, or renovation, of existing residential properties that are occupied. The temporary displacement of some residents due to redevelopment of residential properties would occur throughout Los Angeles County, as is to be expected in urban areas that would be subject to infill development. However, as discussed above, the County and other incorporated jurisdictions within Los Angeles County will be required to update their housing elements and implement housing in accordance with their respective RHNA allocations, which will include the provision of various housing types, including low- and very low- income housing, consistent with the anticipated demands for these housing types as allocated by the state. As such, any temporary impacts associated with displacement would be offset by the anticipated increases in housing production. Therefore, permanent displacement of housing and people is not anticipated to occur in Los Angeles County, as existing policies and regulations would require and/or incentivize many future development projects to provide market rate and affordable units (consistent with the applicable RHNA requirements). As such, the existing cumulative impact would be less than significant.

As discussed above in Section 4.14.2.4 under Threshold 4.14-2, the Project would implement land use changes to accommodate development of approximately 9,853 additional dwelling units that are expected to substantially increase the capacity for housing stock in the Project area. In addition to market-rate housing, this accommodation would include approximately 5,595 RHNA units, a portion of which would be affordable to low and very-low income levels. Any displacement that occurs would be temporary and would be offset by the Project's accommodation of new housing. As such, the Project's incremental contribution to impacts related to the substantial displacement of existing housing and people would not be cumulatively considerable.

4.14.2.6 Mitigation Measures

No feasible mitigation measures pertaining to impacts associated with substantial unplanned population growth are available to mitigate impacts of the South Bay Area Plan.

Impacts related to the displacement of housing and people would be less than significant and no mitigation is required.

4.14.2.7 Significance Conclusion

Threshold 4.14-1. Potential impacts related to substantial unplanned population growth would be **significant and unavoidable** and cumulatively considerable.

Threshold 4.14-2. Impacts related to the displacement of housing and people would be **less than significant** and would not be cumulatively considerable.

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4.15 Public Services

This section of the Draft PEIR analyzes the potential impacts from the implementation of the South Bay Area Plan (Project) on public services, including fire protection and emergency services, law enforcement, school, parks,¹ and library services on a programmatic level. A discussion of the existing public services in the unincorporated communities of the South Bay Planning Area (Project area) and in surrounding areas is also included in this section to present the environmental baseline for the Project. The analysis is based, in part, on information provided from following sources: Los Angeles County 2035 General Plan (General Plan), Los Angeles County Fire Department, Los Angeles County Sheriff Department, Los Angeles County Office of Education, and the L.A. County Library. Please also refer to the following appendix:

Appendix J Public Services Correspondence

Other sources consulted are listed in Section 4.15.3, References.

Comments received in response to the Notice of Preparation (NOP) are summarized in Table 1-1, Notice of Preparation and Comment Letters Summary, included in Chapter 1, Introduction, of this Draft PEIR. A copy of the NOP is included in Appendix A-1 and the comment letters received in response to the NOP are included in Appendix A-2 of this Draft PEIR.

4.15.1 Environmental Setting²

4.15.1.1 Regulatory Setting

Federal

National Fire Protection Association

The National Fire Protection Association recommends that fire departments respond to fire calls within six minutes of receiving the request for assistance 90% of the time. These time recommendations are based on the demands created by a structural fire. It is crucial to attempt to arrive and intervene at a fire scene prior to the fire spreading beyond the room of origin. Total structural destruction typically starts within eight to 10 minutes after ignition. Response time is generally defined as one minute to receive and dispatch the call, one minute to prepare to respond at the fire station or field and four minutes (or less) travel time.

Occupational Safety and Health Administration

The federal Occupational Safety and Health Administration (OSHA) enforces provisions of the federal occupational safety and health act, which requires safety and health regulations for construction under Part No. 1926 of Title 29 Code of Federal Regulations. The fire related requirements of OSHA are specifically contained in Subpart F, Fire Protection and Prevention. Examples of general requirements related to fire protection and prevention include maintaining fire suppression equipment specific to construction on-site, providing a temporary or permanent water

¹ Potential impacts to park services are comprehensively analyzed in Section 4.16, Recreation, of this Draft PEIR. However, this section includes a summary of the significance determination for park services discussed in further detail in Section 4.16.

² For a discussion of the regulatory setting and existing environmental conditions related to park services, please refer to Section 4.16, of this Draft PEIR.

supply of sufficient volume, duration, and pressure, properly operate on-site firefighting equipment, and keeping storage sites free from accumulation of unnecessary combustible materials.

State

California Health and Safety Code (Section 13000 et seq.)

State fire regulations are set forth in Section 13000 et seq. of the California Health and Safety Code, which include regulations concerning building standards (as also set forth in the California Building Code), fire protection and notification systems, fire protection devices such as extinguishers and smoke alarms, high-rise building and childcare facility standards, and fire suppression training. The State Fire Marshal enforces these regulations and building standards in all state-owned buildings, state-occupied buildings, and state institutions throughout California.

California Code of Regulations Title 24, Part 2 and Part 9

Part 2 of Title 24 of the California Code of Regulations refers to the California Building Code, which contains general building design and construction requirements relating to fire and life safety, structural safety, and access compliance. California Building Code 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.

Part 9 of Title 24 refers to the California Fire Code, which contains regulations consistent with nationally recognized and accepted practices for safeguarding life and property from the hazards of the following: fire and explosion; dangerous conditions arising from the storage, handling, and use of hazardous materials and devices; and hazardous conditions in the use or occupancy of buildings or premises. The California Fire Code also contains provisions to assist emergency response personnel. The California Fire Code also establishes requirements intended to provide safety and assistance to firefighters and emergency responders during emergency operations. The provisions of the California 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 the State of California. The California Fire Code includes regulations regarding fire-resistance-rate construction, fire protection systems such as alarm and sprinkler systems, fire service features such as fire apparatus access roads, means of egress fire safety during construction and demolition, and wildland-urban interface areas. There are fire-safety-related building standards are referenced in other parts of Title 24. The 2022 California Fire Code is a fully integrated code based on the 2021 International Fire Code.

California Government Code

Section 65995. California Government Code Section 65995 (the Leroy F. Green School Facilities Act of 1998) set provisions for school districts to levy fees to help fund expanded facilities to house new pupils that may be generated by development projects. Sections 65996(a) and (b) of the California Government Code state that such fees collected by school districts provide full and complete school facilities mitigation under the California Environmental Quality Act (CEQA). These fees may be adjusted by the district over time as conditions change.

Section 66000. According to California Government Code Section 66000, a qualified agency, such as a local school district, may impose fees on developers to compensate for the impact that a project will have on existing facilities or services. The State of California legislature passed Senate Bill (SB) 50 in 1998, which inserted new language into the California Government Code (Sections 65995.5-65995.7), which authorized school districts to impose fees

on developers of new residential construction in excess of mitigation fees authorized by California Government Code Section 66000. School districts must meet a list of specific criteria, including the completion and annual update of a School Facility Needs Analysis, in order to be legally able to impose the additional fees.

Mello-Roos Community Facilities Act of 1982

The Mello-Roos Community Facilities Act provides an alternative method of financing certain public capital facilities and services, especially in developing areas and areas undergoing rehabilitation. This state law empowers local agencies to establish Community Facilities Districts, special districts established by local governments in California, as a means of obtaining community funding.

Local

Los Angeles County 2035 General Plan

The General Plan guides policy for land use across unincorporated Los Angeles County. The following provides a summary of the most applicable goals and policies that pertain to the Project and is not a comprehensive list. The South Bay Area Plan would support and/or would not conflict with the implementation of the following goals and policies.

The Safety Element of the General Plan provides the following goals and policies relevant to the Project (County of Los Angeles 2022a):

Goal S 4: An effective regulatory system that prevents or minimizes personal injury, loss of life, and property due to fire hazards.

Policy S 4.9: Adopt by reference the County of Los Angeles Fire Department Strategic Fire Plan, as amended.

Policy S 4.12: Support efforts to incorporate systematic fire protection improvements for open space, including the facilitation of safe fire suppression tactics, standards for adequate access for firefighting, fire mitigation planning with landowners and other stakeholders, and water sources for fire suppression.

Goal S 7: Effective County emergency response management capabilities.

Policy S 7.1: Ensure that residents are protected from the public health consequences of natural or man-made disasters through increased readiness and response capabilities, risk communication, and the dissemination of public information.

Policy S 7.2: Support County emergency providers in reaching their response time goals.

Policy S 7.3: Coordinate with other County and public agencies, such as transportation agencies, and health care providers on emergency planning and response activities, and evacuation planning.

Policy S 7.4: Encourage the improvement of hazard prediction and early warning capabilities.

- Policy S 7.5:** Ensure that there are adequate resources, such as sheriff and fire services, for emergency response.
- Policy S 7.6:** Ensure that essential public facilities are maintained during natural disasters, such as flooding, wildfires, extreme temperature and precipitation events, drought, and power outages.
- Policy S 7.8:** Adopt by reference the County of Los Angeles All-Hazards Mitigation Plan, as amended.

The Public Services and Facilities Element of the General Plan provides the following goals and policies relevant to the Project (County of Los Angeles 2015):

Goal PS/F 1: A coordinated, reliable, and equitable network of public facilities that preserves resources, ensures public health and safety, and keeps pace with planned development.

- Policy PS/F 1.1:** Discourage development in areas without adequate public services and facilities.
- Policy PS/F 1.2:** Ensure that adequate services and facilities are provided in conjunction with development through phasing or other mechanisms.
- Policy PS/F 1.3:** Ensure coordinated service provision through collaboration between County departments and service providers.
- Policy PS/F 1.4:** Ensure the adequate maintenance of infrastructure.
- Policy PS/F 1.5:** Focus infrastructure investment, maintenance and expansion efforts where the General Plan encourages development.
- Policy PS/F 1.6:** Support multi-faceted public facility expansion efforts, such as substations, mobile units, and satellite offices.
- Policy PS/F 1.7:** Consider resource preservation in the planning of public facilities.

Goal PS/F 7: A County with adequate educational facilities.

- Policy PS/F 7.1:** Encourage the joint-use of school sites for community activities and other appropriate uses.
- Policy PS/F 7.2:** Proactively work with school facilities and education providers to coordinate land use and facilities planning.
- Policy PS/F 7.3:** Encourage adequate facilities for early care and education.

Goal PS/F 8: A comprehensive public library system.

- Policy PS/F 8.1:** Ensure a desired level of library service through coordinated land use and facilities planning.

Policy PS/F 8.2: Support library mitigation fees that adequately address the impacts of new development.

Existing Community and Specific Plans

The West Carson Transit Oriented District (TOD) Specific Plan and the Vision Lennox Plan are the only existing community-based or specific plans applicable to the Project area.

West Carson Transit Oriented District Specific Plan. The West Carson TOD Specific Plan, adopted in 2018, guides transit-oriented development to create a distinct identity; improve connections and access for all users; and improve the safety, economic vitality, and overall quality of life for the West Carson community. The following policy from the West Carson TOD Specific Plan is applicable to public services in the West Carson TOD Specific Plan area (County of Los Angeles 2018).

Policy 6.5 Increase public amenities, such as a community pool, multi-purpose path along the 208th Street drainage channel, recreation center, library, fitness studio, and others.

Vision Lennox. According to the Vision Lennox Plan, one major advantage in Lennox is that it has its own school district, the Lennox Unified School District, and there are numerous schools throughout the community. The use of school yards during non-school hours would greatly increase the access to recreational facilities in Lennox (County of Los Angeles 2010). The plan envisions working with the Lennox Unified School District to develop joint use agreements to allow use of these facilities during non-school hours. The plan also envisions improving and expanding the community's Civic Center through an expanded library and a new Sheriff's substation organized around a public plaza (County of Los Angeles 2010).

Los Angeles County Code

Title 22 - Planning and Zoning

Section 22.246.060, Library Facilities Mitigation Fee. According to the County's General Plan, the library facilities mitigation fee is based on the estimated cost of providing the projected library facility needs in each library planning area. The mitigation fee shall provide funds for library facilities related to a residential development project. Furthermore, the section states that there shall be a uniform fee within each library planning area based on the estimated cost of providing the projected library facility needs in each library planning area. The fee amounts are reviewed annually by the County Librarian, in consultation with the Auditor-Controller. Currently, the fee varies across the two Library Planning Areas serving the Project area: Area 5 (Southeast) levies a \$1,137 fee per dwelling unit and Area 6 (Southwest) levies a \$1,145 fee per dwelling unit (Appendix J).

The County Librarian may accept a substitute consideration in lieu of the library facilities mitigation fee, provided that the County Library finds the proposed substitute consideration (a) has a value equal to or greater than the applicable library facilities mitigation fee otherwise due, (b) is in a form acceptable to the County Librarian, and (c) is within the scope of the applicable library facilities project.

Title 32 - County of Los Angeles Fire Code

Sections 325.2.1.2, 328.10, 1117.2.1, 4908.1, County Fire Code. The Fire Code includes regulations regarding fire-resistance-rate construction, fire protection systems such as alarm and sprinkler systems, fire service features such as fire apparatus access roads, means of egress fire safety during construction and demolition, and wildland-

urban interface areas. Appendices B and C of the County Fire Code specify the fire hydrant requirements, fire flow, and spacing for buildings.

School District Developer Fees

As shown in Table 4.15-1, School Districts and Developer Fees, there are eight school districts that serve the Project area. School fees are collected by each of the districts for all new residential and commercial/industrial development. The current school fees applicable to future development under the Project are provided below in Table 4.15-1.

Table 4.15-1. School Districts and Developer Fees

School District	Project-Area Communities	Developer Fees (Per Square Foot)	
		Residential	Industrial/Commercial
Centinela Valley Union Highschool District	Alondra Park/El Camino Village, Del Aire/Wiseburn, Hawthorne Island, Lennox	\$3.40	\$0.55
Hawthorne School District	Hawthorne Island	—	—
Lawndale Elementary School District	Alondra Park/El Camino Village, Del Aire/Wiseburn	—	—
Lennox Elementary School District	Lennox	—	—
Los Angeles Unified School District	West Carson, La Rambla	\$4.78	\$0.78
Palos Verdes Peninsula Unified School District	Westfield/Academy Hills	\$3.48	\$0.56
Torrance Unified School District	Alondra Park/El Camino Village	\$4.79	\$0.78
Wiseburn Unified School District	Del Aire/Wiseburn	\$3.79	\$0.61

Sources: City of Lawndale 2023; City of Rancho Palos Verdes 2023; LAUSD 2022, TUSD 2023; WUSD 2023

Notes: The CVUHD oversees collection of developer fees for the HSD, Lawndale ESD, and Lennox ESD (as indicated by “—”).

4.15.1.2 Existing Environmental Conditions

Fire Protection Services

The Los Angeles County Fire Department (LACoFD) serves the unincorporated areas of Los Angeles County as well as 60 cities that contract with LACoFD to provide fire and emergency medical services for their jurisdictions. LACoFD provides fire suppression and emergency medical services to over four million residents. LACoFD operates 177 fire stations within nine divisions (LACoFD 2021). As of 2022, the LACoFD had 4,947 personnel (LACoFD 2022). In terms of total fire stations and personnel, the LACoFD is the nation’s third largest metropolitan fire department (LACoFD 2023). In addition to fire suppression, LACoFD also provides fire prevention services, emergency medical services, hazardous materials services, and urban search and rescue services.

LACoFD is a special district and receives most of its revenue from the unincorporated areas from a portion of the property tax paid by the owners of all taxable properties and a special tax approved by the voters in June 1997.

Excluding the Project area, LACoFD collects developer fees in certain other high growth areas. Major issues associated with fire hazards include the increase in the frequency and duration of wildfires; the increasing cost and danger to residents, property, and the environment; and urban fire considerations due to the intensity of development, the number of potentially affected populations, and the difficulties of containment (County of Los Angeles 2014).

LACoFD has several standards to maintain adequate fire protection within their service area. The current standards for response times are as follows:

- five minutes for the first arriving unit for fire and emergency medical services (EMS)
- eight minutes for the advance life support (paramedic) unit in urban areas
- eight minutes for the first arriving unit in suburban areas
- 12 minutes for advance life support (paramedic) unit in suburban areas

The location of LACoFD fire department stations relative to the Project-area communities can be found in Figure 4.15-1, Los Angeles County Fire Department Stations. As shown, only Lennox includes an LACoFD station (Station No. 18) within the community boundaries. However, there are 15 additional stations within a two-mile radius of the Project area. The stations listed in Table 4.15-2, County Fire Stations Serving the Project Area, represent all LACoFD stations within two miles of the Project area. According to the LACoFD, there is no planned construction of new or expanded fire protection facilities in the Project area (Appendix J).

Table 4.15-2. LACoFD Fire Stations Serving the Project Area

Figure ID	Agency	Station	Address	Nearest Community(ies)
1	LACoFD	Station No. 21	4312 W. 147th Street, Lawndale, CA 90260	Alondra Park/El Camino Village, Del Aire/Wiseburn
2	LACoFD	Station No. 159	2030 W. 135th Street, Gardena, CA 90249	Alondra Park/El Camino Village, Hawthorne Island
3	LACoFD	Station No. 158	1650 W. 162nd Street, Gardena, CA 90247	Alondra Park/El Camino Village, West Carson
4	LACoFD	Station No. 160	5323 W. Rosecrans Ave., Hawthorne, CA 90250	Del Aire/Wiseburn
5	LACoFD	Station No. 161	4475 W. El Segundo Blvd., Hawthorne, CA 90250	Del Aire/Wiseburn
6	LACoFD	Station No. 162	12151 Crenshaw Blvd., Hawthorne, CA 90250	Hawthorne Island
7	LACoFD	Station No. 83	83 Miraleste Plaza, Rancho Palos Verdes, CA 90275	La Rambla
8	LACoFD	Station No. 170	10701 S. Crenshaw Blvd., Inglewood, CA 90303	Lennox
9	LACoFD	Station No. 171	141 W. Regent St., Inglewood, CA 90301	Lennox
10	LACoFD	Station No. 173	9001 S. Crenshaw Blvd., Inglewood, CA 90305	Lennox
11	LACoFD	Station No. 18	4518 W. Lennox Blvd., Inglewood, CA 90304	Lennox
12	LACoFD	Station No. 116	755 Victoria St., Carson, CA 90746	West Carson

Table 4.15-2. LACoFD Fire Stations Serving the Project Area

Figure ID	Agency	Station	Address	Nearest Community(ies)
13	LACoFD	Station No. 36	127 W. 223rd St., Carson, CA 90745	West Carson
14	LACoFD	Station No. 6	25517 S. Narbonne Ave., Lomita, CA 90717	West Carson, Westfield/Academy Hills
15	LACoFD	Station No. 106	27413 Indian Peak Rd., Rolling Hills Estates, CA 90275	Westfield/Academy Hills
16	LACoFD	Station No. 56	12 Crest Rd. West, Rolling Hills, CA 90274	Westfield/Academy Hills

Source: County of Los Angeles 2022b

Sheriff Protection Services

The Los Angeles County Sheriff’s Department (LASD) provides general-service law enforcement to unincorporated areas of the County as well as cities within the County that have contracted with the agency. LASD’s service area totals approximately 4,084 square miles and serves a population of approximately 10 million people (LASD 2023). LASD employs approximately 18,000 employees (LASD 2023).

LASD provides law enforcement services to 90 unincorporated communities and 40 contract cities. In addition, LASD provides law enforcement services to 216 facilities, hospitals, and clinics located throughout the County, nine community colleges, the Los Angeles County Metropolitan Transportation Authority, and 47 superior courts (LASD 2023). In addition to enforcement of criminal laws, LASD also provides investigative, traffic enforcement, accident investigation, and community education functions. The Field Operation Regions are centered on 25 patrol stations that are dispersed throughout the County. LASD also maintains mutual aid agreements across jurisdictional boundaries for emergency response needs that exceed local resources (County of Los Angeles 2014).

The LASD indicated an optimal service response time of 10 minutes or less for emergency response incidents (a crime that is presently occurring and is a life or death situation), 20 minutes or less for priority response incidents (a crime or incident that is currently occurring but which is not a life or death situation), and 60 minutes or less for routine response incidents (a crime that has already occurred and is not a life or death situation) (Appendix J). These response times represent the range of time required to handle a service call, which is measured from the time a call is received until the time a patrol car arrives at the incident scene.

The Project area is served by three LASD stations: Carson Station, Lomita Station, and South Los Angeles Station. The locations of the LASD stations relative to the Project area’s individual communities can be found in Figure 4.15-2, Los Angeles County Sheriff’s Department Stations. As shown, all existing LASD stations are outside of the Project area’s boundaries. Table 4.15-3, County Sheriff Stations Serving the Project Area, represents a list of LASD serving the Project area. However, as shown in Table 4.15-3, all unincorporated communities of the Project area are served by an LASD station.

Table 4.15-3. County Sheriff Stations Serving the Project Area

Station	Address	Community(ies) Served
Carson Station	21356 South Avalon Boulevard, Carson, CA 90745	West Carson
Lomita Station	26123 Narbonne Avenue, Lomita, CA 90717	La Rambla, Westfield/Academy Hills

South Los Angeles Station	1310 West Imperial Highway, Los Angeles, CA 90044	Alondra Park/El Camino Village, Del Aire/Wiseburn, Hawthorne Island, Lennox,
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Source: Appendix J

The Carson Station provides law enforcement services to the community of West Carson in the Project area. According to LASD, this station is understaffed and currently employs approximately 151 sworn personnel and 33 professional staff. This station’s average and anticipated response times for emergency, priority, and routine calls for service received are 4.4, 7.75, and 39.45 minutes, respectively.

The Lomita Station provides law enforcement services to the communities of La Rambla and Westfield/Academy Hills in the Project area. According to LASD, this station is understaffed and currently employs approximately 80 sworn personnel and 17 professional staff. This station’s average and anticipated response times for emergency, priority, and routine calls for service received are five, 10, and 20 minutes, respectively.

The South Los Angeles Station provides law enforcement services to the communities of Alondra Park/El Camino Village, Del Aire/Wiseburn, Hawthorne Island, and Lennox in the Project area. According to LASD, this station is understaffed and currently employs approximately 140 sworn personnel and 42 professional staff. This station’s average and anticipated response times for emergency, priority, and routine calls for service received are 4.1, 8.6, and 47.3 minutes, respectively.

According to the LASD, the primary sources of funding for LASD operations and improvements are contracts with the unincorporated communities and the County (Appendix J). The operational funding for the LASD also comes from various types of tax revenue, but it is not guaranteed. Annual evaluations are conducted, and funding is allocated to the LASD upon approval by the County Board of Supervisors (based upon recommendations by the Chief Executive Officer) (Appendix J).

Based on recent correspondence with the LASD (provided in Appendix J), the LASD has no plans for construction of new or expansion of existing facilities serving the Project area. However, new development in the Project area would increase residents, employees, and daytime population of the LASD service area (Appendix J). Assigning additional personnel beyond the current capacity of the Carson, Lomita, and South Los Angeles Stations to meet acceptable service ratios would intensify the current shortage of facility space and supporting equipment (Appendix J).

School Services

The County’s role in developing and managing educational facilities and programs is limited. However, the Los Angeles County Office of Education (COE) serves as an intermediary between the local school districts and the California Department of Education (COE 2023). The COE is guided by a seven-member board of education, who are appointed by the County Board of Supervisors. The COE provides a vision statement and strategic opportunities for educational facility development to coordinate the assessment of facility needs and the construction of schools that fall to individual school districts. The County also coordinates public school facilities through subdivision approval processes, in which developers are required to assess the need for, and in some cases provide, land for the construction of public schools to support their project. As shown in Table 4.15-1 above, development impact fees, based on the size of a development, are distributed to the appropriate school district for the construction of school facilities before the County issues any building permits.

As shown above in Table 4.15-1, School Districts and Developer Fees, six school districts serve the Project area: Centinela Valley Union Highschool District (CVUHD), Hawthorne School District (HSD), Lawndale Elementary School

District (Lawndale ESD), Lennox Elementary School District (Lennox ESD), Los Angeles Unified School District (LAUSD), Palos Verdes Peninsula Unified School District (PVPUSD), Torrance Unified School District (TUSD), and Wiseburn Unified School District (WUSD). Figure 4.15-3, School Districts, illustrates the school district boundaries overlapping and serving the Project area's individual communities.

For the 2021-2022 school year, the cumulative enrollment for each school district was as follows: 8,053 (CVUHD), 7,752 (HSD), 5,403 (Lawndale ESD), 6,223 (Lennox ESD), 575,428 (LAUSD), 10,713 (PVPUSD), 22,634 (TUSD), and 4,911 (WUSD) (Ed-Data 2023).

Lawndale Elementary School District. There are three elementary schools in the LESD, which serve portions of Del Aire/Wiseburn and Lennox. The LESD anticipates that implementation of the Project would result in the need for expanded facilities to maintain acceptable performance objectives, such as additional classrooms and student restrooms (Appendix J). However, the LESD also notes that the district's enrollment is declining (Appendix J). Currently, the LESD has the following student-to-teacher ratios: one teacher for every 12 students (Pre-K), one teacher for every 24 students (Grades K-3), one teacher for every 32 students (Grades 4-5), and one teacher for every 31 students (Grades 6-8) (Appendix J).

Lennox School District. There are five elementary schools and one middle school within the LSD serving the Project area (Appendix J). As of 2023, all LSD schools serving the Project area were below maximum capacity, with cumulative enrollment declining overall (Appendix J; Ed-Data 2023). Currently, the LESD has the following student-to-teacher ratios: one teacher for every 20 students (Transitional Kindergarten-Kindergarten), one teacher for every 24 students (Grades 1-3), and one teacher for every 27 students (Grades 4-5) (Appendix J).

Los Angeles Unified School District. According to the LAUSD, there are 20 LAUSD schools serving West Carson and six LAUSD schools serving La Rambla. Out of the 20 schools currently serving West Carson, five are overcrowded or are anticipated to become overcrowded within the next five years (based on projected enrollment) (Appendix J). Of the six schools currently serving La Rambla, one is anticipated to become overcrowded within the next five years (based on projected enrollment) (Appendix J). The LAUSD is currently engaged in capital improvements of existing school sites, including replacement of portable classrooms with permanent rooms (Appendix J). The LAUSD notes that any increases in residential dwelling units as a result of the Project should be assumed to have an impact on school enrollment and may affect capital improvement project planning at LAUSD schools serving West Carson and La Rambla (Appendix J).

Parks

Refer to Section 4.16, Recreation, of the Draft PEIR for a discussion on the environmental setting of the South Bay Planning Area as it pertains to parks facilities.

Libraries

The L.A. County Library (Library) operates 86 libraries and a fleet of programming vehicles including four bookmobiles serving over 3.4 million residents in 49 cities and most unincorporated areas of the County (Appendix J). As shown in Table 4.15-5, L.A. County Libraries Serving the Project Area, the Project area is served by the Carson, Hawthorne, Lennox, Lomita, Masao W. Satow, and Wiseburn Libraries, which are within Library Planning Areas 5 (Southeast) and 6 (Southwest). The location of Library facilities relative to the Project area's individual communities are illustrated in Figure 4.15-4, L.A. County Library Branches. The Library branches serving the Project area are listed below in Table 4.15-4, L.A. County Libraries Serving the Project Area.

Table 4.15-4. L.A. County Libraries Serving the Project Area

Library	Address	Community(ies)
Carson	151 East Carson Street, Carson, CA 90745	West Carson
Hawthorne	12700 Grevillea Avenue, Hawthorne, CA 90250	Hawthorne Island, Del Aire/Wiseburn
Lennox	4359 Lennox Boulevard, Lennox, CA 90304	Lennox*
Lomita	24200 Narbonne Avenue, Lomita, CA 90717	West Carson
Masao W. Satow	14433 Crenshaw Boulevard, Gardena, CA 90249	Alondra Park/El Camino Village
Wiseburn	5335 W 135th Street, Hawthorne, CA 90250	Del Aire/Wiseburn

Source: Appendix J

The Library's service level guidelines entail a minimum of 0.5 gross square foot of library facility space per capita (Appendix J). In addition, the Library's service level guidelines include a minimum of three items (books and other library materials) per capita for regional libraries and 2.75 items per capita for community libraries, and one public access computer per 1,000 people served. According to the Library, with the exception of Masao W. Satow Library, the libraries that serve the Project area do not currently meet the minimum requirements for the service population. Table 4.15-5, Library Service Level Guidelines and Actuals, detailed below, provides a comparison of the Project area's existing conditions as of June 30, 2023.

Table 4.15-5. Library Service Level Guidelines and Actuals

Library Service Area	Service Level Guidelines			Actuals			Meeting Service Ratios?
	Computers	Collections	Facility Space	Computers	Collections	Facility Space	
Carson	100	300,930	50,155	34	77,597	33,112	No
Hawthorne	84	229,823	41,786	37	47,544	16,949	No
Lennox	20	54,712	9,948	26	36,006	10,826	No
Lomita	22	61,045	11,099	12	24,260	8,024	No
Masao W. Satow	8	23,155	4,210	14	30,853	6,639	Yes
Wiseburn	14	38,564	7,012	11	31,013	5,000	No

Source: Appendix J.

The Library is primarily funded by a dedicated share of property taxes, Library Special Tax, and the County General Fund. To help minimize the impact of residential projects on library services, the Library also collects a one-time Library Facilities Mitigation Fee (Developer Fee) for all new residential dwelling units located within the unincorporated areas of the County served by the Library. The current Developer Fees for Planning Areas 5 and 6 are \$1,137 per dwelling unit and \$1,145 per dwelling unit, respectively (Appendix J). The Library Special Tax is levied on parcels within 10 cities and unincorporated areas served by the Library. The Special Tax Rate for Fiscal Year 2023-24 is \$33.86 per parcel and is subject to an annual increase, capped at 2% (Appendix J).

4.15.2 Environmental Impacts

4.15.2.1 Methodology

As described in Chapter 3, Project Description, the South Bay Area Plan is a policy document that does not include or propose any site-specific development that could directly result in construction or operational impacts to the environment. However, implementation of the South Bay Area Plan would encourage development in a manner consistent with the South Bay Area Plan, which would facilitate additional future development. Therefore, this Draft PEIR does not assess the site-specific construction and operation details of each future development within the Project area. Rather, it assesses the impacts associated with changes to existing land uses and the associated overall effects of buildout of the South Bay Area Plan through 2045, where reasonably foreseeable physical changes to the environment could occur. Analysis at a parcel or site-specific level was not conducted because, unless otherwise noted within this assessment, the actual locations of project development (and its chronologic sequence or concurrence) that may be implemented in the future are speculative.

The County's General Plan and information obtained from the LACoFD, LASD, LAUSD, LESD, LSD, and L.A. County Library were used to evaluate public services located in the Project area. The potential for the Project to result in impacts related to public services is dependent on the Project's effect on maintaining acceptable service ratios, response times or other performance objectives for fire protection services, Sheriff protection services, school services, park services,³ and library services. Given that the Project, as a policy document, would not result in direct physical changes to the environment, the following analysis is based on Project area's existing conditions compared to the Project's buildout conditions under proposed land uses through 2045. Additionally, the following analysis is based on the Project's potential for future development in relation to where within the Project-area land use changes would occur as a result of the South Bay Area Plan. For more information on Project impacts relative to population growth, see Section 4.14, Population and Housing, of this Draft PEIR.

4.15.2.2 Thresholds of Significance

In accordance with the County's Environmental Checklist Form (Initial Study) and Appendix G of the CEQA Guidelines, the applicable thresholds of significance with regard to public services are listed below. A project may have a significant impact if it would:

Threshold 4.15-1: Create capacity or service level problems, 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 times or other performance objectives for any of the public services:

- Fire protection
- Sheriff protection
- Schools

³ Please refer to Threshold 4.16-1 in Section 4.16.2.4, Impact Analysis of Section 4.16 of this Draft PEIR for a comprehensive analysis of potential impacts regarding park services.

- Parks (See Section 4.16, Recreation)⁴
- Libraries

4.15.2.3 Land Use Changes, Goals, and Policies

As discussed in Section 3.3.3, Project-Related Growth in Chapter 3, Project Description of this Draft PEIR, implementation of the Project would encourage future development in a manner consistent with the South Bay Area Plan (County of Los Angeles 2023), which would facilitate additional residential, commercial, and mixed-use based on the following:

1. The Project would redesignate parcels within the Project-area communities of Alondra Park/El Camino Village, Del Aire/Wiseburn, Lennox, La Rambla, and West Carson to allow for residential development at higher densities than currently permitted. Under existing conditions, the sites affected are primarily designated as residential or commercial, and nearly all are occupied by existing development. The Project would facilitate development of approximately 9,853 additional dwelling units within the Project area, which would result in approximately 30,745 additional Project area residents. The proposed General Plan land use redesignations are illustrated in the following figures in Chapter 3, Project Description of this Draft PEIR: Figure 3-1a, Proposed General Plan Land Use, Alondra Park/El Camino Village; Figure 3-1b, Proposed General Plan Land Use, Del Aire/Wiseburn; Figure 3-1d, Proposed General Plan Land Use, La Rambla; Figure 3-1e, Proposed General Plan Land Use, Lennox; and Figure 3-1f, Proposed General Plan Land Use, West Carson.
2. The Project would amend applicable sections of the County Code to allow for the development of neighborhood-scale commercial uses (i.e., Accessory Commercial units [ACUs]) on corner lots within the Project area's residential zones. The ACUs would be an accessory use to a primary residence and would be limited to one ACU per corner-residential lot. It is projected that approximately 12 parcels in the Project area may develop ACUs, which would generate approximately 23 new jobs. For a distribution of the residential zones within the Project area where ACUs would be permitted on corner lots, please refer to the following figures in Chapter 2, Environmental Setting of this Draft PEIR: Figure 2-4a, Existing Zoning, Alondra Park/El Camino Village; Figure 2-4b, Existing Zoning, Del Aire/Wiseburn; Figure 2-4c, Existing Zoning, Hawthorne Island; Figure 2-4d, Existing Zoning, La Rambla; Figure 2-4e, Existing Zoning, Lennox; Figure 2-4f, Existing Zoning, West Carson; and Figure 2-4g, Existing Zoning, Westfield/Academy Hills.
3. The Project would redesignate parcels in the communities of Alondra Park/El Camino Village, Del Aire/Wiseburn, Lennox, La Rambla, and West Carson to facilitate new commercial development. In total, the proposed land use changes would facilitate approximately 777,697 square feet of additional commercial use and 1,417 new employees.

The South Bay Area Plan's areawide and community specific goals and policies presented below are tailored towards the unique geographic, demographic, and social diversity of the unincorporated communities in the South Bay Planning Area and are consistent with the Los Angeles County General Plan goals and policies applicable to the topic of public services listed in Section 4.15.1.1 above. (Areawide and community-specific goals and policies related to parks and recreation are provided in Section 4.16 of this Draft PEIR).

⁴ Please refer to Threshold 4.16-1 in Section 4.16.2.4, Impact Analysis of Section 4.16 of this Draft PEIR for a comprehensive analysis of potential impacts regarding park services.

Areawide Goals and Policies

Goal COSE 2	Enhance the availability and quality of parks in the Planning Area, focusing on equitable access and community engagement to preserve the unique characteristics of each community.
Policy COSE 2.1	Improve and Create Parks. Support the improvement and creation of parks and open spaces in the Planning Area given the number of “Very High” or “High” park need communities identified by the PNA and vulnerable communities identified by the PNA+.
Policy COSE 2.2	Community Engagement. Encourage the involvement of local communities in the planning and development process of new parks and open space areas, ensuring that their needs and preferences are prioritized, and their cultural and socioeconomic backgrounds are respectfully integrated into the design.
Policy COSE 2.3	Improved Access. Explore the removal of physical barriers to existing parks and spaces, ensuring improved access for the community.
Policy COSE 2.4	Restore and Convert Degraded Land. Support the restoration and conversion of degraded land, such as oil fields, brownfields, and landfills, into new parks and open spaces and other degraded land in areas of high environmental burden, as identified by the 2022 Parks Needs Assessment+ Final Report.
Goal COSE 3	A built environment that integrates open and green spaces at various sizes and scales and seeks to improve environmental conditions.
Policy COSE 3.1	Versatile Open Spaces. Promote multi-purpose open spaces and small-scale mixed-use community gathering spaces throughout the Planning Area and associate with both public and private facilities.
Policy COSE 3.2	Publicly Accessible Open Space. Encourage new private development to install and maintain publicly accessible open and green space in the form of public plazas, pocket parks, active and passive recreation areas, and/or landscaping with enhanced shade features (i.e., trees, canopies, shade sails, and awnings).
Policy COSE 3.3	Open Space Design Guidelines. Explore developing guidelines for incorporating non-residential open spaces, such as outdoor dining areas, promenades, green alleys, plazas, or other usable outdoor spaces in mixed-use areas.
Policy COSE 3.4	Public Art in Open Spaces. Encourage the integration of public art and creative local expression, such as murals, sculptures, creative signage, into the design of public and private open spaces.
Goal COSE 4	A resilient Planning Area that integrates sustainable methods and techniques throughout open spaces, streetscapes, and other elements of the built environment.

Policy COSE 4.1	Multi-benefit Spaces. Provide multi-benefit open spaces that incorporate or provide sustainable and environmental elements with water quality improvements, including slowing and capturing water and enabling groundwater recharge; native habitat; connectivity between open space areas; enhanced biodiversity; and improved open space access.
Goal COSE 4.2	Climate-Resilience. Foster the design of climate-resilient streetscapes and outdoor public facilities that provide active and passive programmable environments for residents in the SBAP communities.
Policy COSE 4.3	Light Pavements. Encourage the use of light pavements for streets, driveways, and hardscaped open spaces to reflect the solar radiation that warms the surrounding environment and cool urban heat islands.
Policy COSE 4.4	Native Landscaping. Improve existing and future public and private open spaces, greenways, streets, and sidewalks with additional native trees and drought-tolerant native plants to mitigate heat island effects, create comfort for users, and manage water usage.
Policy COSE 4.5	Trees and Shade. Provide shade within parks and open spaces through covered outdoor structures, when possible, and additional tree plantings.
Goal PS 1	Growth closely coordinated with infrastructure and public facility needs to ensure adequate capacity and a high level of service for existing and future development.
Policy PS 1.1	Capital Projects and Infrastructure. Ensure new growth is closely coordinated with the demand for new or upgraded capital projects and infrastructure to support capacity needs for existing and new development, prioritizing disproportionately affected communities.
Policy PS 1.3	Partnership with School Districts. Partner with school districts in the area to identify resources for adequate capacity with increased growth and future development.
Goal PS 2	Public services and facilities that are equitably invested in and distributed throughout the Planning Area, allowing access, amenities, and safety for all community members.
Policy PS 2.1	Accessible Public Facilities. Encourage the development of public facilities and/or public agency satellite offices that provide access to public information, services, and community gathering space in transit accessible locations and along major corridors where there is a density of housing, a concentration of destinations, and high pedestrian activity and visibility.
Policy PS 2.2	Connectivity to Services and Facilities. Enhance the connectivity and safety of active transportation access to public services and facilities by prioritizing lighting, landscaping, sidewalk, and multi-use trailway improvements along routes to parks, open spaces, schools, and cultural facilities.

Policy PS 2.3 Conversion of Underutilized Spaces. Promote the conversion of underutilized spaces, including those within the public right-of-way such as alleys, utility corridors, freeway underpasses, and remnant spaces adjacent to freeways, into walking paths, parks, community gardens, and other green space, where feasible and appropriate.

Goal PS 3 Sustainable and resilient public services, facilities, and other infrastructure that meets the needs of the SBAP communities while benefiting the environment and improving aesthetics.

Community-Specific Goals and Policies

Alondra Park/El Camino Village

Goal 4 Community-accessible open space and amenities that serve residents.

Policy 4.1 Improved Access to Alondra Park. Enhance access to Alondra Park through improved bicycle and pedestrian infrastructure and the removal of the existing fencing around portions of the periphery of the park.

Policy 4.2 Facilities and Amenities. Support the integration of new locally serving facilities and amenities such as parks, recreational facilities, and playgrounds to serve all ages of the community.

Policy 4.5 Safe Connections to Laguna Dominguez Trail. Promote the evaluation of bicycle facility installation along the Manhattan Beach Boulevard frontage road on the north side to provide an additional separated and safer facility for bicyclists that will connect to the Laguna Dominguez Trail.

Del Aire

Policy 1.3 Community Services and Facilities. Encourage community services and public accessible community gathering spaces as part of new development and existing County or Metro properties to provide neighborhood amenities within walking distance of existing and future residents.

Policy 2.2 Multi-Use Trail. Prioritize the implementation of a Class I Multi-Use trail on the westside of Aviation Boulevard along the abandoned BNSF rail line to provide safe and improved access to the Metro station.

Policy 2.4 Park Access. Improve access to/from Del Aire Park, as well as future open spaces in the community.

Policy 3.1 Safe Routes to Schools Program. Support the creation of a Safe Routes to School Program (SRTS) for the Del Aire Elementary School.

Goal 4 Diverse open spaces that are accessible to the community.

Policy 4.1 New Open Spaces. Encourage new publicly accessible open spaces, pocket parks, and plazas to create more park/green space for the community. New development shall be encouraged to design and include green spaces that may be enjoyed by new and existing community members.

Policy 4.2 I-105 Freeway Buffer Parks. Explore implementation of the I-105 Consent Decree by partnering with County departments and Caltrans to jointly pursue grants to plan for and construct parks and open space within the I-105 freeway buffer.

Hawthorne Island

Policy 1.2 New Open Spaces. Integrate new publicly accessible open spaces, pocket parks, and plazas in new development along Crenshaw Boulevard to create more park/green space for the community.

La Rambla

Policy 1.4 Community-Serving Uses. Encourage community-serving uses in new developments to offer neighborhood services and amenities desired by the surrounding community.

Policy 1.5 New Open Spaces. Encourage new publicly accessible open spaces, pocket parks, and plazas in new development to create more park/green space for the community.

Lennox

Policy 3.6 Park Access. Improve access to/from Lennox Park along Lennox Boulevard and surrounding streets.

Goal 4 High-quality open spaces, including parks and other recreational amenities, are provided throughout the community.

Policy 4.2 Support Community Facilities. Continue to provide programs, services, and maintenance to support existing community facilities, such as the Lennox Civic Center, library, and Lennox Park.

Policy 4.3 Cultural Programming and Community Events. Continue to utilize Lennox Park as a central community gathering space for cultural programming and community events.

West Carson

Goal 4 Repurposed sites for community amenities, such as parks, walking trails, and community facilities.

Policy 4.1 Convert Contaminated and Underutilized Sites. Promote the repurposing and remediation of contaminated sites, brownfields, and underutilized spaces in West

Carson for the creation of community facilities, sports fields, parks, walking paths, trails, and green spaces.

Policy 4.2 New Open Spaces. Integrate new publicly accessible open spaces, pocket parks, and plazas in new development to create more park/green space for the community and address the existing pollution burden.

Goal 7 Strategic economic development of Alpine Village into a community destination.

Policy 7.1 Alpine Village Re-Envisioning. Facilitate the redevelopment of Alpine Village site as a community destination, with community serving amenities and uses.

Westfield/Academy Hills

Goal 1 Revitalized underutilized spaces that provide community benefits.

Policy 1.1 Community-Serving Uses. Explore ways to revitalize commercial properties to support community serving uses and provide community benefits.

Policy 2.3 Trail Network. Explore grant funding opportunities prepare a community/regionally focused trails plan to create robust system of trails and multi-use trails to facilitate strong connections to the existing recreational amenities.

Policy 2.4 Access to Existing Facilities. Support improved access to existing facilities and amenities, such as the South Coast Botanical Garden and schools.

Wiseburn

Policy 1.5 New Open Spaces. Integrate new publicly accessible open spaces, pocket parks, and plazas in new development along Inglewood Avenue and El Segundo Boulevard to create more park/green space for the community.

4.15.2.4 Impact Analysis

Threshold 4.15-1(i) Would the project create capacity or service level problems, 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 times or other performance objectives for fire protection services?

Less Than Significant Impact. As detailed in Section 4.15.1.2, Existing Environmental Conditions, the Project area is served by existing LACoFD services through stations within or in the vicinity of each Project community. The location of fire department stations can be found in Figure 4.15-1. Moreover, Table 4.15-2 shows stations that serve the Project area. Each of the Project-area communities are located within urban or suburban settings. As such, the LACoFD’s standard for adequate response times would be between five to 12 minutes. According to LACoFD, all fire stations that serve the Project area appear to adequately meet the minimum requirements for the

service population and there is no planned construction of new or expanded fire protection facilities in the Project area (Appendix J).

No specific development is proposed as part of the Project that would have direct impacts on fire protection services. However, implementation of the South Bay Area Plan would facilitate future development projects, which would increase the demand on fire protection services as a result of construction and operation. Existing County policies and regulations are intended to minimize impacts to performance objectives of fire protection services (i.e., standard response times). For example, LACoFD is a special district that receives most of its revenue from the unincorporated areas through a portion of the property tax paid by the owners of all taxable properties. As new development occurs, payments would occur to fund the services to maintain acceptable service ratios, response times, and other performance objectives, such as the hiring of fire protection services personnel and funding for new equipment. Operational funding for the LACoFD is also supported by the County's General Fund. The County Board of Supervisors allocates funding for various County-provided public services, including LACoFD. As population growth increases and demand for LACoFD's services increase, the County Board of Supervisors would allocate resources from the County's General Fund during the County's annual budgeting process to address staffing and equipment needs to serve the communities, including the Project area.

Additionally, existing building and fire codes, as outlined in Section 4.15.1.1, Regulatory Setting, require fire hydrants, sprinkler systems, smoke detectors, fire extinguishers, and adequate access for emergency vehicles, which would reduce potential impacts of the future development on fire protection and emergency services. These project design elements would be reviewed and approved by the County Public Works and LACoFD prior to the issuance of building permits for each future development within the Project area. As such, future development projects would comply with all applicable provisions of the County's Fire and Building Codes. These existing County permitting procedures for development would reduce potential impacts to fire protection services. Moreover, implementation of the Project would be gradually implemented through 2045, and LACoFD would add staff and equipment to the existing stations on an as-needed basis over time in order to accommodate increased demand.

According to the LACoFD, the potential impacts of the Project on fire protection services are unknown at this time (Appendix J). The construction or expansion of new facilities would depend on the amount of new development arising from implementation of the Project, and the effects of cumulative development would be evaluated on a case-by-case basis (Appendix J). However, in the event that new or expanded facilities are required, the Project's proposed land use changes would support new development/redevelopment, including new LACoFD facilities, through implementation of the Mixed Use (MU) and General Commercial (CG) designations. The proposed MU and CG land use changes would include corresponding zone changes (e.g., MXD [Mixed Use], C-2 [Neighborhood Commercial], and C-3 [General Commercial]), which would allow for development of public service uses, such as new LACoFD stations, in accordance with Section 22.26.030 (Mixed Use Development Zone) and Section 22.20.030 (Land Use Regulations for Zones C-H, C-1, C-2, C-3, C-M, C-MJ, and C-R) of the County Zoning Code. As provided in Table 3-2, Proposed Zone Changes, in Chapter 3, Project Description of this Draft PEIR, the Project would facilitate approximately 58 acres of mixed-use land area and approximately 39 acres of commercial land area, which could allow for the construction or expansion of LACoFD facilities. As previously discussed, the PEIR does not address specific development projects; however, the potential adverse physical impacts associated with buildout under the Project's proposed land use changes (including approximately 777,697 square feet of new building area and 1,417 new employees) are evaluated throughout this PEIR. Therefore, the potential construction or expansion of LACoFD facilities would not result in any new adverse physical effects beyond what has already been assessed in this PEIR, and impacts would be less than significant. No mitigation is required.

Threshold 4.15-1(ii) Would the project create capacity or service level problems, 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 times or other performance objectives for Sheriff protection services?

Less Than Significant Impact. Sheriff protection services for the Project area are provided by LASD, as outlined in Section 4.15.1.2, above. The locations of Sheriff stations serving the Project area (i.e., the Carson, Lomita, and South Los Angeles Stations) are illustrated in Figure 4.15-2. The LASD has not established a standard law enforcement service ratio because staffing level needs vary from station to station due to criteria such as service call volume and type, patrol and travel time by priority, personnel workload, performance levels, and modeling the flow of calls for service ratios (Appendix J). As previously discussed, the LASD indicated an optimal service response time of 10 minutes or less for emergency response incidents, 20 minutes or less for priority response incidents, and 60 minutes or less for routine response incidents (Appendix J). However, response time is variable, particularly because the nearest responding patrol car may be located anywhere within the station's patrol area and may not necessarily respond directly from the station itself.

The Carson Station's average and anticipated response times for emergency, priority, and routine calls for service received are 4.4, 7.75, and 39.45 minutes, respectively. The Lomita Station's average or anticipated response times for emergency, priority, and routine calls for service received are five, 10, and 20 minutes, respectively. The South Los Angeles Station's average and anticipated response times for emergency, priority, and routine calls for service received are 4.1, 8.6, and 47.3 minutes, respectively. Therefore, according to LASD's optimal service response times, Sheriff protection services are currently meeting standard response times within the Project area, as detailed above in Section 4.15.1.2.

Based on recent correspondence with the LASD (provided in Appendix J), the LASD has no plans for construction of new or expansion of existing facilities serving the Project area. However, new development in the Project area would increase residents, employees, and daytime population of the LASD service area (Appendix J). Assigning additional personnel to the Carson, Lomita, and South Los Angeles Stations to meet acceptable service ratios would intensify the current shortage of facility space and supporting equipment (Appendix J). As indicated above in Section 4.15.2.3, Land Use Changes, Goals, and Policies, the Project would result in an increase in population and employment throughout the Project area. Therefore, the Project could create capacity or service level problems and result in the need for new or physically altered facilities in order to maintain acceptable service ratios, response times or other performance objectives for Sheriff protection services.

Implementation of the Project would be gradually implemented through 2045, and the LASD would add staff and equipment to the existing stations on an as-needed basis over time to accommodate increased demand. If additional law enforcement personnel are required to meet acceptable service ratios, modifications to law enforcement service contracts and equipment assets may be required. Operational funding for the LASD is derived from service contracts and various types of tax revenue (property taxes, sales taxes, user taxes, vehicle license fees, deed transfer fees, etc.). Tax revenues are deposited in the County's General Fund. The Board of Supervisors approves and allocates the revenue for various County-provided public services, including LASD's services. As future development occurs, tax revenues from property and sales taxes would be generated and deposited in the County's General Fund. A portion of these revenues would be allocated to the LASD during the County's annual budgeting process, as is the case in current conditions, to address staffing and equipment needs to serve growing communities, including the Project area. These funds would need to be allocated to the LASD and approved by the County Board of Supervisors, based on the recommendations of the County's Chief Executive Office (Appendix J). Funding for the LASD is annually evaluated and may vary from year to year. County revenues that would be allocated

to the LASD through the annual budgeting process would help maintain acceptable service ratios, response times or other performance objectives for Sheriff protection services.

In addition, the Project proposes areawide and community-specific policies addressing public safety, including Policy PS 2.2, Connectivity to Services and Facilities, would enhance the connectivity and safety of active transportation access to public services and facilities by prioritizing lighting, landscaping, sidewalk, and multi-use trailway improvements along routes to parks, open spaces, schools, and cultural facilities., which, as implemented through future development, could help reduce demand for LASD services.

As stated above, new or expanded LASD facilities may be required in order to maintain acceptable service ratios, response times or other performance objectives for Sheriff protection services. However, the Project proposes land use changes to support new development/redevelopment, including implementation of the Mixed Use (MU) and General Commercial (CG) designations. These MU and CG land use changes would include corresponding zone changes (e.g., MXD [Mixed Use], C-2 [Neighborhood Commercial], and C-3 [General Commercial]), which would allow for development of public service uses, such as new LASD stations, in accordance with Section 22.26.030 (Mixed Use Development Zone) and Section 22.20.030 (Land Use Regulations for Zones C-H, C-1, C-2, C-3, C-M, C-MJ, and C-R) of the County Zoning Code. As provided in Table 3-2, Proposed Zone Changes, in Chapter 3, Project Description of this Draft PEIR, the Project would facilitate approximately 58 acres of mixed-use land area and 39 acres of commercial land area, which could allow for the construction or expansion of LASD facilities. As previously discussed, the PEIR does not address specific development projects; however, the potential adverse physical impacts associated with buildout under the Project's proposed land use changes (including approximately 777,697 square feet of new building area and 1,417 new employees) are evaluated throughout this PEIR. Therefore, the potential construction or expansion of LASD facilities would not result in any new adverse physical effects beyond what has already been assessed in this PEIR, and impacts would be less than significant. No mitigation is required.

Threshold 4.15-1(iii) Would the project create capacity or service level problems, 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 times or other performance objectives for school services?

Less Than Significant Impact. School districts offer education to all school-age residents of the Project area but operate entirely independent of County government. As shown above in Table 4.15-1, School Districts and Developer Fees, six school districts serve the Project area: CVUHD, HSD, Lawndale ESD, Lennox ESD, LAUSD, PVPUSD, TUSD, and WUSD. Figure 4.15-3, School Districts, illustrates the school district boundaries overlapping and serving the Project-area communities.

No direct development is proposed as part of the Project. However, land use changes proposed by the Project would facilitate future residential development in the communities of Alondra Park/El Camino Village, Del Aire/Wiseburn, La Rambla, Lennox, and West Carson, which would generate demand for school services provided by the CVUSD, LESD, LSD, LAUSD, TUSD, and WUSD.⁵ The proposed land use changes would facilitate development of approximately 9,853 additional dwelling units within the Project area. According to the Los Angeles County General Plan Update EIR and the Office of Public School Construction's standard rate for unified school districts, the student generation rate is 0.7 students per dwelling unit (County of Los Angeles 2014; OPSC 2008). Based on this student

⁵ No new residential development would be facilitated in the communities of Hawthorne Island or Westfield/Academy Hills. Therefore, no impacts to schools within the HSD or PVPUSD would occur.

generation rate, approximately 6,897 students⁶ are anticipated at buildout of the Project. As such, the Project would increase demand on schools to provide school services. To maintain acceptable service ratios or other performance objectives, the expansion of existing school facilities may be required (Appendix J).

However, implementation of the Project would be gradually implemented through 2045. Moreover, existing funding mechanisms would lessen potential impacts related to an increase in the student population. As detailed in Section 4.15.1.1, the school districts serving the Project areas are in part, funded through the payment of development fees pursuant to SB 50 (Government Code Section 65995). These fees would be required to be paid by future development prior to issuance of building permits and would be used to offset the impact of an additional student population. According to SB 50, payment of these fees constitutes adequate mitigation related to impacts to school facilities. Although a number of LAUSD schools in West Carson and La Rambla are overcrowded under existing conditions and under five year projections, as noted in Section 4.15.1.2, secondary impacts related to busing and parent vehicle trips/carpooling to different schools are accounted for in the transportation, air quality, greenhouse gas, and noise analyses of this Draft PEIR (see Section 4.3, Air Quality; Section 4.8, Greenhouse Gas Emissions; Section 4.13, Noise; and Section 4.17, Transportation of this Draft PEIR).

Furthermore, a school district and a project applicant/developer have the option of entering into various alternative mitigation agreements to ensure the timely construction of school facilities to house students from new residential development. The primary financing mechanism authorized in these mitigation agreements is the formation of a community facilities district, pursuant to the Mello-Roos Community District Act of 1982. In lieu of an alternative mitigation agreement, state-mandated school facilities fees, which help maintain adequate school facilities and levels of service may also reduce potential impacts. Ultimately, the provision of schools is the responsibility of the school district. SB 50 provides that the statutory fees found in the Government and Education Codes are the exclusive means of considering and mitigating for school impacts. As previously mentioned, imposition of the statutory fees constitutes full and complete mitigation (Government Code Section 65995[b]). Therefore, the Project's impacts would be less than significant, and no mitigation is required.

Threshold 4.15-1(iv) Would the project create capacity or service level problems, 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 times or other performance objectives for park services?

Significant and Unavoidable Impact. As further discussed in Section 4.16, Recreation, of this Draft PEIR, impacts regarding park services would be significant and unavoidable, and there are no feasible mitigation measures to reduce this anticipated impact.⁷

Threshold 4.15-1(v) Would the project create capacity or service level problems, 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

⁶ 9,853 new dwelling units multiplied by 0.7 students per dwelling unit = 6,897.1 (or approximately 6,897 students)

⁷ Please refer to Threshold 4.16-1 in Section 4.16.2.4 of this Draft PEIR for a comprehensive analysis of potential Project impacts regarding park services.

maintain acceptable service ratios, response times or other performance objectives for library services?

Less Than Significant Impact. Library services in the Project area are provided by the L.A. County Library (Library) system, as discussed in Section 4.15.1.2, above. The Library locations are illustrated in Figure 4.15-4 and detailed in Table 4.15-4. The Library's guidelines stipulate a minimum of 0.5 gross square foot of library facility space per capita (Appendix J). In addition, the Library's service level guidelines include a minimum of three items (books and other library materials) per capita for regional libraries and 2.75 items per capita for community libraries, and one public access computer per 1,000 people served. Under existing conditions, except for Masao W. Satow Library, the libraries serving the Project area do not currently meet the minimum requirements for the service population (Appendix J).

No direct development is proposed as part of the Project. However, as discussed above in Section 4.15.2.3, land use changes proposed by the Project would facilitate future development that could potentially result in a significant impact on existing library services. Although the Project would not require the construction of new library facilities, implementation of the Project would increase demand on existing library services and facilities, resulting in the need for ongoing operational and maintenance activities (e.g., infrastructure upgrades) and additional materials/personnel in order to maintain acceptable service ratios and other performance objectives (Appendix J).

As detailed above in Table 4.15-5, the libraries serving the Project area (with the exception of Masao W. Satow Library) do not currently meet service ratios. However, implementation of the Project would be gradually implemented through 2045. Operational funding for the Library is supported by the County's General Fund, property taxes, and special taxes. The Library Special Tax is levied on parcels within 10 cities and unincorporated County areas served by the Library (including the Project area). The Special Tax Rate for Fiscal Year 2023-24 is \$33.86 per parcel and is subject to an annual increase, capped at 2% (Appendix J). The County Board of Supervisors allocates funding for various County-provided public services, including the Library. As population growth increases and demand for library services increase, the County Board of Supervisors would allocate resources from the County's General Fund during the County's annual budgeting process to address staffing and equipment needs to serve increasing demands for library services. Moreover, to minimize the impact of residential projects on library services, the Library collects a one-time Library Facilities Mitigation Fee (per County Code Section 22.246.060) prior to the issuance of building permits for all new residential dwellings units located within the unincorporated County, including the Project area. The current fees for Planning Areas 5 and 6 (applicable to the Project area) are \$1,137 per dwelling unit and \$1,145 per dwelling unit, respectively (Appendix J). These fees are subject to a Consumer Price Index increase effective at the start of each fiscal year on July 1. As such, future residential development facilitated as a result of the Project's proposed land use changes would be required to provide payment of fees to reduce impacts to library facilities and services. These fees could be used to address the need for ongoing operational and maintenance activities and/or additional materials/personnel at the existing libraries serving the Project area. However, as indicated by the Library, the construction of new library branches would not be required as a result of Project implementation (Appendix J). Therefore, impacts to library services would be less than significant, and no mitigation is required.

4.15.2.5 Cumulative Impact Analysis

Where a lead agency concludes that the cumulative effects of a project, taken together with the impacts of other closely related past, present, and reasonably foreseeable future projects are significant, the lead agency then must determine whether the project's incremental contribution to such significant cumulative impact is "cumulatively considerable" (and thus significant in and of itself). The cumulative study area used to assess potential cumulative

public services impacts includes the County of Los Angeles and considers the future buildout of applicable local and regional plans. The full list of related plans applicable to the Project's cumulative analyses is provided in Section 2.5, Cumulative Impact Analysis, in Chapter 2, Environmental Setting of this Draft PEIR.

As discussed in Section 4.14, Population and Housing of this Draft PEIR, the buildout of the South Bay Area Plan by 2045 would exceed the growth projections for the South Bay Planning Area in the County's General Plan. The cumulative impact of this population increase in the Project area and County would increase demand on public services, such that the provision of new or physically altered governmental facilities could cause significant environmental impacts.

Threshold 4.15-1i (Fire Protection). Cumulative development in Los Angeles County would increase the demand for fire protection and emergency medical services to accommodate new population growth and development. This increased demand from the implementation of related plans has the potential to affect existing service levels and response times for the LACoFD and fire departments in neighboring jurisdictions, resulting in a cumulatively significant impact.

While the Project area primarily relies on the LACoFD for fire protection services, it also borders various jurisdictions served by local fire departments. These local departments may be required to respond to incidents within unincorporated areas bordering their jurisdictions. As such, the Project could increase demand on fire departments in these adjacent jurisdictions. This could potentially lead to a future need for new or expanded facilities in these jurisdictions; however, the potential need for future facilities would be speculative at this time. Furthermore, while the construction and operation of new or expanded facilities in adjacent areas may have localized impacts, individual facilities would not contribute to any additive cumulative or regional impacts.

The necessity for constructing new or expanded fire protection facilities to serve cumulative demands would be assessed by the LACoFD, the County Board of Supervisors, or similar entities in adjacent jurisdictions. This would occur during the annual budgetary process and would comply with relevant state and local environmental laws, including evaluations pursuant to CEQA. Operational funding for LACoFD and other fire departments serving related projects in adjacent areas comes from a variety of sources, including contracts, developer fees, property taxes, sales taxes, user taxes, vehicle license fees, and deed transfer fees. These funds are allocated annually in a manner designed to provide for adequate staffing levels and facilities to serve future developments throughout Los Angeles County.

Although the Project could result in the need for new or expanded LACoFD facilities, these facilities could be accommodated within parcels subject to proposed MU and CG land use changes, the potential impacts of which are analyzed throughout this PEIR. While the construction and operation of new or expanded LACoFD facilities in the Project area may have localized impacts, individual facilities would not contribute to any additive cumulative or regional impacts. Therefore, the Project's incremental contribution to impacts on fire protection services would not be cumulatively considerable.

Threshold 4.15-1ii (Sheriff Protection). Cumulative development in Los Angeles County would incrementally increase the demand for law enforcement services to serve new population and development. This increase in demand for law enforcement services from implementation of related plans would have the potential to effect existing service levels and response times for the LASD and other police departments from neighboring jurisdictions, resulting in a cumulatively significant impact.

Although the Project area relies on the LASD for law enforcement services, the Project area is adjacent to various jurisdictions served by local police departments. These local departments may be called to respond to incidents

within unincorporated areas bordering their jurisdictions. As such, the Project could increase demand on departments in adjacent jurisdictions. This could potentially lead to the future need for new or expanded facilities in adjacent jurisdictions; however, the potential need for future facilities is unknown and would be speculative at this time. Furthermore, while the construction and operation of new or expanded facilities in adjacent areas may have localized impacts, individual facilities would not contribute to any additive cumulative or regional impacts.

The need for construction of new or expanded law enforcement facilities to serve cumulative demands would be assessed by the LASD, the County Board of Supervisors, or similar entities in adjacent jurisdictions. This would take place during the annual budgetary process and would comply with relevant state and local environmental laws, including evaluations pursuant to CEQA. Operational funding for LASD and other police departments serving related projects in adjacent areas comes from a variety of sources, including contracts, developer fees, property taxes, sales taxes, user taxes, vehicle license fees, and deed transfer fees. These funds are allocated annually in a manner to provide for appropriate staffing levels and facilities to serve future developments in Los Angeles County. Furthermore, per Section 22.246.070 (Law Enforcement Facilities Mitigation Fee), of the County's Zoning Code, future development within the unincorporated urban expansion areas of Santa Clarita, Newhall, and Gorman would be required to pay a law enforcement facilities mitigation fee to mitigate adverse impacts due to the inadequacy of law enforcement services and facilities that might otherwise occur due to new development.

Although the Project could result in the need for new or expanded LASD facilities, these facilities could be accommodated within parcels subject to proposed MU and CG land use changes, the potential impacts of which are analyzed throughout this PEIR. While the construction and operation of new or expanded LASD facilities in the Project area may have localized impacts, individual facilities would not contribute to any additive cumulative or regional impacts. Therefore, the Project's incremental contribution to impacts on Sheriff services would not be cumulatively considerable.

Threshold 4.15-1iii (Schools). Cumulative residential development would incrementally increase the student population in Los Angeles County and could affect student/facility ratios and require the construction or expansion of school facilities to maintain adequate service ratios, which would have the potential to create a potentially significant impact on the environment. However, state law requires residential development projects to pay established school impact fees in accordance with SB 50 prior to the issuance of a building permit. The funding program established by SB 50 has been found by the legislature to constitute "full and complete mitigation of the impacts of any legislative or adjudicative act...on the provision of adequate school facilities" (Government Code Section 65995[h]). Therefore, the fees authorized for collection under SB 50 are conclusively deemed full and adequate mitigation of impacts on school district facilities. Therefore, the Project's incremental contribution to impacts on school services would not be cumulatively considerable.

Threshold 4.15-1iv (Parks). As discussed further in Section 4.16 of this Draft PEIR, without the payment of park mitigation fees or the dedication of land for future parks, the Project in combination with cumulative growth related to regional plans would result in a cumulatively considerable and significant impact to park services.

Threshold 4.15-1v (Libraries). The Library serves unincorporated areas and some cities within the County. Related residential development would increase the demand for library services and could result in the need to construct additional or expand existing library facilities, which could result in a significant adverse physical impact on the environment. The need for the construction of new or expanded library facilities to serve cumulative demands would be determined by the County Library and the County Board of Supervisors through the annual budgetary process and would be evaluated for environmental impacts in compliance with applicable state and local laws. As with the Project, future cumulative development would generate new tax revenues, and as discussed above, funding sources for the Library and other surrounding public libraries consisting of property taxes, state assistance, and revenue

from fines, mitigation fees, and other miscellaneous revenue would help reduce impacts. In addition, the County requires payment of library facilities mitigation fees as specified under County Code Section 22.246.060. Although cumulative development could result in the need for new or expanded library facilities (potentially resulting in a cumulatively significant impact), required payment of library facilities fees for residential projects would reduce the Project's incremental contribution to impacts on library facilities. Thus, impacts would not be cumulatively considerable.

4.15.2.6 Mitigation Measures

No feasible mitigation measures are available to mitigate Project impacts on park services.

All other impacts related to Fire Protection, Sheriff Protection, School Services, and Libraries would be less than significant and no mitigation is required.

4.15.2.7 Significance Conclusion

Threshold 4.15-1i (Fire Protection). Impacts to fire services would be **less than significant** and would not be cumulatively considerable.

Threshold 4.15-1ii (Sheriff Protection). Impacts to Sheriff services would be **less than significant** and would not be cumulatively considerable.

Threshold 4.15-1iii (Schools). Impacts to school services would be **less than significant** and would not be cumulatively considerable.

Threshold 4.15-1iv (Parks). As further discussed in Section 4.16, Recreation, of the Draft PEIR, impacts to park services would be **significant and unavoidable** and cumulatively considerable.

Threshold 4.15-1v (Libraries). Impacts to library services would be **less than significant** and would not be cumulatively considerable.

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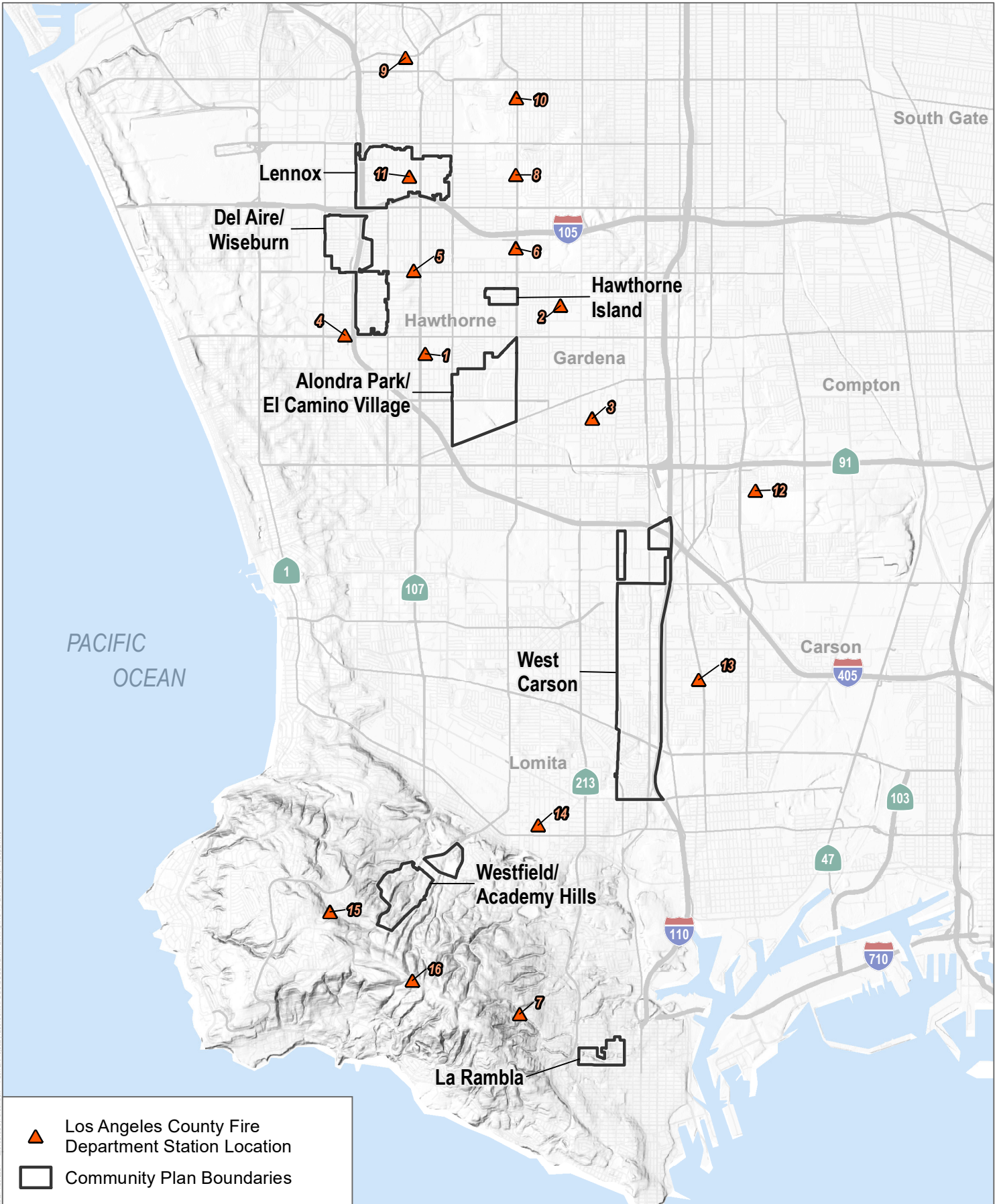
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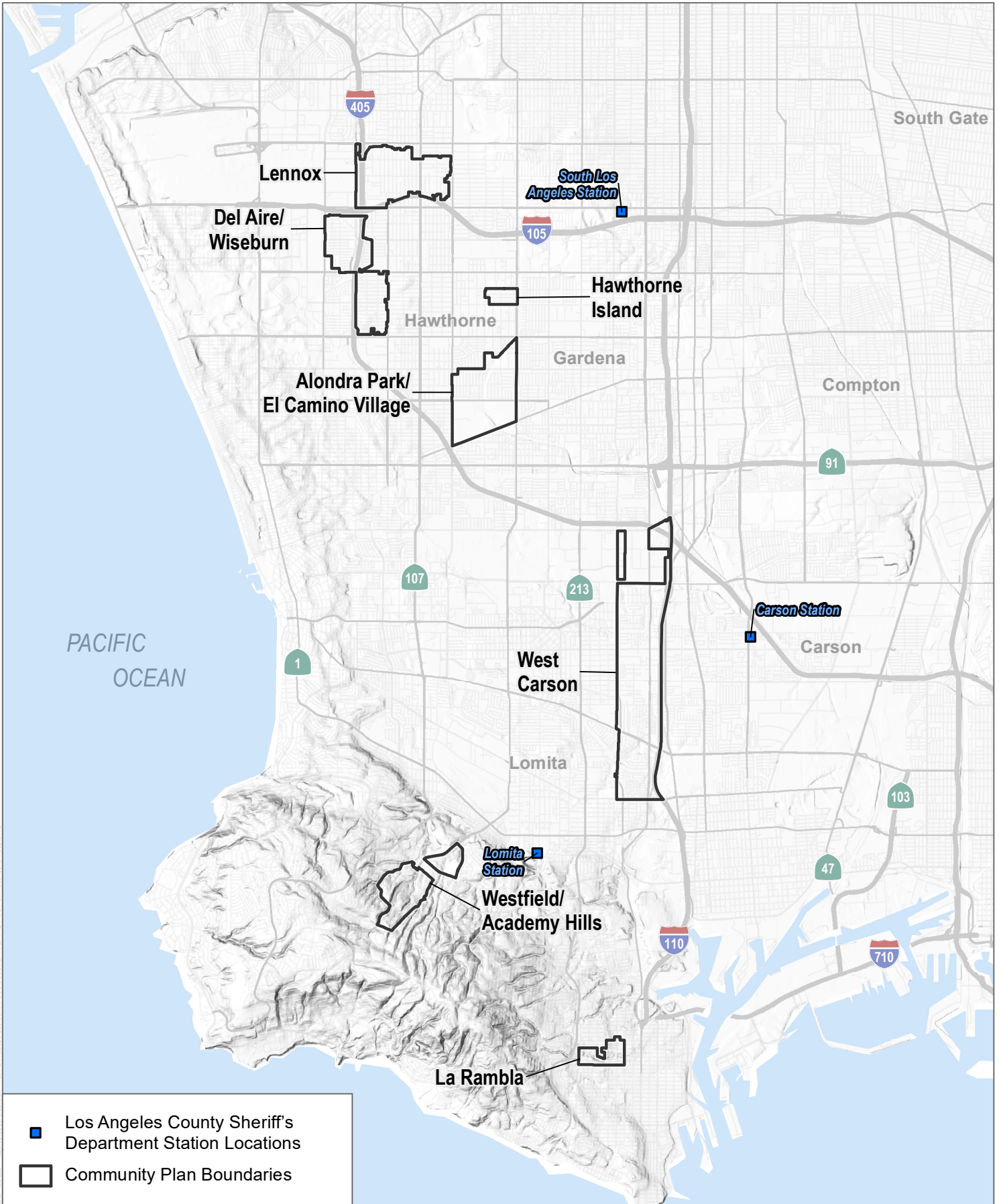
SOURCE: Open Street Map 2019; Los Angeles County

FIGURE 4.15-1

Los Angeles County Fire Department Stations

Los Angeles County South Bay Area Plan Project

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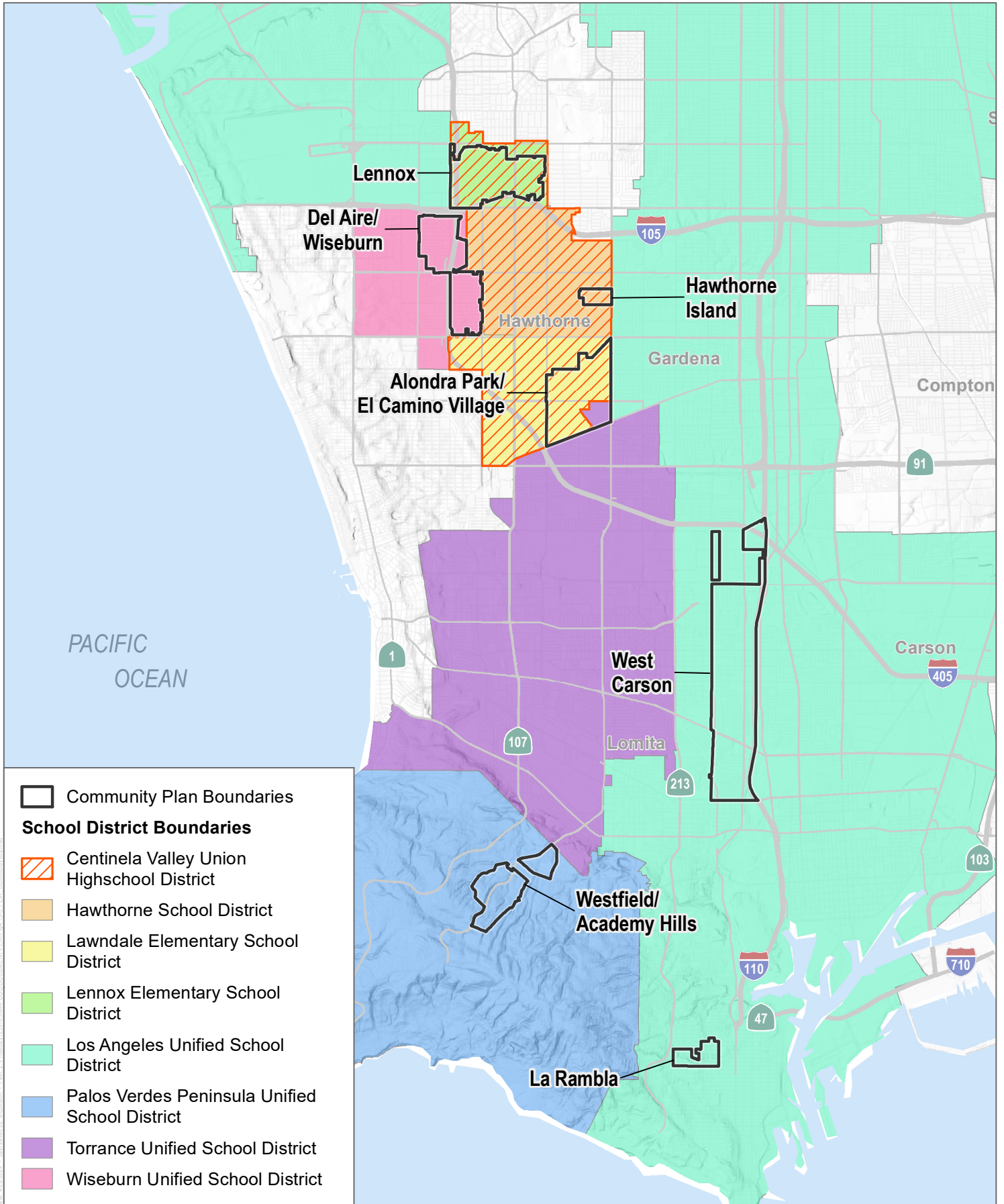
SOURCE: Open Street Map 2019; Los Angeles County

FIGURE 4.15-2

Los Angeles County Sheriff's Department Stations

Los Angeles County South Bay Area Plan Project

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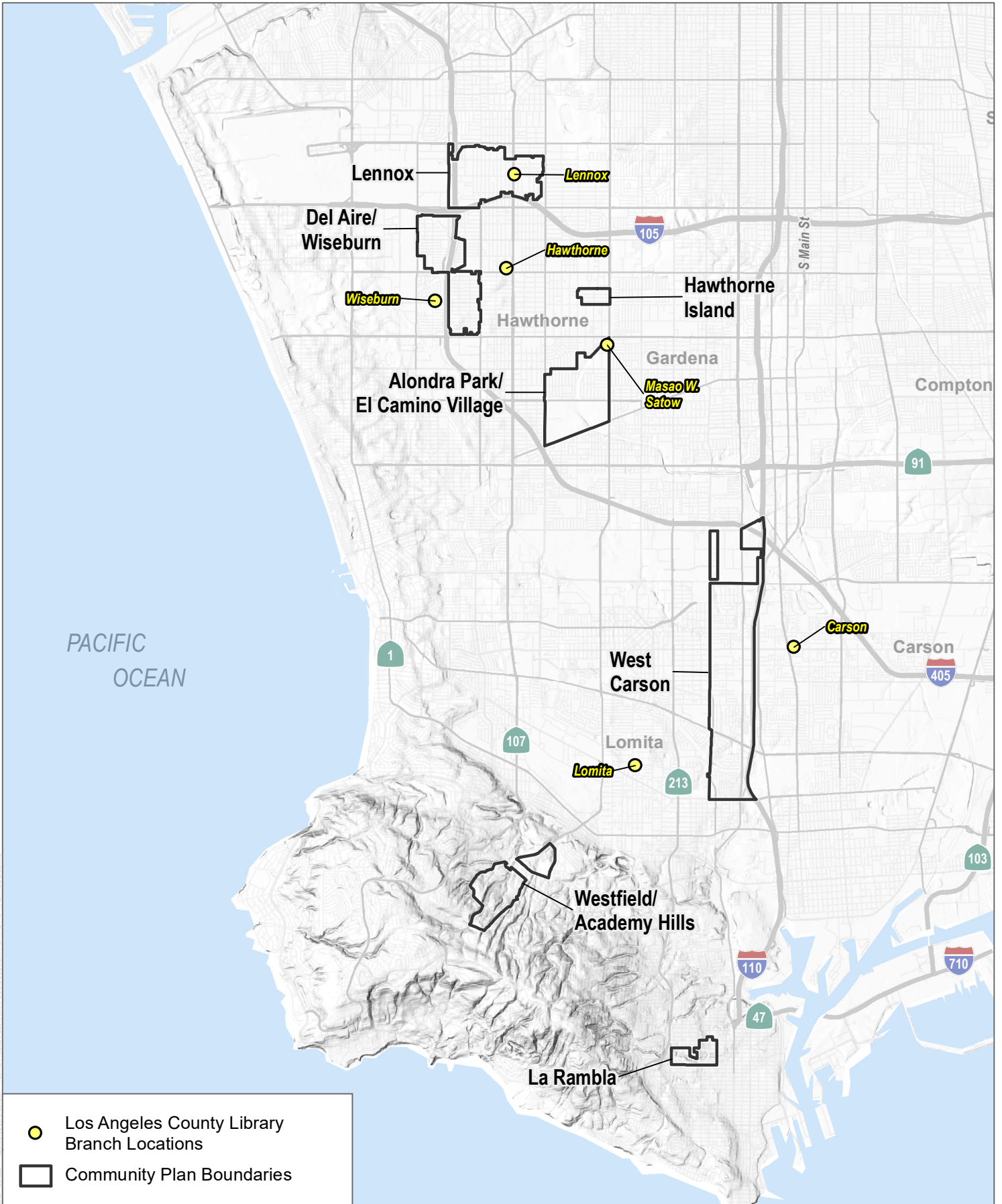


SOURCE: Open Street Map 2019; Los Angeles County

FIGURE 4.15-3

School Districts

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SOURCE: Open Street Map 2019; Los Angeles County

FIGURE 4.15-4

Los Angeles County Library Branches

Los Angeles County South Bay Area Plan Project

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4.16 Recreation

This section of the Draft PEIR analyzes the potential impacts from the implementation of the South Bay Area Plan (Project) on recreational facilities, including neighborhood and regional parks, to determine whether substantial physical deterioration of a facility could occur or be accelerated. A description of the existing parks and recreational facilities for the Project and surrounding areas is also provided to present the environmental baseline conditions. The analysis is based, in part, on review of the Los Angeles County 2035 General Plan (General Plan), the Los Angeles County Department of Parks and Recreation (DPR) Parks Needs Assessment (PNA) and Parks Needs Assessment Plus (PNA+), and the following appendix:

Appendix J Public Services Correspondence

Other sources consulted are listed in Section 4.16.3, References.

4.16.1 Environmental Setting

4.16.1.1 Regulatory Setting

Federal

There are no federal policies or regulations applicable to recreation with respect to the Project.

State

California Government Code

Quimby Act. The Quimby Act (Government Code Section 66477), enacted in 1975, creates a framework that allows cities and counties to provide parks for growing communities. The Quimby Act authorizes jurisdictions to adopt ordinances that require parkland dedication or payment of in-lieu fees as a condition of approval of residential subdivisions. The Quimby Act also specifies acceptable uses and expenditures of the funds, such as allowing developers to set aside land, donate conservation easements, or pay direct fees for park improvements.

Mello-Roos Community Facilities Act. The Mello-Roos Community Facilities Act (Government Code Section 53311), enacted in 1982, provides an alternative method of financing certain public capital facilities and services, especially in developing areas and areas undergoing rehabilitation. This state law empowers local agencies to establish Community Facilities Districts, special districts established by local governments in California, as a means of obtaining community funding.

California Streets and Highway Code

Landscaping and Lighting Act of 1972. The California Landscaping and Lighting Act of 1972 authorizes local legislative bodies to establish benefit related assessment districts or landscaping and lighting districts. Legislative bodies can levy assessments for the construction, installation, and maintenance of certain public landscaping and lighting improvements, including local public parks.

Local

Los Angeles County Code

The Los Angeles County Code consists of the regulatory, penal, and administrative ordinances for the County. Components of the County Code that are applicable to the subject of recreation are identified below.

Title 21—Subdivisions. The Title 21, Subdivisions, of the Los Angeles County Code contains provisions that regulate the provision of parklands for new subdivisions in accordance with the Quimby Act. County Code Section 21.24.340 (Residential Subdivisions, Local Park Space Obligation, Formula) uses a formula to determine the amount of parkland required to be dedicated by the subdivider as a part of the subdivision map approval process. In accordance with Section 21.28.140, the developer may choose to pay a fee in lieu of the provision of parkland but develop it with amenities equal to the value of what the in-lieu fee would be. The formula considers the number of dwelling units in the subdivision, the average household size by Park Planning Area (PPA), and the adopted ratio of three acres of parkland per 1,000 residents, per the Quimby Act. As a condition of a zone change approval, General Plan amendment, specific plan approval, or development agreement, the County may require a subdivider to dedicate land according to the General Plan goals of four acres of local parkland per 1,000 residents and six acres of regional parkland per 1,000 residents.

Once the local park space obligation is determined, Los Angeles County Code Section 21.24.350 (Residential Subdivisions, Provision of Local Park Sites) includes regulations pertaining to the siting of park facilities as well as provisions that give the option to subdividers of 50 units or less to choose to provide the obligatory amount of parkland, any excess of which would be credited to the subdivision or otherwise allow any remaining obligation to be satisfied by the payment of park fees in accordance with the provisions of Section 21.28.140. In addition, because only the portions of the land dedicated for parkland that are suitable for park use can be counted against the obligation of the subdivider, attributes of the park space including the slope of the site are used to determine the amount of land that can be counted against the subdivider's obligation. For example, for the portions of the site in excess of 20% slope, only 10% of the acreage will be counted against the subdivider's obligation, whereas all of the land that is less than 3% slope can be counted toward the obligation.

Section 21.28.140 (Park Fees Required When, Computation and Use) has provisions regarding the payment of in-lieu fees for any portion of the dedication obligation not satisfied by the subdivider. These fees would be enforced as a condition of approval on the final approval of the subdivision. The in-lieu fee is determined by multiplying the amount of park space not satisfied by the representative land value for the appropriate PPA. Park fees are only used for acquiring local park land or developing new or rehabilitating existing recreational facilities. This section also makes it the responsibility of DPR to develop a schedule specifying how, when, and where it will use the land, fees, or both from each subdivision to develop park or recreational facilities within the applicable PPA.

The amount of parkland required to be dedicated by a subdivider as a part of the subdivision map approval process would be dependent upon the average household sizes within the given PPA. Average household sizes per PPA are provided in the table "Average Household Size by Park Planning Area (Unincorporated Portion)" within Section 21.24.340 of the County Code. The Project area communities are spread across four different PPAs: PPA 18A (Lennox); PPA 18B (Del Aire/Wiseburn), PPA 20 (Hawthorne Island and Alondra Park/El Camino Village); and PPA 21 (La Rambla, West Carson, and Westfield/Academy Hills) (County of Los Angeles 2023a).

Los Angeles Countywide Parks and Recreation Needs Assessment

Adopted by the Board of Supervisors on July 5, 2016, the Countywide Comprehensive Parks and Recreation Needs Assessment (also known as the Parks Needs Assessment or PNA) was a historic and significant undertaking to engage all communities within Los Angeles County in a collaborative process to gather data and input for future decision-making on parks and recreation (DPR 2016a). The primary goal of the PNA was to quantify the magnitude of need for parks and recreational facilities and determine the potential costs of meeting that need. This goal has been accomplished, as evidenced by the final report, which uses a transparent, best-practices approach to evaluate park and recreation needs and is the product of an engagement process that involved the public, cities, unincorporated communities, community-based organizations, and other stakeholders. The PNA details the scope, scale, and location of park need across Los Angeles County, including both cities and unincorporated communities. Since its completion in 2016, the PNA has been invaluable in informing planning, decision-making, and resource allocation for parks and recreation. Specifically, the PNA:

- Uses a set of metrics to measure and document park needs for each study area;
- Establishes a framework to determine the overall level of park need for each study area;
- Offers a list of priority park projects for each study area;
- Details estimated costs for the priority park projects by study area;
- Builds a constituency of support and understanding of the park and recreational needs and opportunities; and
- Informs future decision-making regarding planning and funding for parks and recreation.

On December 6, 2022, the Los Angeles County Board of Supervisors adopted the 2022 Parks Needs Assessment Plus (PNA+) as the County's 30x30 plan to address climate change and advance biodiversity and conservation (DPR 2022a). The 30x30 initiative is a commitment to conserve at least 30% of lands and waters by 2030. The 2022 PNA+ complements and offers new information not previously included in the 2016 PNA. Specifically, the PNA+ includes data about access to regional parks, open space, trails, beaches and lakes, and local parks in rural areas, as well as mapping and analyses related to population vulnerability and priority areas for environmental conservation, environmental restoration, regional recreation, and rural recreation. The purpose of the PNA+ is as follows (DPR 2022a):

- Builds upon and updates the 2016 PNA with data, analyses, and metrics tailored to regional and rural parks and open spaces.
- Identifies gaps, opportunities, and priority areas based upon a comprehensive process of data collection and analyses, and community engagement and outreach.
- Uses metrics, data, and analyses to guide future planning and resource allocation.
- Recommends approaches and strategies for multi-jurisdictional coordination, collaboration, and partnerships.

Proposition A: Safe Neighborhood Parks Proposition of 1992 and 1996; and Measure A

Los Angeles County residents recognize the importance of the region's parks, open spaces, and natural areas and have repeatedly supported them by voting for local parks funding measures. In 1992 and 1996, Los Angeles County voters approved two local parks funding measures, both called Proposition A. The 1992 Proposition A created the Regional Park and Open Space District and generated annual revenue of \$52 million until its expiration in 2015. The 1996 Proposition A generates \$28 million annually and expired in 2019. Since 1992, the Regional Park and Open Space District has awarded grant funds for more than 1,500 projects for parks, recreational, cultural, and

community facilities as well as beaches and open space lands throughout the county. Measure A was developed based on the findings of the PNA and was approved in November 2016 with nearly 75% of voters supporting it. Generating more than \$90 million per year for Los Angeles County’s local parks, beaches, and open space areas, Measure A is an annual parcel tax of 1.5 cents per square foot of improved property and includes both formula-based allocations to study areas and competitive grants that are open to public agencies, nonprofit organizations, and schools. Unlike Proposition A, Measure A does not have an expiration date.

County of Los Angeles Park Design Guidelines and Standards

The County of Los Angeles Park Design Guidelines and Standards are intended to guide County staff, design professionals, and other agencies on how to design and develop parks that meet County standards and expectations. The manual offers input from DPR staff, other departments, and outside partners such as nonprofit organizations and private developers with an interest in park design. The guidelines and standards address topics for recreational facilities such as spatial organization, circulation, landscaping, utilities, and sustainable products and plants.

County of Los Angeles Trails Manual

The County of Los Angeles Trails Manual (Trails Manual) provides guidance to County departments that interface with trail planning, design, development and maintenance of hiking, equestrian, and mountain biking trails. The Trails Manual was adopted by the Board of Supervisors on May 17, 2011 and was revised in June 2013 (County of Los Angeles 2013). The Trails Manual provides guidelines for implementation of multi-use trails within the unincorporated communities of Los Angeles County and recognizes the existence of the broader regional trail network in the County and surrounding counties that provides access to recreational resources operated by federal, state, and local agencies. The Trails Manual sets the guidelines for reviewing plans and specifications for trails that are provided in conjunction with land use planning and the entitlement process for projects proposed for development within unincorporated areas of the County. Proposed developments are reviewed for consistency with the Trails Manual. The goal of the Trails Manual is to establish well-defined trail types, guidelines, and priorities to facilitate the development of high-quality trails that benefit the public.

Los Angeles County 2035 General Plan

The Parks and Recreation Element of the General Plan guides policy for the maintenance and expansion of Los Angeles County’s parks and recreation system. The purpose of the Parks and Recreation Element is to plan and provide for an integrated parks and recreation system that meets the needs of residents. The following summarizes the most applicable Goals and Policies that pertain to the Project and is not a comprehensive list (County of Los Angeles 2015). The South Bay Area Plan would support and/or would not conflict with the implementation of the following Goals and Policies:

Goal P/R 1: Enhanced active and passive park and recreation opportunities for all users.

Policy P/R 1.2 Provide additional active and passive recreation opportunities based on a community’s setting, and recreational needs and preferences.

Policy P/R 1.6 Improve existing parks with needed amenities and address deficiencies identified through the park facility inventories.

Policy P/R 1.7 Ensure adequate staffing, funding, and other resources to maintain satisfactory service levels at all County parks and recreational facilities.

Goal P/R 2: Enhanced multi-agency collaboration to leverage resources.

Policy P/R 2.1 Develop joint-use agreements with other public agencies to expand recreation services.

Policy P/R 2.2 Establish new revenue generating mechanisms to leverage County resources to enhance existing recreational facilities and programs.

Policy P/R 2.5 Support the development of multi-benefit parks and open spaces through collaborative efforts among entities such as cities, the County, state, and federal agencies, private groups, schools, private landowners, and other organizations.

Policy P/R 2.7 Increase communication and partnerships with local law enforcement, neighborhood watch groups, and public agencies to improve safety in parks.

Goal P/R 3: Acquisition and development of additional parkland.

Policy P/R 3.1 Acquire and develop local and regional parkland to meet the following County goals: 4 acres of local parkland per 1,000 residents in the unincorporated areas and 6 acres of regional parkland per 1,000 residents of the total population of Los Angeles County.

Policy P/R 3.2 For projects that require zone change approvals, general plan amendments, specific plans, or development agreements, work with developers to provide for local and regional parkland above and beyond their Quimby obligations.

Policy P/R 3.3 Provide additional parks in communities with insufficient local parkland as identified through the gap analysis.

Policy P/R 3.4 Expand the supply of regional parks by acquiring land that would: 1) provide a buffer from potential threats that would diminish the quality of the recreational experience; 2) protect watersheds; and 3) offer linkages that enhance wildlife movements and biodiversity.

Policy P/R 3.5 Collaborate with other public, non-profit, and private organizations to acquire land for parks.

Policy P/R 3.6 Pursue a variety of opportunities to secure property for parks and recreational facilities, including purchase, grant funding, private donation, easements, surplus public lands for park use, and dedication of private land as part of the development review process.

Goal P/R 4: Improved accessibility and connectivity to a comprehensive trail system including rivers, greenways, and community linkages.

Policy P/R 4.1 Create multi-use trails to accommodate all users.

Policy P/R 4.2 Develop staging areas and trail heads at strategic locations to accommodate multi-use trail users.

Policy P/R 4.3 Develop a network of feeder trails into regional trails.

Policy P/R 4.4 Maintain and design multi-purpose trails in ways that minimize circulation conflicts among trail users.

Policy P/R 4.5 Collaborate with other public, non-profit, and private organizations in the development of a comprehensive trail system.

Policy P/R 4.6 Create new multi-use trails that link community destinations including parks, schools and libraries.

Goal P/R 5: Protection of historical and natural resources on County park properties.

Policy P/R 5.1 Preserve historic resources on County park properties, including buildings, collections, landscapes, bridges, and other physical features.

Goal P/R 6: A sustainable parks and recreation system.

Policy P/R 6.3 Prolong the life of existing buildings and facilities on County park properties through preventative maintenance programs and procedures.

Policy P/R 6.5 Ensure the routine maintenance and operations of County parks and recreational facilities to optimize water and energy conservation.

Lennox Community Parks and Recreation Plan

The purpose of the Lennox Community Parks and Recreation Plan (CPRP) is to provide a vision and roadmap for a greener Lennox, including a more extensive network of public green spaces and recreational facilities, as well as environmental enhancement projects. More importantly, the CPRP provides specific implementation actions to be taken by the County. These will require establishing and strengthening partnerships in order to help reach the vision of a greener, safer and healthier community. The CPRP builds on previous planning efforts and is a response to community needs and call for future greening in Lennox. The goals of the Lennox CRPR include the following (DPR 2016b):

1. Develop a working model with Lennox schools to formalize joint use.
2. Partner with community groups to develop small green spaces to fill the parkland gap.
3. Utilize “pop-up” interventions to create green space in the short term.
4. Ensure that facilities and programs meet community needs and that the community is included in decision-making processes.
5. Expand recreational opportunities within Lennox to include civic spaces that support community interaction, cultural identity, and commercial enterprise.
6. Increase the sense of nature within Lennox Park, future green spaces, and in the everyday lives of Lennox residents.
7. Maintain and enhance Lennox’s urban forest.
8. Focus on multi-benefit urban greening projects that optimize environmental services.
9. Create a community walking trail network along sidewalks, freeway buffers, and public land.

Existing Community-Based and Specific Plans

West Carson Transit Oriented District (TOD) Specific Plan. The West Carson TOD Specific Plan, adopted in 2018, guides transit-oriented development to create a distinct identity; improve connections and access for all users; and improve the safety, economic vitality, and overall quality of life for the West Carson community. The following Goals and Policies from the West Carson TOD Specific Plan are applicable to parks and recreation facilities in the West Carson TOD Specific Plan area (County of Los Angeles 2018):

Goal 1: Create a distinct identity in the West Carson community.

Policy 1.4 Address the community's park needs and deficiencies by constructing pocket parks on underutilized parcels, roadway segments, and other spaces that may be repurposed for recreational use.

Goal 3: Ensure the health and safety of residents, visitors, and employees.

Policy 3.5 Incorporate open space, parks, plazas, and/ or recreational facilities as part of new developments to address the community's deficiencies.

Goal 6: Improve the quality of life for existing residents with improvements to the public realm.

Policy 6.5 Increase public amenities, such as a community pool, multi-purpose path along the 208th Street drainage channel, recreation center, library, fitness studio, and others.

Vision Lennox. According to the Vision Lennox Plan, there is a shortage of parks and open space in Lennox. The community currently contains one park (Lennox Park) totaling 5.64 acres (DPR 2016). The plan envisions joint or shared-use of outdoor recreation areas at schools within Lennox to expand the open space network by approximately 25 acres and provide the community with safe and accessible places for engaging in physical activity and social gatherings. In addition, Vision Lennox states that Lennox Park will need improvements over time to keep pace with the high level of usage. This includes improving the playing field, upgrading the buildings, and constructing new play equipment (County of Los Angeles 2010).

4.16.1.2 Existing Environmental Conditions

The County operates and maintains parks and recreational facilities in both unincorporated areas and cities within Los Angeles County. The County's park system includes over 15,000 acres of local parks, 18,000 acres of regional parks, 98,000 acres of regional open space, 768,000 acres of natural areas, and 3,000 miles of regional trails¹ (County of Los Angeles 2016a, 2022). These facilities serve the local needs of communities in the unincorporated areas and regional needs Countywide.

¹ "Regional trails," as defined by the County's Trail Manual, extend over large expanses of land, providing a continuous route around or through areas such as a mountain range or the rim of a valley (County of Los Angeles 2013). The 2022 PNA+ identifies two types of trail facilities at the regional level: "regional trails" (which are generally identified as multi-use trails) and "regional bikeways" (DPR 2022b). In accordance with the County's Trail Manual and the wording of Threshold 4.16-4 (Would the project interfere with regional trail connectivity?) only "regional trails," as defined in the PNA+, are considered in the analysis of potential Project impacts to regional trail connectivity (see Section 4.16.2, Environmental Impacts, for analysis details). The locations of regional bikeways are identified in this section for informational purposes only.

Parks in the South Bay Planning Area

Parks in the South Bay Planning Area are illustrated in Figure 4.16-1, Project-Area Parks.² Table 4.16-1 provides the address and community location of each park. Note that there are no parks within the communities of Hawthorne Island, La Rambla, or Westfield/Academy Hills.

Table 4.16-1. Project-Area Parks

Park	Address	Community
Alondra Community Regional Park	3850 Manhattan Beach Boulevard, Lawndale, CA 90260	Alondra Park/El Camino Village
Bodger Park	14900 South Yukon Avenue, Hawthorne, CA 90250	Alondra Park/El Camino Village
Del Aire Park	12601 South Isis Avenue, Hawthorne, CA 90250	Del Aire/Wiseburn
Lennox Park	10828 South Condon Avenue, Lennox, CA 90304	Lennox
Wishing Tree Park (<i>Under Construction</i>)	Del Amo Boulevard & New Hampshire Avenue, West Carson	West Carson

Source: DPR 2022b, Appendix J

In addition to parks within Alondra Park/El Camino Village, Del Aire/Wiseburn, Lennox, and West Carson, the DPR notes that there are other recreational facilities within the Project area that serve Project-area residents (Appendix J). These facilities include Alondra Park Golf Course in Alondra Park/El Camino Village, Laguna Dominguez Bike Path in Alondra Park/El Camino Village, Wiseburn Walking Path in Del Aire/Wiseburn, and South Coast Botanic Gardens in Westfield/Academy Hills. Other recreational facilities outside of the Project area that serve Project-area residents include the Deane Dana Friendship Natural Area and Nature Center in San Pedro in the City of Los Angeles, Los Verdes Golf Course in the City of Rancho Palos Verdes, and the Victoria Community Regional Park and Victoria Golf Course in the City of Carson (Appendix J).

As discussed above in Section 4.16.1.1, Regulatory Setting, the DPR recently conducted an in-depth assessment as part of the PNA and PNA+ to quantify the magnitude of need for parks in each area of the County. Each area of the County was subsequently assigned a level of park need ranging from “Very Low” to “Very High” (DPR 2016a, 2022a). As further shown in Appendix J, the DPR notes that many of the Project-area communities have a “High” to “Very High” park need. The following outlines DPR’s assessment for each community within the Project area according to the 2016 PNA and 2022 PNA+.

Alondra Park/El Camino Village and Hawthorne Island (PNA Study Area #34)

According to the 2016 PNA, this study area includes both Alondra Park/El Camino Village and Hawthorne Island. While Alondra Park/El Camino Village contains two parks totaling 25.9 acres (Bodger Park and Alondra Community Regional Park), there are no parks in Hawthorne Island (DPR 2016c). Together, these two communities have 2.3 acres of parkland per 1,000 residents, which is below the Countywide average of 3.3 acres of parkland per 1,000 residents and the General Plan goal of four acres of local parkland per 1,000 residents; however, accounting only for Hawthorne Island (which has no parks), there are zero acres of parkland per 1,000 residents. Approximately 62% of residents in Alondra Park/El Camino Village and Hawthorne Island live within walking distance (half-mile) of

² Figure 4.16-1 does not include Wishing Tree Park in West Carson, which is currently under construction and scheduled for completion in 2024.

a park, which is above the Countywide average of 49% (DPR 2016c). According to the 2016 PNA, the communities of Alondra Park/El Camino Village and Hawthorne Island are within a Park Need Category of “High” to “Very High” (DPR 2016c). Most amenities and conditions at parks in Alondra Park/El Camino Village are rated “Poor” (DPR 2016c). There are no regional trails in or adjacent to Alondra Park/El Camino Village (DPR 2022b, 2023).³

Del Aire/Wiseburn (PNA Study Area #13)

Del Aire/Wiseburn has 0.7 acres of parkland per 1,000 residents, which is below the Countywide average of 3.3 acres of parkland per 1,000 residents and the General Plan goal of four acres of local parkland per 1,000 residents (DPR 2016d). Del Aire/Wiseburn is served by one park (the 6.61-acre Del Aire Park) (DPR 2016d). Del Aire Park is centrally located, resulting in 59% of community residents living within walking distance of a park (DPR 2016d). According to the 2016 PNA, the community is within a Park Need Category of “Very High” (DPR 2016d). Most amenities and conditions at parks within this community are rated “Fair” (DPR 2016d). There is one trail in Del Aire/Wiseburn: the Wiseburn Walking Path, which is a 0.26-mile paved pedestrian trail that runs adjacent to the westside of La Cienega Boulevard between West 131st Street and West 135th Street (DPR 2022b, 2023). There are no regional trails in or adjacent to this community.

La Rambla (PNA Study Area #185)

According to the 2016 PNA, La Rambla is included within Study Area #185, which also includes the community of San Pedro in the City of Los Angeles and the Port of Los Angeles. Although there are a number of parks located within the study area, there are no parks in La Rambla (DPR 2016e). Study Area #185 has 8.7 acres of parkland per 1,000 residents; however, when only accounting for the unincorporated community of La Rambla, there are zero acres of parkland per 1,000 residents (DPR 2016e). The community is mostly identified within a Park Need Category of “Low” owing to the number of surrounding parks in the area (DPR 2016e). There is an area within the southeast corner of the La Rambla that is within a Park Need Category of “High” (DPR 2016e). Most amenities and conditions at parks in the area surrounding La Rambla range from “Poor” to “Fair” (DPR 2016e). There are no regional trails in or adjacent to La Rambla (DPR 2022b, 2023).

Lennox (PNA Study Area #15)

Lennox has 0.2 acres of parkland per 1,000 residents, which is below the Countywide average of 3.3 acres of parkland per 1,000 residents and the General Plan goal of four acres of local parkland per 1,000 residents (DPR 2016f). The community contains one park (Lennox Park) totaling 5.64 acres (DPR 2016f). Approximately 47% of Lennox residents live within walking distance of a park compared to the Countywide average of 49%. According to the 2016 PNA, most of the community is within a Park Need Category of “Very High” (DPR 2016f). Most park amenities and conditions are rated “Poor” in Lennox (DPR 2016f). There are no regional trails in or adjacent to Lennox (DPR 2022b, 2023).

West Carson (PNA Study Area #23)

West Carson has 0.4 acres of parkland per 1,000 residents, which is below the Countywide average of 3.3 acres of parkland per 1,000 residents and the General Plan goal of four acres of local parkland per 1,000 residents. The

³ Although there are no regional trails in Alondra Park/El Camino Village, there is one regional bikeway: The Laguna Dominguez Bike Path. This regional bikeway is an approximately 3.2-mile paved, off-street bicycle trail that runs atop the west side of the Dominguez Channel levee (DPR 2023). The Laguna Dominguez Bike Path continues north from Alondra Park/El Camino Village on the east side of the levee and passes alongside the eastern border of Hawthorne Island (approximately 200 feet to the east).

community contains one park (Park Learning Grove County Park) totaling 8.42 acres (DPR 2016g).⁴ The 2016 PNA reported that 24% of West Carson residents live within walking distance of a park compared to the Countywide average of 49% (DPR 2016g). The Park Need Category categories within West Carson range from “Low” to “Very High” (DPR 2016g). There are no regional trails in or adjacent to West Carson (DPR 2022b, 2023).⁵

Westfield/Academy Hills (PNA Study Area #86)

Westfield/Academy Hills is included in PNA Study Area #86, which also includes the incorporated City of Rolling Hills Estates (DPR 2016h). Although there are a number of parks in the study area, there are no parks in the unincorporated community of Westfield/Academy Hills (DPR 2016h). PNA Study Area #86 has six acres of parkland per 1,000 residents; however, accounting only for Westfield/Academy Hills (which has no parkland), there are zero acres or parkland per 1,000 residents (DPR 2016h). However, there are additional recreational amenities within the Westfield portion of Westfield/Academy Hills that are outside of the jurisdiction of the DPR. The Westfield Park Recreation and Parkways District #12 is a state sanctioned legal entity governed by Section 5780 of the California Public Resources Code. One of its purposes is to provide Westfield with a local self-governing Board. Among its duties are to provide for beautification and recreation within the Westfield portion of Westfield/Academy Hills. The Board allocates funds toward the maintenance and improvement of a neighborhood equestrian ring, a tennis court, and riding and hiking trails. The Board also coordinates with County agencies regarding traffic and safety and the protection of parkway trees within Westfield.

Due to the presence of parks surrounding the community, as well as recreational amenities within the community, the Park Need Category categories within Westfield/Academy Hills range from “Low” to “Very Low” (DPR 2016h). Most of the amenities and conditions at parks in the area surrounding Westfield/Academy Hills are rated “Good” (DPR 2016h). Although there are no regional trails in Westfield/Academy Hills, the 1.5-mile Palos Verdes Landfill Loop, a pedestrian, equestrian, and bicycle trail, is adjacent to the community approximately 300 feet to the northwest of Crenshaw Boulevard (DPR 2022b, 2023).

4.16.2 Environmental Impacts

4.16.2.1 Methodology

As described in Chapter 3, Project Description, the South Bay Area Plan is a policy document that does not include or propose any site-specific development that could directly result in construction or operational impacts to the environment. However, implementation of the South Bay Area Plan would encourage development in a manner consistent with the South Bay Area Plan, which would facilitate additional future development. Therefore, this Draft PEIR does not assess the site-specific construction and operation details of each future development within the Project area. Rather, it assesses the impacts associated with changes to existing land uses and the associated overall effects of buildout of the South Bay Area Plan through 2045, where reasonably foreseeable physical changes to the environment could occur. Analysis at a parcel or site-specific level was not conducted because, unless otherwise noted within this assessment, the actual locations of project development (and its chronologic sequence or concurrence) that may be implemented in the future are speculative.

⁴ In addition, the 8.5-acre Wishing Tree Park in West Carson is currently under construction and will open in 2024. This park is not included in the DPR’s assessment of park need for the community which was conducted in 2016 (DPR 2016g; Appendix J).

⁵ Although there are no regional trails within or adjacent to West Carson, there is one regional bikeway that runs along the east side of the Dominguez Channel adjacent to the northeast corner of the community (DPR 2022b, 2023).

The County's General Plan, 2016 PNA, 2022 PNA+, and information obtained from DPR were used to evaluate potential impacts to recreation facilities located in the Project area. The potential for the Project to impact recreation is dependent on where within the Project area land use redesignations would occur, and subsequent future development as a result of Project implementation.

According to the 2016 PNA, in addition to population density, there are five metrics in determining park need, listed below.

- Park Land: How many acres of park are there per 1,000 people in the Study Area?
- Park Access: What percentage of the population lives within a half mile of a park?
- Park Pressure: How much park land is available to residents in the area around each park?
- Park Amenities: What amenities are available in each park in the Study Area?
- Park Condition: Is the park in good, fair, or poor condition?

This analysis uses the metrics of park land, park access, park pressure,⁶ park amenities, and park condition to assess impacts from implementation of the Project on a programmatic level. This analysis estimates the number of residents that would be generated by implementation of the Project and assesses whether existing and planned public parks would have sufficient available capacity to accommodate additional users, whether park and recreational facilities would need to be expanded or constructed, and whether the Project would result in substantial physical deterioration of park/recreational facilities.

Regarding regional trail connectivity, the 2022 PNA+ identifies two types of trail facilities at the regional level: "regional trails" (which are generally identified as multi-use trails) and "regional bikeways" (DPR 2022b). "Regional trails" as defined by the County's Trail Manual, extend over large expanses of land, providing a continuous route around or through areas such as a mountain range or the rim of a valley (County of Los Angeles 2013). In accordance with the County's Trail Manual and the wording of Threshold 4.16-4 (Would the project interfere with *regional trail* connectivity?) only "regional trails" are considered in this analysis.⁷ There are no regional trails in the Project area; however, there is one regional trail (the Palos Verdes Landfill Loop) adjacent to Westfield/Academy Hills. As such, this analysis considers if and how implementation of the Project would affect trail connectivity of the Palos Verdes Landfill Loop.

4.16.2.2 Thresholds of Significance

In accordance with the County's Environmental Checklist Form (Initial Study) and Appendix G of the State CEQA Guidelines, the applicable thresholds of significance with regard to parks and recreation are listed below. A project may have a significant impact if it would:

⁶ Park pressure examines how population density affects parks by capturing the potential demand if each resident of the County were to use the park closest to them. If the majority of people in a PNA Study Area live within a half-mile of a park, but the population density surrounding that park is high or the number of acres of the park are low, there is likely to be park need that would escape detection using only the park land and park access metrics. Park pressure assesses the potential number of nearby users for each park in the County by analyzing population density in conjunction with park size. Parks with a small number of acres per 1,000 nearby residents are likely to be more heavily used than parks with a larger number of acres per 1,000 nearby residents (DPR 2016a).

⁷ The locations of regional bikeways within and adjacent to the Project area are provided above in Section 4.16.1.2, Existing Environmental Conditions, for informational purposes only.

- Threshold 4.16-1:** Create capacity or service level problems, 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 times or other performance objectives for park services?
- Threshold 4.16-2:** 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.
- Threshold 4.16-3:** Include neighborhood and regional parks or other recreational facilities or require the construction or expansion of such facilities which might have an adverse physical effect on the environment.
- Threshold 4.16-4:** Interfere with regional trail connectivity.

4.16.2.3 Land Use Changes, Goals, and Policies

As discussed in Section 3.3.3, Project-Related Growth, of Chapter 3, Project Description, of this Draft PEIR, implementation of the Project would encourage future development in a manner consistent with the South Bay Area Plan (County of Los Angeles 2024), which would facilitate additional residential, commercial, and mixed-use development based on the following:

1. The Project would redesignate parcels within the Project-area communities of Alondra Park/El Camino Village, Del Aire/Wiseburn, Lennox, La Rambla, and West Carson to allow for residential development at higher densities than currently permitted. Under existing conditions, the sites affected are primarily designated as residential or commercial, and nearly all are occupied by existing development. The Project would facilitate development of approximately 9,853 additional dwelling units within the Project area, which would result in approximately 30,745 additional Project area residents. The proposed General Plan land use redesignations are illustrated in the following figures in Chapter 3, Project Description, of this Draft PEIR: Figure 3-1a, Proposed General Plan Land Use, Alondra Park/El Camino Village; Figure 3-1b, Proposed General Plan Land Use, Del Aire/Wiseburn; Figure 3-1d, Proposed General Plan Land Use, La Rambla; Figure 3-1e, Proposed General Plan Land Use, Lennox; and Figure 3-1f, Proposed General Plan Land Use, West Carson.
2. The Project would amend applicable sections of the County Code to allow for the development of neighborhood-scale commercial uses (i.e., ACUs) on corner lots within the Project area's residential-only zones. The ACUs would be an accessory use to a primary residence and would be limited to one ACU per corner-residential lot. It is projected that approximately 12 parcels in the Project area may develop ACUs, which would generate approximately 23 new jobs. For a distribution of the residential zones within the Project area where ACUs would be permitted on corner lots, please refer to the following figures in Chapter 2, Environmental Setting of this Draft PEIR: Figure 2-4a, Existing Zoning, Alondra Park/El Camino Village; Figure 2-4b, Existing Zoning, Del Aire/Wiseburn; Figure 2-4c, Existing Zoning, Hawthorne Island; Figure 2-4d, Existing Zoning, La Rambla; Figure 2-4e, Existing Zoning, Lennox; Figure 2-4f, Existing Zoning, West Carson; and Figure 2-4g, Existing Zoning, Westfield/Academy Hills.
3. The Project would redesignate parcels in the communities of Alondra Park/El Camino Village, Del Aire/Wiseburn, Lennox, La Rambla, and West Carson to facilitate new commercial development. In total,

these proposed land use changes would facilitate approximately 777,697 square feet of additional commercial use and 1,417 new jobs.

The South Bay Area Plan’s areawide and community-specific goals and policies presented below are tailored towards the unique geographic, demographic, and social diversity in the unincorporated communities of the South Bay Planning Area and are consistent with the General Plan goals and policies applicable to the topic of recreation listed in Section 4.16.1.1, above.

Areawide Goals and Policies

- Goal COSE 2** Enhance the availability and quality of parks in the Planning Area, focusing on equitable access and community engagement to preserve the unique characteristics of each community.
- Policy COSE 2.1** Improve and Create Parks. Support the improvement and creation of parks and open spaces in the Planning Area given the number of “Very High” or “High” park need communities identified by the PNA and vulnerable communities identified by the PNA+.
- Policy COSE 2.2** Community Engagement. Encourage the involvement of local communities in the planning and development process of new parks and open space areas, ensuring that their needs and preferences are prioritized, and their cultural and socioeconomic backgrounds are respectfully integrated into the design.
- Policy COSE 2.3** Improved Access. Explore the removal of physical barriers to existing parks and spaces, ensuring improved access for the community.
- Policy COSE 2.4** Restore and Convert Degraded Land. Support the restoration and conversion of degraded land, such as oil fields, brownfields, and landfills, into new parks and open spaces and other degraded land in areas of high environmental burden, as identified by the 2022 Parks Needs Assessment+ Final Report.
- Goal COSE 3** A built environment that integrates open and green spaces at various sizes and scales and seeks to improve environmental conditions.
- Policy COSE 3.2** Publicly Accessible Open Space. Encourage new private development to install and maintain publicly accessible open and green space in the form of public plazas, pocket parks, active and passive recreation areas, and/or landscaping with enhanced shade features (i.e., trees, canopies, shade sails, and awnings).
- Goal PS 2** Public services and facilities that are equitably invested in and distributed throughout the Planning Area, allowing access, amenities, and safety for all community members.
- Policy PS 2.2** Connectivity to Services and Facilities. Enhance the connectivity and safety of active transportation access to public services and facilities by prioritizing lighting, landscaping, sidewalk, and multi-use trailway improvements along routes to parks, open spaces, schools, and cultural facilities.

- Policy PS 2.3** Conversion of Underutilized Spaces. Promote the conversion of underutilized spaces, including those within the public right-of-way such as alleys, utility corridors, freeway underpasses, and remnant spaces adjacent to freeways, into walking paths, parks, community gardens, and other green space, where feasible and appropriate.
- Goal PS 3** Sustainable and resilient public services, facilities, and other infrastructure that meets the needs of the SBAP communities while benefiting the environment and improving aesthetics.
- Policy PS 3.2** Greening in County Projects. Implement greening through County-led and funded projects, such as new and upgraded parks, vegetation, bioswales, permeable pavements, green alleys, and green roofs and walls.

Community-Specific Goals and Policies

Alondra Park/El Camino Village

- Policy 4.1** Improved Access to Alondra Park. Enhance access to Alondra Park through improved bicycle and pedestrian infrastructure and the removal of the existing fencing around portions of the periphery of the park.
- Policy 4.2** Facilities and Amenities. Support the integration of new locally serving facilities and amenities such as parks, recreational facilities, and playgrounds to serve all ages of the community.
- Policy 4.4** New Open Spaces. Integrate new publicly accessible open spaces, pocket parks, and plazas in new development to create smaller, accessible parks and green spaces for the community, such as along Crenshaw Boulevard.

Del Aire

- Policy 2.4** Park Access. Improve access to/from Del Aire Park, as well as future open spaces in the community.
- Goal 4** Diverse open spaces that are accessible to the community.
- Policy 4.1** New Open Spaces. Encourage new publicly accessible open spaces, pocket parks, and plazas to create more park/green space for the community. New development shall be encouraged to design and include green spaces that may be enjoyed by new and existing community members.
- Policy 4.2** I-105 Freeway Buffer Parks. Explore implementation of the I-105 Consent Decree by partnering with County departments and Caltrans to jointly pursue grants to plan for and construct parks and open space within the I-105 freeway buffer.

Hawthorne Island

Policy 1.2 New Open Spaces. Integrate new publicly accessible open spaces, pocket parks, and plazas in new development along Crenshaw Boulevard to create more park/green space for the community.

La Rambla

Policy 1.5 New Open Spaces. Encourage new publicly accessible open spaces, pocket parks, and plazas in new development to create more park/green space for the community.

Lennox

Policy 3.2 Lennox Boulevard Streetscape Enhancements. Explore grant funding opportunities for the preparation of a vision plan or streetscape plan to determine appropriate treatments to enhance and green the pedestrian realm, with improvements such as planters, trees, benches, small green spaces, pocket parks, etc.

Policy 3.6 Park Access. Improve access to/from Lennox Park along Lennox Boulevard and surrounding streets.

Goal 4 High-quality open spaces, including parks and other recreational amenities, are provided throughout the community.

Policy 4.2 Support Community Facilities. Continue to provide programs, services, and maintenance to support existing community facilities, such as the Lennox Civic Center, library, and Lennox Park.

Policy 4.3 Cultural Programming and Community Events. Continue to utilize Lennox Park as a central community gathering space for cultural programming and community events.

West Carson

Goal 4 Repurposed sites for community amenities, such as parks, walking trails, and community facilities.

Policy 4.1 Convert Contaminated and Underutilized Sites. Promote the repurposing and remediation of contaminated sites, brownfields, and underutilized spaces in West Carson for the creation of community facilities, sports fields, parks, walking paths, trails, and green spaces.

Policy 4.2 New Open Spaces. Integrate new publicly accessible open spaces, pocket parks, and plazas in new development to create more park/green space for the community and address the existing pollution burden.

Wiseburn

Policy 1.5

New Open Spaces. Integrate new publicly accessible open spaces, pocket parks, and plazas in new development along Inglewood Avenue and El Segundo Boulevard to create more park/green space for the community.

4.16.2.4 Impact Analysis

Threshold 4.16-1 Would the project create capacity or service level problems, 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 times or other performance objectives for park services?

Significant and Unavoidable Impact. As outlined above in Section 4.16.1.2 above, park services for the Project area are provided by DPR. Table 4.16-1 lists the County parks serving the Project area. The location of existing parks in relation to each Project community can be found in Figure 4.16-1, Project-Area Parks. No direct development is proposed as part of the Project. However, land use changes proposed by the Project (as described in Section 4.16.2.3, Land Use Changes, Goals and Policies) would facilitate future development, which would increase the Project area's service population and result in potentially significant impacts to park services.

The Project would amend the County Code to allow for the development of neighborhood-scale commercial uses (i.e., ACUs) on corner lots within the Project area's residential-only zones. It is projected that approximately 12 parcels in the Project area may develop ACUs, which would generate approximately 23 new jobs. The Project would also implement land use changes to accommodate development of approximately 9,853 additional dwelling units, which could generate 30,745 new residents in the Project-area communities of Alondra Park/El Camino Village, Del Aire/Wiseburn, Lennox, La Rambla, and West Carson. In addition, the proposed land use changes would facilitate approximately 777,697 square feet of additional commercial use and 1,417 new jobs in Alondra Park/El Camino Village, Del Aire/Wiseburn, Lennox, La Rambla, and West Carson. The combined additional population and employment as a result of Project implementation would increase the service-area population by 9,930 people in Alondra Park/El Camino Village, 3,198 people in Del Aire/Wiseburn, 4 people in Hawthorne Island, 5,366 people in La Rambla, 3,020 people in Lennox, 10,665 people in West Carson, and 2 people in Westfield/Academy Hills, for a total of 32,185 additional residents and employees.

The 2016 PNA uses population density and five metrics to determine the level of park need: park land, park access, park pressure, park amenities, and park condition. For the purposes of this impact analysis, an assessment on parkland per resident (i.e., park land metric) is applicable in assessing impacts at the Project's programmatic level. The 2016 PNA states the Countywide average of park acreage per 1,000 residents is 3.3 and the General Plan has a goal of four acres of local parkland per 1,000 residents. Within the Project area, each community's existing conditions, further described in Section 4.16.1.2, are currently below both the Countywide average and General Plan goal for parkland per resident. In addition, as discussed in the 2022 PNA+, the South Bay Planning Area is well below the County's average in terms of regional recreation park land and access (0.3 acres per 1,000 residents compared to the County's average of 2.6 acres per 1,000 residents), nature-based recreation area land and access (two acres per 1,000 residents compared to the County's average of 71 acres per 1,000 residents), and regional trail miles and access (0.12 miles per 1,000 residents, compared to the County's average of 0.33 miles per 1,000 residents). As such, the Project would increase demand on parks to maintain acceptable service ratios.

The South Bay Area Plan includes goals and policies (listed above in Section 4.16.2.3, Land Use Changes, Goals, and Policies) to support the development of new parks, such as Goal COSE 2, Policy COSE 2.1, Policy COSE 2.4, Policy PS 3.2, Alondra Park Policies 4.2 and 4.4, Del Aire Policies 4.1 and 4.2, Hawthorne Island Policy 1.2, La Rambla Policy 1.5, West Carson Goal 4 and Policies 4.1 and 4.2, and Wiseburn Policy 1.5. In addition, as discussed in Section 4.16.1.1, Regulatory Setting, the West Carson TOD Specific Plan includes policies to support the construction of pocket parks (Policy 1.4), incorporate open space, parks, plazas, and/ or recreational facilities as part of new developments (Policy 3.5), and increase recreational amenities along 208th street in West Carson (Policy 6.5). Furthermore, the Parks and Recreation Element of the General Plan includes a number of policies supporting the construction of new or expanded parks and recreational facilities (or the acquisition of land/funding for these facilities), including General Plan Policies P/R 1.2, 1.6, 2.1, 2.2, 3.1 through 3.6, and 4.1 through 4.6 (see Section 4.16.1.1, Regulatory Setting for a list of applicable General Plan policies). The facilitation of future park spaces in accordance with these proposed and existing policies could help maintain acceptable parkland service ratios.

However, the extent to which the County can implement parks, trails, and other recreational facilities is related to the availability of funding for land acquisition, construction, operations, maintenance, and programming. In accordance with the Quimby Act (Government Code Section 66477) and Title 21 of the County Code, the County requires parkland dedication or payment of in-lieu fees as a condition of approval of residential subdivisions. The Quimby Act specifies acceptable uses and expenditures of such funds, such as allowing developers to set aside land, donate conservation easements, or pay direct fees for park improvements. This ensures that when new residential subdivisions are developed, there is an increase in park funding and/or dedication of additional parkland proportional to increases in population. While some development implemented under the Project may be residential subdivisions, the Project would also facilitate development of non-subdivision housing and/or other projects (e.g., commercial projects) that would not be subject to the Quimby Act. In these instances, there would be no mechanism for the County to require dedication of parkland or obtain additional funding to pay for the development of new or expanded facilities.

In addition to availability of funding, the construction or expansion of park and recreation facilities is subject to the availability of vacant land or open space appropriate for the development of parks and recreation facilities. The Project area is in a built-out urbanized area of Los Angeles County, which has very little vacant land or open space. In addition, as discussed above, each community's existing conditions for parkland service ratios are currently below both the Countywide average and General Plan goal for parkland per 1,000 residents. Even without implementation of the Project, the Project area does not likely have the available vacant land/open space to develop the additional parks or recreation facilities required to meet the County's parkland service ratio goal. Thus, due to the lack of clear funding mechanisms and uncertain availability of land area at the time of drafting this PEIR, it is too speculative to assume that proportional development of new or expanded park/recreation facilities would occur with implementation of the Project. Although implementation of the Project may result in private open space on site of future developments, and future park and/or recreational facilities may be created as a result of Quimby Act fees/dedications, it is unknown whether future facilities would be adequate to serve the demands generated by new and existing residents. The Project would result in an increased population across the Project area which would further exacerbate existing conditions and limit DPR's ability to maintain acceptable service ratios.

Even with existing and proposed policies to support the construction of new or expanded park and recreation facilities, without payment of park mitigation fees or the dedication of land for future parks, the Project would result in a significant impact to park services. At this time, there are no feasible mitigation measures to reduce impacts to less than significant. Although the South Bay Area Plan encourages the future development of more parks in the Project area, the South Bay Area Plan does not have the mechanism to ensure that new parks are funded and constructed within the 2045 buildout year for the Project. Therefore, the Project would have a significant and unavoidable impact to park services.

Threshold 4.16-2 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?

Significant and Unavoidable Impact. As discussed above under Threshold 4.16-1, the population growth anticipated with implementation of the Project would increase the use of existing parks and recreational facilities in the Project area. As discussed in Section 4.16.1.2, the unincorporated communities in the South Bay Planning Area fall below the Countywide average of 3.3 acres of parkland per 1,000 residents, and none of the unincorporated communities meet the General Plan goal of four acres of local parkland per 1,000 residents. Currently, the Project area has 68,275 residents. Accounting for the 46.5 acres of existing parkland, the Project area's current ratio of parkland per 1,000 residents is approximately 0.68 acres, amounting to a deficit of approximately 227 acres of new parkland required to meet the County's goal. With implementation of the Project, the ratio of parkland per 1,000 residents would lower to approximately 0.46 acres, and the deficit would increase to approximately 355 acres of new parkland required to meet the County's goal. Therefore, although recreational needs can be met in different ways in urban and suburban settings (such as use of private recreational facilities, and use of public rights-of-way for walking and other forms of exercise), the addition of up to 32,185 residents and employees with implementation of the Project would be expected to substantially increase the use of existing neighborhood and regional parks and associated recreational facilities.

The approximately 6.84 square-mile Project area is urbanized and built-out. Even without implementation of the Project, the Project area does not likely have the available vacant land to develop the parkland necessary to meet the General Plan parkland service ratio goal. As detailed above in Section 4.16.1.2, the amenities and conditions of parks in Project area range from "Poor" to "Good", with most communities rated as having "Poor" or "Fair" park amenities and conditions. Additionally, most of the communities in the South Bay Planning Area, including Alondra Park/El Camino Village, Del Aire/Wiseburn, and portions of West Carson and La Rambla are categorized as having a "High" or "Very High" need for parks in the community. Implementation of the Project would further exacerbate the lack of park amenities and park conditions that currently exist, as more residents would be introduced to the communities and would likely use these existing recreational facilities. Therefore, the Project would increase the use of existing neighborhood and regional parks and recreational facilities such that substantial physical deterioration of recreation facilities could be accelerated.

The Quimby Act, discussed in Section 4.16.1.1, Regulatory Setting, is a mechanism that can help secure parkland and/or funding to improve existing or develop new parks in the County. In accordance with Title 21 of the County Code, the County's parkland fees levied under the Quimby Act are only applicable to residential subdivisions. As previously discussed, the Project's proposed land use changes would facilitate additional development and population growth in the Project area. It is anticipated that most future development projects would occur on existing lots/parcels, which would not trigger a subdivision and subsequently would not provide an opportunity for the County to obtain Quimby Act fees (or require dedication of parkland). Thus, most future development projects implemented under the Project would not be required to provide park space or pay in-lieu fees to reduce potential impacts to parks and recreation facilities in the South Bay Planning Area.

As detailed in the County's Housing Element, as the County plans for more housing in urban areas with existing park deficits, the County will support equitable access to parks for new and current residents and reduce racial disparities for communities of color, particularly in Racially or Ethnically Concentrated Areas of Poverty (R/ECAP) communities (County of Los Angeles 2022). Within the Project area, Lennox is categorized as R/ECAP community (County of Los Angeles 2021). Through Housing Element Program 23, Park Access for New Residential Development, proposed a feasibility study to establish a new park impact fee for residential projects that are not

subject to the County's Quimby parkland requirements in Title 21 of the County Code. The feasibility study will take into consideration existing park deficits and explore options to generate additional funding for parks in those areas determined to have a "Very High" or "High" level of park need per the 2016 PNA, with a particular emphasis on R/ECAP communities (County of Los Angeles 2022). If a new park impact fee for multifamily residential rental projects is found to be feasible, it is anticipated that the fees collected would contribute to enhanced or new park space to support these projects. Therefore, if this new park impact fee is found to be feasible, it is possible that this feasibility study could eventually lead to the creation or improvement of parks in the Project area, which includes a R/ECAP community and areas determined to have a "Very High" or "High" park need. However, because this feasibility study is not yet complete and a fee program has not been approved, the future collection of the fees is speculative and would not mitigate impacts to the physical deterioration of recreational facilities to a level of less than significant.

The South Bay Area Plan includes goals and policies to support the provision of new or improved parks or other recreational facilities, such as Goal COSE 2, Policy COSE 2.1, Policy COSE 2.4, Policy PS 3.2, Alondra Park Policies 4.2 and 4.4, Del Aire Policies 4.1 and 4.2, Hawthorne Island Policy 1.2, La Rambla Policy 1.5, West Carson Goal 4 and Policies 4.1 and 4.2, and Wiseburn Policy 1.5. These goals and policies are included above in Section 4.16.2.3, Land Use Changes, Goals, and Policies. The General Plan also includes several policies in support of new or expanded parks and other recreational amenities (including General Plan Policies P/R 1.2, 1.6, 2.1, 2.2, 3.1 through 3.6, and 4.1 through 4.6) or preservation of existing facilities (e.g., Policies P/R 5.1, 6.3, and 6.5; discussed above in Section 4.16.1.1). Implementation of these policies through future development would help preserve existing facilities or reduce the demand and potential for physical deterioration on local parks by providing other options for park and recreational uses throughout the Project area.

However, even with the support of General Plan and South Bay Area Plan policies and the potential benefits from the County's feasibility study mentioned above, it is anticipated that Project implementation would increase the use of existing neighborhood and regional parks and recreational facilities such that substantial physical deterioration of recreation facilities could be accelerated, resulting in a potentially significant impact. The South Bay Planning Area is highly urbanized with a deficit of parkland and implementation of the Project would contribute to the demands for park and recreation facilities. At this time, there are no feasible mitigation mitigations to reduce impacts to less than significant. Although the South Bay Area Plan encourages the inclusion of more neighborhood and pocket parks, the South Bay Area Plan does not have the mechanism to ensure that new recreational facilities are funded and constructed within the 2045 buildout year. Additionally, as stated above, the Project area is highly built-out and urbanized, and there is a lack of available space to develop new parks to serve the anticipated population growth in the South Bay Area Plan. Although the collection of required Quimby fees and/or parkland dedication would mitigate some of the burden on the existing recreation system, it is not expected to be enough to meet the established goal of four acres of local parkland per 1,000 residents. Therefore, the Project would have a significant and unavoidable impact regarding the occurrence or acceleration of substantial physical deterioration of existing neighborhood and regional parks or other recreational facilities.

Threshold 4.16-3 Does the Project include neighborhood and regional parks or other recreational facilities or require the construction or expansion of such facilities which might have an adverse physical effect on the environment?

Less Than Significant Impact. The Project does not propose construction of new neighborhood or regional parks or other recreation facilities, nor does it include land use changes to park or open space designations that would facilitate the future development of parkland. As discussed under Thresholds 4.16-1 and 4.16.2, above, future

development would increase the population of the South Bay Planning Area by an estimated 32,185 people by 2045, thereby increasing the use and demand for parks and recreational facilities due to future projects. (The park ratios for the South Bay Area Plan communities are detailed in Section 4.16.1.2, Existing Environmental Conditions.) The unincorporated communities of the South Bay Planning Area have a park ratio that is much lower than the Countywide average of 3.3 acres of parkland per 1,000 residents and General Plan goal of four acres of local parkland per 1,000 residents. The Project's anticipated population increase would further reduce the communities' park ratios within the South Bay Planning Area.

Even though new parks and recreation facilities are needed to serve the current and future service population in the South Bay Planning Area, several constraints limit the potential number and size of new park and/or recreational facilities in the Project area, including the following: scarcity of vacant or underused land, high land acquisition cost, lack of funding for parks, need for cleanup of contaminated or disturbed sites, and competition with other identified community priorities and private developments. Furthermore, as the number, size, type, location, and timing of future park and recreation facility projects are unknown, it would be speculative to assess whether there would be future projects that could lead to adverse physical effects on the environment.⁸ The future construction or expansion of any park/recreational facilities in the Project area would be subject to project-specific environmental review under CEQA and are not a part of the South Bay Area Plan.

In summary, based on the General Plan's parkland acreage goal of four acres per 1,000 residents, the South Bay Planning Area is anticipated to require the construction of new or expanded recreational facilities, if determined to be feasible in the future. However, the Project does not propose any neighborhood or regional parks or other recreational facilities. The existence of several limiting factors related to the feasibility of future facility construction/expansion (discussed above) coupled with the unknown number, size, location, type, and timing of future park or recreation facility projects, support the determination that both the construction/expansion and potential impacts of such facilities are speculative and need not be further analyzed in this Draft PEIR. Furthermore, any potential physical impacts on the environment from all future parks, recreation, and trail projects would be analyzed on a project-by-project basis in compliance with CEQA. Existing state and local regulations would require project-level mitigation for potentially significant impacts to the environment that may result from the construction or expansion of parks and other recreational facilities. Therefore, implementation of the South Bay Area Plan, as a programmatic document directing future growth and development in the South Bay Planning Area, would have a less than significant impact related to the construction or expansion of neighborhood or regional parks or other recreational facilities, and no mitigation is required.

Threshold 4.16-4 Would the Project interfere with regional trail connectivity?

No Impact. Regional trails, as defined by the County's Trail Manual, extend over large expanses of land, providing a continuous route around or through areas such as a mountain range or the rim of a valley (County of Los Angeles 2013). As detailed above in Section 4.16.1.2, Existing Environmental Conditions, there are no regional trail within the Project area; however, there one regional trail (the Palos Verdes Landfill Loop) adjacent to Westfield/Academy Hills. The Palos Verdes Landfill Loop does not cross into the Project area.

The Project would not directly or indirectly interfere with regional trail connectivity. Areas of future development facilitated by the Project do not include open-space land that could be dedicated to regional trails. Although the Project would facilitate limited ACU development in Westfield/Academy Hills, ACU development would be located within developed residential parcels as an accessory use to an existing residential building, which would not affect

⁸ Per State CEQA Guidelines Section 15145, if, after thorough investigation, a Lead Agency finds that a particular impact is too speculative for evaluation, the agency should note its conclusion and terminate discussion of the impact.

regional trail connectivity associated with the community-adjacent Palos Verdes Landfill Loop. As such, the South Bay Area Plan would not interfere with regional trail connectivity or preclude future development of regional trails in open space areas, and no impacts would occur.

4.16.2.5 Cumulative Impact Analysis

Where a lead agency concludes that the cumulative effects of past, present, and reasonably foreseeable future projects are significant, the lead agency then must determine whether the proposed project has any contribution to the cumulative impact, and if so, whether the project's incremental effect is "cumulatively considerable." The cumulative study area used to assess potential cumulative recreational impacts includes the entirety of Los Angeles County and considers the future buildout of applicable local and regional plans. The full list of related plans applicable to the Project's cumulative analyses is provided in Section 2.5, Cumulative Impact Analysis, in Chapter 2, Environmental Setting of this Draft PEIR.

Threshold 4.16-1. DPR serves the Project area and surrounding cities within the County with parks and recreational land uses. As discussed above in Section 4.16.1.2, Existing Environmental Conditions, according to the DPR's 2022 PNA+, the countywide average of park acreage per 1,000 residents is 3.3, which is below the countywide goal of four acres of local parkland per 1,000 residents identified in the General Plan. Cumulative development outside of the Project area associated with the buildout of adopted and future plans (e.g., general plans and housing elements) would further reduce the park acreage ratio with no guarantee that additional park spaces would be built. As such, there is an existing cumulative impact. The Project-related residential development would incrementally increase the demand for parks and could result in the need to construct additional or expand existing parks, which could result in a potentially significant physical impact on the environment. Future development projects that require discretionary action and involve subdivision-related actions would be required to demonstrate compliance with CEQA prior to project approval and would be required to pay applicable park impact fees under the Quimby Act (Government Code Section 66477). However, non-subdivision residential projects would not be subject to fees. Without the payment of park mitigation fees or the dedication of land for future parks, the Project would have a cumulatively considerable impact.

Threshold 4.16-2. The cumulative impact of population growth in the County and other local jurisdictions would further increase the use of existing neighborhood and regional parks and recreational facilities, such that substantial physical deterioration of the facilities would occur, and this would be a potentially significant cumulative impact. As discussed in Section 4.14, Population and Housing, of this Draft PEIR, buildout of the Project by 2045 would exceed planned growth projections for parcels subject to proposed land use changes. Furthermore, as discussed above in Section 4.16.2 under Threshold 4.16-1, implementation of the South Bay Area Plan would result in a significant and unavoidable impact related to the deterioration of existing parks serving the Project area. In the absence of new parks to alleviate the existing demands for park facilities currently in the Project area and County, the Project would exacerbate conditions related to park deterioration. Therefore, the South Bay Area Plan would contribute to an existing cumulative impact related to the increased use of existing parks and associated facilities, such that substantial physical deterioration of the facility would occur or be accelerated, and Project impacts would be cumulatively considerable.

Threshold 4.16-3. The South Bay Area Plan does not directly include neighborhood and regional parks or other recreational facilities. Even though new parks and recreation facilities are needed to serve the current and future service population in the South Bay Planning Area, the timing, number, size, type, and location of such park or recreation facility projects are unknown, and it would be speculative to assess whether there would be future projects that could lead to adverse physical effects on the environment. Furthermore, the future construction or expansion of

any park/recreational facilities in the Project area would be subject to project-specific environmental review under CEQA and are not a part of the South Bay Area Plan. Therefore, the Project would not substantially contribute to a potentially significant impact associated with the construction or expansion of neighborhood or regional parks, and no cumulatively considerable impact would occur.

Threshold 4.16-4. The Project would have no impact regarding regional trail connectivity. As such, there would be no potential for the Project to contribute to an existing or reasonably foreseeable cumulative impact, and no cumulatively considerable impact would occur.

4.16.2.6 Mitigation Measures

No feasible mitigation measures are available to mitigate Project impacts related to park services or the indirect physical deterioration of existing neighborhood and regional parks.

4.16.2.7 Significance Conclusion

Threshold 4.16-1. The Project has the potential to create future capacity or service level problems, and 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 times or other performance objectives for parks. No feasible mitigation measures are available to mitigate impacts. Therefore, impacts to park services would be **significant and unavoidable** and cumulatively considerable.

Threshold 4.16-2. The Project has the potential to 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. No feasible mitigation measures are available to mitigate impacts. Therefore, impacts to parks or other recreational facilities would be **significant and unavoidable** and cumulatively considerable.

Threshold 4.16-3. Impacts related to the potential construction or expansion of parks or other recreational facilities which might have an adverse physical effect on the environment would be **less than significant** and would not be cumulatively considerable.

Threshold 4.16-4. There would be **no impact** related to interference with regional trail connectivity and no cumulatively considerable impact would occur.

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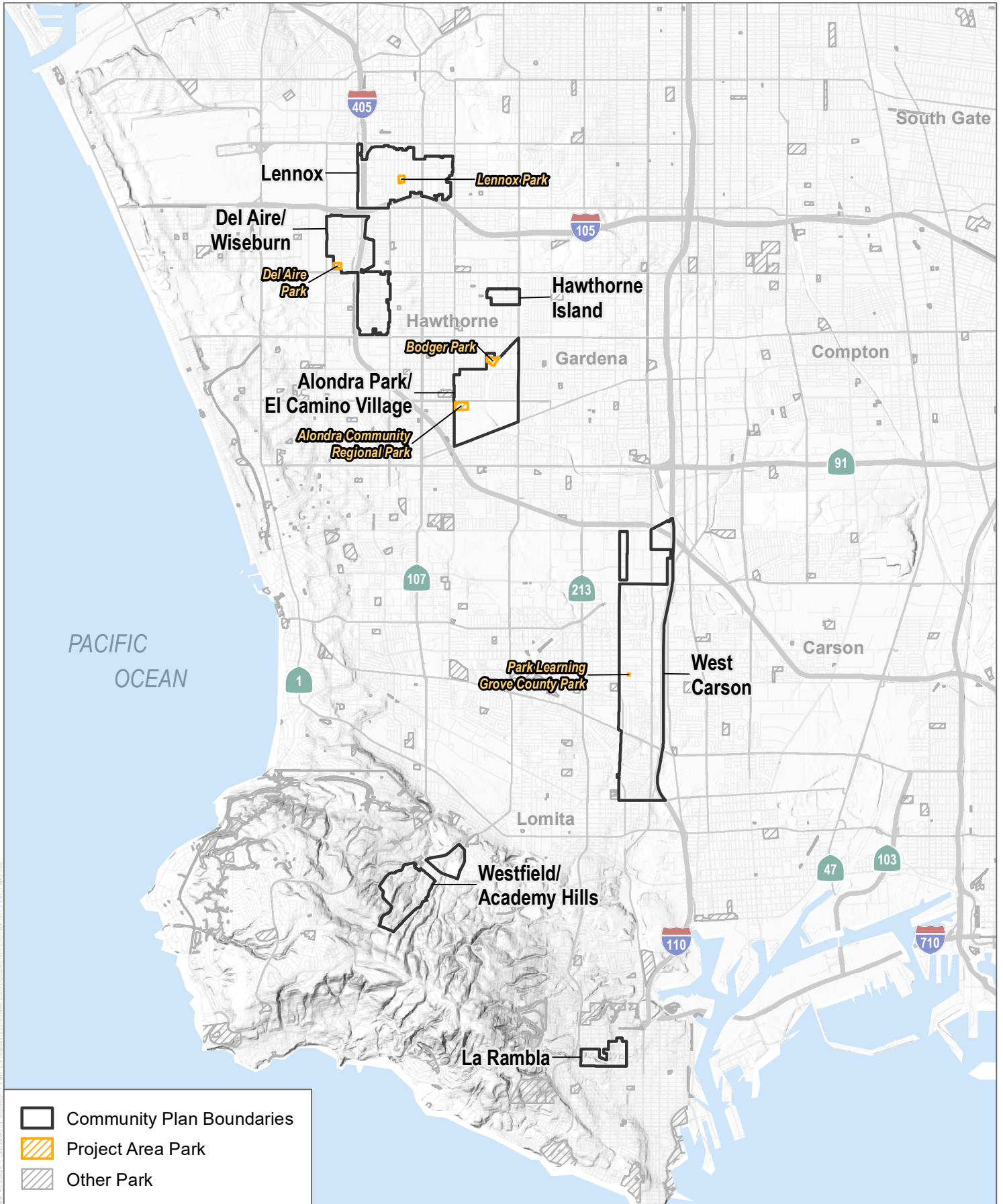
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SOURCE: Open Street Map; County of Los Angeles

FIGURE 4.16-1

Project-Area Parks

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4.17 Transportation

This section of the Draft PEIR analyzes the potential impacts from the implementation of the South Bay Area Plan (Project) on transportation, including whether the Project would conflict with an applicable plan, ordinance or policy addressing transportation, be inconsistent with CEQA Guidelines section 15064.3, subdivision (b), increase hazards due to a design feature or incompatible use, or result in inadequate emergency access. Pursuant to Senate Bill (SB) 743, the County adopted Transportation Impact Guidelines (Public Works 2020) to include vehicle miles traveled (VMT) as the new metric to evaluate the significance of transportation impacts. These guidelines and thresholds apply to land use and transportation projects in the County that are subject to CEQA analysis. Therefore, this section uses VMT as the basis for evaluating transportation impacts of the Project under CEQA.

A discussion of the existing transportation facilities in the Project area and in surrounding areas is also included in this section to present the environmental baseline for the Project. The analysis is based on information provided in the following documents:

- Appendix H-1** VMT Modeling Assumptions and Outputs for South Bay Area Plan Program EIR, LA County, December 2023, prepared by Translutions Inc.
- Appendix H-2** VMT Consistency Analysis for South Bay Area Plan Memorandum, February 2024, prepared by Translutions Inc.
- Appendix H-3** Los Angeles South Bay Area Plan Mobility Background and Opportunities Brief - Final, April November 14, 2023 prepared by Intersecting Metrics

Other sources, including the Los Angeles County 2035 General Plan (General Plan) and the Final PEIR for the Los Angeles County Housing Element Update (Housing Element PEIR) are listed in Section 4.17.3, References.

Comments received in response to the Notice of Preparation (NOP) are summarized in Table 1-1, Notice of Preparation and Comment Letters Summary, included in Chapter 1, Introduction, of this Draft PEIR. A copy of the NOP is included in Appendix A-1 and the comment letters received in response to the NOP are included in Appendix A-2 of this Draft PEIR. Per comments received from the City of El Segundo, an exhibit illustrating all street segments and intersections to be analyzed during the Draft PEIR was requested. It should be noted that this Draft PEIR uses the metric of vehicle miles traveled (VMT) for analyzing transportation impacts, pursuant to the State CEQA Guidelines. Therefore, a level of service analysis of roadway segments and intersections is not warranted per the scope of this document.

4.17.1 Environmental Setting

4.17.1.1 Regulatory Setting

Federal

There are no federal policies or regulations applicable to land use and planning with respect to the proposed Project.

State

Senate Bill 743

On September 27, 2013, Governor Brown signed Senate Bill 743, which became effective on January 1, 2014. The purpose of SB 743 is to streamline review under the CEQA process for several categories of development projects including the development of infill projects in transit priority areas and to balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions. SB 743 adds Chapter 2.7: Modernization of Transportation Analysis for Transit Oriented Infill Projects to the CEQA Statute (Public Resources Code Section 21099). Section 21099(d)(1) provides that aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment. In addition, SB 743 mandates that alternative metric(s) for determining impacts relative to transportation shall be developed to replace the use of level of service (LOS) in CEQA documents.

In the past, environmental review of transportation impacts focused on the delay that vehicles experience at intersections and on roadway segments, which is often measured using LOS. Mitigation for impacts on vehicular delay often involves increasing capacity such as widening a roadway or the size of an intersection, which in turn induces more vehicular travel and greater pollutant emissions. Additionally, improvements to increase vehicular capacity can often discourage alternative modes of transportation such as biking, walking, and transit. SB 743 directed the Office of Planning and Research (OPR) to develop an alternative metric(s) for analyzing transportation impacts in CEQA documents. The alternative shall promote the state's goals of reducing greenhouse gas emissions and traffic-related air pollution by promoting the development of multimodal transportation system and providing clean, efficient access to destinations. Under SB 743, it was anticipated that the focus of transportation analysis will shift from vehicle delay (and LOS) to VMT within transit-priority areas (i.e., areas well served by transit).

Pursuant to SB 743, OPR released the draft revised CEQA Guidelines in November 2017, recommending the use of VMT for analyzing transportation impacts. Additionally, OPR released updates to the Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018), to provide guidance on VMT analysis. In this Technical Advisory, OPR provides its recommendations to assist lead agencies in screening out projects from VMT analysis and selecting a significance threshold that may be appropriate for their particular jurisdictions. While OPR's Technical Advisory is not binding on public agencies, CEQA allows lead agencies to "consider thresholds of significance ... recommended by other public agencies, provided the decision to adopt those thresholds is supported by substantial evidence" (CEQA Guidelines Section 15064.7[c]).

In December 2018, the CEQA Guidelines were updated to add Section 15064.3, Determining the Significance of Transportation Impacts, that describes specific considerations for evaluating a project's transportation impacts using VMT methodology. This new methodology was required to be used for projects starting on July 1, 2020.

CEQA Guidelines Section 15064.3(b) is divided into four subdivisions as follows:

- (1) **Land Use Projects.** Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop¹ or a stop

¹ OPR's Technical Advisory 2018: Pub. Resources Code, § 21064.3 ("Major transit stop' means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.")

along an existing high-quality transit corridor² should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.

- (2) **Transportation Projects.** Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, such as in a regional transportation plan EIR, a lead agency may tier from that analysis as provided in Section 15152.
- (3) **Qualitative Analysis.** If existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered, a lead agency may analyze the project's vehicle miles traveled qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc. For many projects, a qualitative analysis of construction traffic may be appropriate.
- (4) **Methodology.** A lead agency has discretion to choose the most appropriate methodology to evaluate a project's vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project's vehicle miles traveled, and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to estimate vehicle miles traveled and any revisions to model outputs should be documented and explained in the environmental document prepared for the project.

The CEQA Guidelines Section 15064.3, subdivision (b)1 and (b)2 apply to the Project. The County has adopted screening criteria and impact criteria meant to serve as guidance for projects to determine whether a Transportation Impact Analysis should be performed, and whether a project generates a significant transportation impact. Therefore, the County's adopted Transportation Impact Guidelines (Public Works 2020) have been used in this section to determine Project area's VMT impact.

Sustainable Communities Strategies: Senate Bill 375

The Sustainable Communities and Climate Protection Act of 2008 (Sustainable Communities Act, SB 375, Chapter 728, Statutes of 2008) supports the state's climate action goals to reduce greenhouse gas emissions through coordinated transportation and land use planning with the goal of more sustainable communities. Under the Sustainable Communities Act, the California Air Resources Board sets regional targets for greenhouse gas emissions reductions from passenger vehicle use. In 2010, the California Air Resources Board established these targets for 2020 and 2035 for each region covered by one of the state's Metropolitan Planning Organizations (MPO). The California Air Resources Board will periodically review and update the targets, as needed.

Each of California's MPOs must prepare a Sustainable Communities Strategy (SCS) as an integral part of its Regional Transportation Plan (RTP). The SCS contains land use, housing, and transportation strategies that, if implemented, would allow the region to meet its greenhouse gas emission reduction targets. Once adopted by the MPO, the RTP/SCS guides the transportation policies and investments for the region. California Air Resources Board must review the adopted SCS to confirm and accept the MPO's determination that the SCS, if implemented, would meet the regional greenhouse gas targets. If the combination of measures in the SCS would not meet the regional

² OPR's Technical Advisory 2018: Pub. Resources Code, § 21155 ("For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.")

targets, the MPO must prepare a separate alternative planning strategy to meet the targets. The alternative planning strategy is not a part of the RTP.

The Sustainable Communities Act also establishes incentives to encourage local governments and developers to implement the SCS or the alternative planning strategy. Developers can get relief from certain CEQA requirements if their new residential and mixed-use projects are consistent with a region's SCS (or alternative planning strategy) that meets the targets (see Cal. Public Resources Code Sections 21155, 21155.1, 21155.2, 21159.28.).

Statewide Transportation Improvement Program

The State Transportation Improvement Program (STIP) is the biennial five-year plan adopted by the California Transportation Commission (CTC) for future allocations of certain state transportation funds for state highway projects, intercity rail, and regional highway and transit projects, and active transportation projects (CTC 2024). State law requires the Commission to update the STIP biennially, with each new STIP adding two new years to prior programming commitments. Each new STIP will include projects carried forward from the previous STIP plus new projects and reserves from among those proposed by regional agencies in their regional transportation improvement programs (RTIPs) and by Caltrans in its interregional transportation improvement program (ITIP).. The STIP contains all capital and noncapital transportation projects or identified phases of transportation projects for funding under the Federal Transit Act and CFR Title 23, including federally funded projects.

Caltrans

As the owner and operator of the State Highway System, the State of California Department of Transportation (Caltrans) implements established state planning priorities in all functional plans, programs, and activities. Caltrans has the responsibility to coordinate and consult with local jurisdictions when proposed local land use planning and development may impact state highway facilities. Pursuant to Section 21092.4 of the Public Resources Code (PRC), for projects of statewide, regional, or area-wide significance, the lead agency shall consult with transportation planning agencies and public agencies that have transportation facilities which could be affected by the project.

Caltrans Draft Transportation Impact Study Guide (TISG) and Safety Review (February 2020) replaced the Guide for the Preparation of Traffic Impact Studies (Caltrans 2002). Per the 2020 TISG, Caltrans' primary review focus is VMT, replacing LOS as the metric used in CEQA transportation analyses (Caltrans 2020). Caltrans recommends use of OPR's recommended thresholds and guidance on methods of VMT assessment found in OPR's Technical Advisory (OPR 2018) for land use projects. In addition to VMT, the 2020 TISG states that it may request a targeted operational and safety analysis to address a specific geometric or operational issue related to the State Highway System and connections with the State Highway System.

Regional

Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy

The Southern California Association of Governments (SCAG) develops the RTP, which presents the transportation vision for Los Angeles, Orange, San Bernardino, Imperial, Riverside, and Ventura Counties. SB 375 was enacted to reduce greenhouse gas emissions from automobiles and light trucks through integrated transportation, land use, housing and environmental planning. Under the law, SCAG is tasked with developing a Sustainable Communities Strategy (SCS), an element of the RTP that provides a plan for meeting emissions reduction targets set forth by the California Air Resources Board (CARB). The SCS outlines the plan for integrating the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs, changing

demographics, and transportation demands. The SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas in existing main streets, downtowns, and commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development. This overall land use development pattern supports and complements the proposed transportation network that emphasizes system preservation, active transportation, and transportation demand management measures.

The 2020–2045 RTP/SCS also known as Connect SoCal 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. It charts a path toward a more mobile, sustainable, and prosperous region by making connections between transportation networks, between planning strategies and between the people whose collaboration can improve the quality of life for Southern Californians (SCAG 2020a). The SCAG Regional Council adopted the Connect SoCal (2020-2045 RTP/SCS) on September 3, 2020.

Connect SoCal’s “Core Vision” centers on maintaining and better managing the transportation network for moving people and goods, while expanding mobility choices by locating housing, jobs, and transit closer together and increasing investment in transit and complete streets. The Connect SoCal’s “Core Vision” centers on maintaining and better managing the transportation network for moving people and goods, while expanding mobility choices by locating housing, jobs, and transit closer together and increasing investment in transit and complete streets.

From 2016 to 2045, Connect SoCal anticipates approximately 64 percent of household and 74 percent of new jobs will occur in Priority Growth Areas (PGAs). Connect SoCal’s PGA’s – Job Centers, Transit Priority Areas (TPAs), High Quality Transit Areas (HQTAs),³ Neighborhood Mobility Areas (NMAs), Livable Corridors, and Spheres of Influences (SOIs) – account for only 4 percent of the region’s total land areas but will accommodate the aforementioned growth statistics.

SCAG’s Regional Travel Demand Model provides travel forecasting capabilities for the analysis of SCAG’s plans and programs. Per County’s requirements for transportation analysis per SB 743, the currently available SCAG regional model was used for the Project’s VMT analysis. The model and methodology are described in further detail under Section 4.17.2.1.

This section refers to Connect SoCal 2020, however it should be noted that on November 9, 2023, SCAG published a Notice of Availability (NOA) of a Draft PEIR for Connect SoCal 2024, which serves as a programmatic document that presents a region-wide assessment of potential environmental effects of Connect SoCal 2024. This plan is not yet approved; therefore, Connect SoCal 2020 continues to be the relevant planning document.

Los Angeles County Metropolitan Transportation Authority

Los Angeles County Metropolitan Transportation Authority (Metro) is the county-level transportation planning and public transportation operating agency that was created by the State of California to set policy, coordinate, plan, fund, build, and operate transit services and transportation programs throughout Los Angeles County. Metro supports the transportation improvement programs of the 88 cities and 16 municipal transit operators within Los Angeles County, as well as LA’s paratransit provider, Access Services (ASI), and its regional commuter rail service provider, Metrolink. Metro is also responsible for the preparation of the Long-Range Transportation Plan (LRTP) and the Short-Range Transportation Plan (SRTP). The current LRTP is the 2020 Long Range Transportation Plan and SRTP is 2014 Short Range Transportation Plan. The transportation plans include all major transit and highway projects (partially or fully funded), existing programs and policies, and new policies and initiatives required to achieve Metro’s regional goals.

Los Angeles Metro 2020 Long-Range Transportation Plan (LRTP)

The LA Metro 2020 LRTP includes funding for specific projects under four main categories (Transit Investments, Highway Investments, Active Transportation, and Equity Focus) that call for Project Applications to be submitted for projects in Los Angeles County. These investments are based on the expected sales tax revenue. The document predicts a potential 81 percent increase in daily transit trips and a 31 percent decrease in traffic delay. LA Metro also has a Short-Range Transportation Plan (SRTP), published in 2014, to define the near term (through year 2024) transportation priorities in Los Angeles County. In addition to the regional transportation plans, LA Metro adopted both a Complete Streets Policy and a First Last Mile Strategic Plan in 2014.

Los Angeles Metro Short-Range Transportation Plan (SRTP)

The 2014 LA Metro SRTP is a 10-year action plan that guides future LA Metro programs and projects through 2024 and advances LA Metro toward the long-term goals identified in the 2009 LA Metro Long-Range Transportation Plan. The SRTP identifies the short-term challenges, provides an analysis of financial resources, proposes action plans for the public transportation and highway modes, and includes other project and program initiatives. In addition, it addresses sustainability, future funding strategies, and lastly, measures the STRP's performance (Los Angeles Transportation Authority 2014).

Los Angeles Metro Complete Streets Policy

Metro's recently adopted Complete Streets Policy is reinforcing the California Complete Streets Act (AB 1358). Effective January 1, 2017, LA Metro is requiring that all local jurisdictions within Los Angeles County adopt a Complete Streets Policy, an adopted resolution supporting complete streets, or an adopted general plan consistent with the California Complete Streets Act of 2008 in order to be eligible for LA Metro capital grant funding programs, starting with the 2017 grant cycles.

Los Angeles Metro NextGen Bus Plan

The NextGen Bus Plan is the first comprehensive look at LA Metro's fixed-route network to implement a new competitive bus system in Los Angeles County that is fast, frequent, reliable, and accessible. The plan was developed through consideration of both technical data and all the priorities and personal experiences from nearly 20,000 Los Angeles County residents. The process yielded thousands of comments and input from the public, including local stakeholder groups, riders, and agencies; that input was used to develop the NextGen Bus Plan. On October 22, 2020, the LA Metro Board of Directors approved the plan. The final plan nearly doubles the number of routes operating every 5 to 10 minutes, greatly expands service on evenings and weekends, and improves travel times by reducing delay and increasing operating speeds. Other goals of the proposed improvements are to ensure a ¼-mile walk to a bus stop for 99% of current riders and create a more comfortable and safer waiting environment.

Adjacency to Metro-owned Right-of-Way (ROW) and Facilities

Metro encourages third parties to approach Metro early in the planning and development process to improve adjacency conditions and to avoid potential conflicts with transit services and operations. To ensure safety, developers, utility companies, and other third parties must consult with Metro for development, construction, and maintenance activities occurring within 100 feet from Metro right-of-way (ROW) and other real estate assets. As noted by Metro, not all adjacent projects will require significant review and coordination with Metro. The level of review and coordination depends on the project's proximity to Metro facilities and the adjacency conditions. Metro will perform an initial screening for all adjacent projects to determine if there are potential risks. Projects that pose

safety or operational concerns (such as excavating near tunnels or using cranes near operations) will require further review coordination per Metro Adjacent Development Handbook, February 2021.

South Bay Cities Council of Governments' Route Refinement Study for a South Bay Local Travel Network (2021)

The South Bay Cities Council of Governments (SBCCOG) Route Refinement Study for a South Bay Local Travel Network, April 30, 2021, identifies a network of slow speed, low-stress streets that, with relatively low-cost street treatments, could be improved to accommodate the safe use for the growing market of personal zero-emission micromobility modes. A Local Travel Network (LTN) would support slow-speed sustainable vehicles (from pedal bikes to e-bikes to e-scooters to neighborhood electric vehicles to 3-wheel e-trikes to e-monoboarders) that ultimately, would be a more sustainable choice for the vast majority of short trips that are taken by residents of the South Bay. The document proposes a LTN Network of 243 miles route of route segments (streets), 222 miles would be routes through low stress slow-speed neighborhood streets, and another 23 miles would necessitate the construction of protected Local Use Vehicle (LUV) lanes for safe connectivity on the Network. Less than one mile of route segments were identified as those that would (if implemented) require "Engineered" solutions.

The SBCCOG Low Speed Travel Network Associated Reductions in VMT and GHG memorandum prepared by Fehr & Peers for this study, notes that the SCAG Regional Travel Demand Model does not directly account for any type of electric or zero emission vehicles, including NEVs or micromobility modes (nor have these modes been included in the forthcoming model version). Therefore, using other studies and tools such as California Air Pollution Control Officers Association (CAPCOA) Quantifying Greenhouse Gas Mitigation Measures and the Metro Bicycle Sketch Plan Tool and review of available sources, it was determined that the mode shift away from VMT-generating vehicles resulting from the implementation of the LTN is expected to be between 1% and 15%. To estimate the reduction in VMT resulting from shift in transportation mode for both the lower and the upper bound scenarios, passenger vehicle trips on roads within the SBCCOG area were reduced by 1% and 15% respectively, and the SCAG model for rerun at assignment ³stage. It was projected that a total daily VMT reduction of 0.22% corresponds to 1% shift in transportation mode due to LTN and 3.33% reduction corresponds to 15% shift in transportation mode due to LTN implementation. Similar GHG reductions were also noted. The study concluded that due to data limitations and changing regulatory and public health environment, the estimated VMT and GHG reductions expected from the implementation of the LTN may be underestimated, and the actual congestion and environmental benefits are likely to be greater.

At SBCCOG's May 2021 Board Meeting, board passed a resolution that directed the SBCCOG to begin implementation of the LTN 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 and some of the areas of unincorporated County are included in Phase 2 of this initial phase.

It should be noted that the VMT estimates provided in the section do not account for VMT reduction that could be achieved by implementation of the LTNs in the Project area. This due to data and modeling limitations described above. As such, the VMT estimates provided in this section are conservative.

³ In a Trip based model such as SCAG model, there are four steps of travel demand modeling- Trip Generation, Trip Distribution, Mode Choice and Network Assignment. Trip assignment is the step in which the Production and Attraction tables generated from trip generation and distribution steps are converted into Origin-Destination travel demand usually after mode choice is finished, so that they are then assigned to a transportation network in order to estimate traffic flows and network travel conditions such as travel time.

Local

Los Angeles County Public Works Transportation Impact Analysis Guidelines

The County's Public Works Department (Public Works) adopted their Transportation Impact Guidelines on July 23, 2020. As mentioned above, a project's effect on automobile delay is no longer a consideration when identifying a significant impact under CEQA; therefore, the operational analysis parts of the Transportation Impact Guidelines which do not directly apply to land use plans are not addressed. The PEIR addresses the VMT-based CEQA analysis criteria detailed in the Transportation Impact Guidelines. The Transportation Impact Guidelines include guidance and requirements for VMT analysis of development and transportation projects, including project screening, analysis methodology, significance criteria, impact assessment, and mitigation strategies.

Los Angeles County Code

The Los Angeles County Code (County Code) consists of the regulatory, penal and administrative ordinances of a general nature of Los Angeles County. It is codified pursuant to California Government Code Sections 50022.1 et seq, and is organized by chapters, articles, divisions, and sections. The County Code is updated as new ordinances are adopted by the County Board of Supervisors. Sections of the code applicable to transportation and mobility include the following:

Title 22, Planning and Zoning. The Zoning Code includes regulations concerning where and under what conditions various land uses may occur in the in the County's unincorporated areas. It also establishes zone-specific height limits, setback requirements, and other development standards, for residential, mixed-use, commercial, industrial, and all other types of sites. The Zoning Code is a primary tool for implementing the County's General Plan. The purpose of the Zoning Code is to encourage, classify, designate, regulate, and restrict the highest and best locations and uses of buildings and structures, for residential, commercial, and industrial or other purposes.

Division 9, Administration. Division 9 of the Zoning Code identifies the powers and duties of the officials responsible for administering the Zoning Code, as well as common procedures for administering permits, reviews, and legislative actions. Section 2.222.070 (Application Filing) states that the Director of Regional Planning shall prepare a checklist that indicates the forms, information, and materials necessary for processing each permit or review application. This includes requirements pursuant to the evaluation of permit applications, development, traffic control, and emergency access plans, and all other materials required prior to issuance of a building or construction permit in the County. For each permit or review requested by the applicant, the application submittal shall include forms, information, and materials required by the checklist, which ensures compliance with existing regulations.

Title 15, Vehicles and Traffic. Title 15 regulates the moving, parking, and standing of vehicles in the unincorporated areas of the County and includes Section 15.76.170, which establishes that whenever the road commissioner finds that the regulation of traffic is necessary at the site of road or street construction or maintenance, traffic may be regulated by means of persons authorized for such duty (i.e., flagmen)

Title 16, Highways. Chapter 16.16, Construction work, of Title 16 contains provisions that apply to permits for the laying, constructing, reconstructing or repairing of curbs, sidewalks, gutters, driveways, highway surfaces, retaining walls, storm drains, culverts, highway lights or lighting system, or other appurtenant structures in the County.

Title 32, Fire Code. Emergency services within the urban areas of the County are provided by the Los Angeles County Fire Department (LACFD). Pursuant to Section 105.7.26.2 of the Fire Code, when required by law or other agencies, LACFD fire code official review and approval is required prior to final approval of the following applications: tract

maps, parcel maps, final maps, planned unit developments, conditional use permits, design overlay reviews, environmental impact reviews, road vacations, zone changes, water plan reviews, and gate design review for land development projects. Further, Section 4811.9, Fire department access, requires that emergency vehicle access, fire lanes, and access roads be maintained at all times, pursuant to Section 503 of the Fire Code. Any deviations are subject to approval by the LACFD fire code official.

Requirements for Temporary Controls for Lane Closures, Street Closures, and Detours

The Requirements for Temporary Controls for Lane Closures, Street Closures, and Detours (Traffic Control Requirements) provides the requirements for temporary traffic controls and access for any permitted activity within the County public rights-of-way when temporary disruption of traffic is implemented. The provisions are supplemental to Part 6 of the “Greenbook” Standard Specifications for Public Works Construction. As a general provision, the Traffic Control Requirements state that temporary street closures, detours, lane closures, signs, lights and other traffic control devices shall conform to the latest California Manual on Uniform Traffic Control Devices (California MUTCD). The Traffic Control Requirements also include provisions pertaining to emergency access, preparation of Traffic Control Plans, traffic lanes and clearances, emergency traffic controls, and notifications related to roadway closures (County of Los Angeles 2016).

Vision Zero Los Angeles County: A Plan for Safer Roadways

Traffic fatalities and severe injuries are a serious public health threat in the County (County of Los Angeles 2019a). Vision Zero Los Angeles County: A Plan for Safer Roadways (referred to as “Vision Zero” or “the Action Plan”) is a traffic safety initiative intended to guide the County's efforts on reducing traffic deaths and severe injuries on unincorporated County roadways through 2025 (County of Los Angeles 2019a). The Action Plan creates the vision for the future and sets goals and actions to enhance traffic safety in collaboration with agencies and community partners. The Action Plan’s three guiding principles are as follows:

- *Health Equity:* Reduce gaps in health outcomes by addressing the practices that disadvantage some populations over others and lead to health inequities.
- *Data-driven process:* Identify where and why traffic collisions are happening and prioritize projects and programs in these areas.
- *Transparency:* Maintain regular communication with the public about progress, and how the County is working to enhance traffic safety.

The County has committed to working closely with residents and other stakeholders to identify challenges and develop enhancements aimed at eliminating fatal collisions in unincorporated County communities. Based on meetings with community members, County departments, and partner agencies, a clear set of actions has been developed for the next five years to move closer to the goal of eliminating traffic fatalities and severe injuries. These actions include efforts to update, expand, and establish new processes, policies, trainings, projects, and programs, (County of Los Angeles 2019a). According to the Action Plan, agencies that adopt a Vision Zero initiative commit to the systematic elimination of traffic deaths and severe injuries for all roadway users (County of Los Angeles 2019a).

Los Angeles County Bicycle Master Plan 2012 and Bicycle Master Plan Update

The Los Angeles County Board of Supervisors adopted the current Bicycle Master Plan (BMP) in March 2012. The Plan estimates that within the metro/downtown Los Angeles area by the year 2030, the total number of daily bicycle commuters could increase from the current estimate of 2,612 to 12,021 (County of Los Angeles 2012). The bike-

to-work mode share is estimated by the Plan to increase from the current 0.30 percent to 1.0 percent for that subarea. LA Metro publishes the LA Metro Bike Map, a regional map that includes existing bicycle facilities within all jurisdictions of Los Angeles County. The Bike Map identifies Class II Bike Lanes, Class III Bike Routes, and Bicycle Boulevards throughout the County (County of Los Angeles 2012).

As part of Vision Zero (discussed above), “protected bikeways” are proposed to create safer and more appealing on-road bike facilities. While the BMP already promotes the construction of raised bicycle lanes and cycle tracks, in March 2019, the Board of Supervisors passed a motion providing specific direction to Public Works to study the feasibility of converting existing County-maintained Class II bike lanes into Class IV bikeways (County of Los Angeles 2019b). A Class IV bikeway is a specific type of protected bikeway that separate bicyclists from vehicle traffic through vertical infrastructure such as bollards, delineators, curb, planters, grade changes, or parking. According to the motion, with simple infrastructure improvements, certain existing buffered Class II bike lanes could be converted into Class IV in a relatively short time frame and with little capital investment (County of Los Angeles 2019b).

Along with the proposed bikeways, the current Bicycle Master Plan recommends various bicycle-friendly policies and programs to promote bicycle ridership among users of all ages and skill sets within Los Angeles County. The relevant goals and policies are presented below (County of Los Angeles 2012).

- Goal 1** Bikeway System. Expanded, improved, and interconnected system of county bikeways and bikeway support facilities to provide a viable transportation alternative for all levels of bicycling abilities.
 - Policy 1.1** Construct bikeways proposed in 2012 County of Los Angeles Bicycle Master Plan over the next 20 years.
 - Policy 1.3** Coordinate with developers to provide bicycle facilities that encourage biking and link to key destinations.
 - Policy 1.4** Support the development of bicycle facilities that encourage new riders.
 - Policy 1.6** Develop a bicycle parking policy.

- Goal 2** Increased safety of roadway for all users.
 - Policy 2.1** Implement projects that improve the safety of bicyclists at key locations.
 - Policy 2.2** Encourage alternative street standards that improve safety such as lane reconfigurations and traffic calming.
 - Policy 2.4** Evaluate impacts on bicyclists when designing new or reconfiguring streets.
 - Policy 2.6** Support development of a Healthy Design Ordinance.
 - Policy 2.7** Support the use of the Model Design Manual for Living Streets and Design as a reference for Public Works.

On October 15, 2019, the Board of Supervisors directed Public Works to initiate an update to the 2012 BMP in partnership with Regional Planning, Beaches and Harbors, Parks and Recreation, and the Sheriff’s Department and Highway Patrol. Public Works is currently developing the Los Angeles County Bicycle Master Plan Update with an estimated completion in 2025. The updated plan will review the feasibility of bikeways proposed in the 2012 BMP, propose new bicycle facilities, consider first last mile connections to transit stations, develop guidelines for Class IV bikeways, and develop guidelines and/or policies for sharing bicycle infrastructure with micromobility devices. Public Works will also prepare a new programmatic EIR to accompany the Plan, which will analyze transportation impacts using VMT rather than LOS. The vision statement of the new BMP is to make bicycling safe, convenient, and accessible for all ages and abilities in Los Angeles County.

Step by Step Los Angeles County

In 2019, the Los Angeles County Board of Supervisors adopted Step by Step Los Angeles County: Pedestrian Plan for Unincorporated Communities, a policy framework for how the County proposes to get more people walking, make walking safer, and support healthy active lifestyles (Public Health 2022). It also includes Community Pedestrian Plans for the communities of Lake Los Angeles, Walnut Park, Westmont/West Athens, and Whittier-Los Nietos. The Step by Step pedestrian plan communities were selected based on key criteria that identified communities in unincorporated Los Angeles County with high rates of pedestrian collisions that resulted in death or injury. Additionally, one goal of the inaugural pedestrian plans that were approved in 2019 was to pilot pedestrian planning and design in a mix of rural (Lake Los Angeles), urban (Westmost/West Athens and Walnut Park), and suburban (West Whittier-Los Nietos) communities. There are no community pedestrian plans under development for any of the South Bay Area communities.

Step by Step outlines actions, policies, procedures, and programs that the County of Los Angeles will consider to enhance walkability across unincorporated County communities. The pedestrian plans also provide guidance in developing a network of sidewalks, off-street paths, and trails and facilities (such as lighting, crosswalks and benches) that allow people to walk safely and comfortably to key destinations. It includes policies that address safety, traffic, education, and programs to promote a safe, walkable community. The relevant goals and policies of Step by Step Los Angeles County are presented below (Public Health 2022):

- Goal 1** Safe Streets. Eliminate all fatalities and severe injuries involving people walking.
 - Policy SS-1** Coordinate across County departments, and with the California Highway Patrol, community members, and organizations to implement Vision Zero Los Angeles County to eliminate traffic-related pedestrian fatalities and severe injuries.
 - Policy SS-2** Elevate the pedestrian walking experience by enhancing pedestrian crossings and implementing traffic calming measures where feasible and appropriate.

- Goal 2** Make Walking the Easy and Healthy Choice. Communities, streets, and sidewalks are designed to promote walking and healthy living.
 - Policy EH-1** Make transportation, land use, and building design or site planning decisions that make walking a logical first choice transportation option for residents and visitors.
 - Policy EH-2** Design pedestrian-friendly streets to make walking a convenient first choice for daily activities.

Policy EH-3	Provide opportunities for community participation in creating safe and inviting pedestrian environments.
Goal 3	Connectivity. Develop and maintain a complete pedestrian network that links transit, schools, parks, and other key destinations in the community.
Policy C-1	Support projects that increase pedestrian connectivity, reduce walking distances, and enhance safety.
Policy C-2	Create a barrier-free pedestrian network. Maintain pedestrian facilities to ensure they are free of hazards and obstructions.
Goal 4	Equity. Make unincorporated Los Angeles County more walkable for all through equity in public engagement, service delivery, accessibility, planning, and capital investments.
Policy EQ-1	Prioritize the needs of low-income communities of color and the most vulnerable users.
Policy EQ-2	Create a pedestrian network.
Goal 5	Safe Communities. Address real and perceived personal safety concerns to encourage walking.
Policy SC-1	Implement community environmental design and community programs that enhance public safety that supports people of all abilities – especially youth, seniors, and those with disabilities. This includes, but is not limited to, wide sidewalks, curb ramps, accessible pedestrian signals to aid the visually impaired, and adequate pedestrian crossing times.
Goal 6	Sustainability and Preservation. Pedestrian projects and programs enhance the natural environment including clean air and water.
Policy SP-1	Improve air quality and reduce greenhouse gas emissions through reduced car dependency.
Policy SP-2	Enhance the natural environment through the greening of pedestrian space by planting trees and vegetation, and the use of efficient materials and processes in sidewalk and street enhancement projects.

OurCounty—Los Angeles Countywide Sustainability Plan

OurCounty is a regional sustainability plan for Los Angeles that was adopted on August 6, 2019 (County of Los Angeles 2019c). The plan outlines what local governments and stakeholders can do to enhance the well-being of every community in Los Angeles County while reducing damage to the natural environment and adapting to the changing climate, particularly focusing on those communities that have been disproportionately burdened by environmental pollution. This plan envisions streets and parks that are accessible, safe, and welcoming to everyone; air, water, and soil that are clean and healthy; affordable housing that enables all residents to thrive in place; and a just economy that runs on renewable energy instead of fossil fuels (County of Los Angeles 2019c).

Los Angeles County Transit Oriented District Toolkit

In order to prepare for as many as five additional rail stations throughout unincorporated areas of Los Angeles County as well as additional stations in the future, Los Angeles County developed the Transit Oriented District (TOD) Toolkit (formerly known as TOD Guidelines). The TOD Toolkit provides a framework for a consistent approach to public infrastructure and transportation related improvements to support land-use decisions in areas within a 0.5-mile radius of the stations. The TOD Toolkit helps ensure that public infrastructure improvements support land use plans by facilitating both public and private investment in affordable housing and transit-friendly development. It will identify enhancements that the community needs and supports, that market forces, and potential funding mechanisms encourage.

Los Angeles County 2045 Climate Action Plan

The Community Climate Action Plan (CCAP) that was adopted in 2015 describes the County’s plan to reduce the impacts of climate change by reducing GHG emissions from community activities in the unincorporated areas of Los Angeles County by at least 11 percent below 2010 levels by 2020. The 2015 CCAP horizon year end in 2020 and will be replaced by an update climate action plan. The Los Angeles County 2045 Climate Action Plan (2045 CAP) is the current effort to update the CCAP, which will tie together existing climate change initiatives and provide a blueprint for deep carbon reductions. Through the 2045 CAP, it puts the County on a closer pathway to carbon neutrality by 2045.. The 2045 CAP identifies strategies, measures, and action-years 2030, 2035, and 2045 to mitigate emissions from community activities, which may include some municipal operations. Transportation strategies included in this document are:

- Increase densities and diversity of land uses near transit.
- Reduce single-occupancy vehicle trips.
- Institutionalize low-carbon transportation.

The 2045 CAP has not been adopted yet and will be considered by the Board of Supervisors in March 2024.

Los Angeles County General Plan

Los Angeles County General Plan Mobility Element. The Mobility Element of the General Plan contains goals designed to further the County’s mobility strategy pursuant to California Complete Streets Act of 2007. The Mobility Element addresses this requirement with policies and programs that consider all modes of travel, with the goal of making streets safer, accessible and more convenient to walk, ride a bicycle, or take transit (County of Los Angeles 2015). As mentioned previously, a project’s effect on automobile delay or LOS is no longer a consideration when identifying a significant impact under CEQA; therefore, the County’s General Plan policies related to performance of roadway system are not included in this section. The relevant goals and policies within the Mobility Element are presented below. The South Bay Area Plan would support and/or would not conflict with the implementation of the following goals and policies:

- | | |
|---------------------|---|
| Goal M 1 | Street designs that incorporate the needs of all users. (Complete Streets) |
| Policy M 1.1 | Provide for the accommodation of all users, including pedestrians, motorists, bicyclists, equestrians, users of public transit, seniors, children, and persons with disabilities when requiring or planning for new, or retrofitting existing, roads and streets. |
| Policy M 1.2 | Ensure that streets are safe for sensitive users, such as seniors and children. |

Policy M 1.3 Utilize industry standard rating systems, such as the Institute for Sustainable Infrastructure (ISI) Rating System, to assess sustainability and effectiveness of street systems for all users.

Goal M 2 Interconnected and safe bicycle- and pedestrian-friendly streets, sidewalks, paths and trails that promote active transportation and transit use. (Active Transportation Design)

Policy M 2.1 Design streets that accommodate pedestrians and bicyclists, and reduce motor vehicle accidents through a context-sensitive process that addresses the unique characteristics of urban, suburban, and rural communities.

Policy M 2.2 Accommodate pedestrians and bicyclists, and reduce motor vehicle accidents by implementing the following street designs, whenever appropriate and feasible:

- Lane width reductions to 10 or 11 feet in low speed environments with a low volume of heavy vehicles.
- Wider lanes may still be required for lanes adjacent to the curb, and where buses and trucks are expected.
- Low-speed designs.
- Access management practices developed through a community-driven process.
- Back in angle parking at locations that have available roadway width and bike lanes, where appropriate.

Policy M 2.3 Accommodate pedestrians and bicyclists, and reduce motor vehicle accidents by implementing the following intersection designs, whenever appropriate and feasible:

- Right angle intersections that reduce intersection skew.
- Smaller corner radii to reduce crossing distances and slow turning vehicles.
- Traffic calming measures, such as bulb-outs, sharrows, medians, roundabouts, and narrowing or reducing the number of lanes (road diets) on streets.
- Crossings at all legs of an intersection.
- Shorter crossing distances for pedestrians.
- Right-turn channelization islands. Sharper Angeles of slip lanes may also be utilized.
- Signal progression at speeds that support the target speed of the corridor.
- Pedestrian push buttons when pedestrian signals are not automatically recalled.
- Walk interval on recall for short crossings.
- Left-turn phasing.
- Prohibit right turn on red.
- Signs to remind drivers to yield to pedestrians.

Policy M 2.4 Ensure a comfortable walking environment for pedestrians by implementing the following, whenever appropriate and feasible:

- Designs that limit dead-end streets and dead-end sidewalks.

- Adequate lighting on pedestrian paths, particularly around building entrances and exits, and transit stops.
- Designs for curb ramps, which are pedestrian friendly and compliant with the American Disability Act (ADA).
- Perpendicular curb ramps at locations where it is feasible.
- Pedestrian walking speed based on the latest standard for signal timing. Slower speeds should be used when appropriate (i.e., near senior housing, rehabilitation centers, etc.)
- Approved devices to extend the pedestrian clearance times at signalized intersections.
- Accessible Pedestrian Signals (APS) at signalized intersections.
- Pedestrian crossings at signalized intersections without double or triple left or right turn lanes.
- Pedestrian signal heads, countdown pedestrian heads, pedestrian phasing and leading pedestrian intervals at signalized intersections.
- Exclusive pedestrian phases (pedestrian scrambles) where turning volume conflicts with very high pedestrian volumes.
- Advance stop lines at signalized intersections.
- Medians or crossing islands to divide long crossings.
- High visibility crosswalks.
- Pedestrian signage.
- Advanced yield lines for uncontrolled crosswalks.
- Rectangular Rapid Flashing Beacon or other similar approved technology at locations of high pedestrian traffic.
- Safe and convenient crossing locations at transit stations and transit stops located at safe intersections.

Policy M 2.5

Ensure a comfortable bicycling environment by implementing the following, whenever appropriate and feasible:

- Bicycle signal heads at intersections.
- Bicycle signal detection at all signalized intersections.
- Wayfinding signage.
- Road diet techniques, such as lane narrowing, lane removal, and parking removal/restriction.
- Appropriate lighting on all bikeways, including those in rural areas.
- Designs, or other similar features, such as: shoulder bikeways, cycle tracks, contra flow bike lanes, shared use paths, buffered bike lanes, raised bike lanes, and bicycle boulevards.

Policy M 2.6

Encourage the implementation of future designs concepts that promote active transportation, whenever available and feasible.

- Policy M 2.7** Require sidewalks and bikeways to accommodate the existing and projected volume of pedestrian and bicycle activity, considering both the paved width and the unobstructed width available for walking.
- Policy M 2.8** Connect pedestrian and bicycle paths to schools, public transportation, major employment centers, shopping centers, government buildings, residential neighborhoods, and other destinations.
- Policy M 2.9** Encourage the planting of trees along streets and other forms of landscaping to enliven streetscapes by blending natural features with built features.
- Policy M 2.10** Encourage the provision of amenities, such as benches, shelters, secure bicycle storage, and street furniture, and comfortable, safe waiting areas near transit stops.
- Policy M 2.11** Promote the continuity of streets and sidewalks through design features, such as limiting mid-block curb cuts, encouraging access through side streets or alleys, and promoting shorter block lengths.

Goal M-3 Streets that incorporate innovative designs. (Innovative Street Design)

- Policy M 3.1** Facilitate safe roadway designs that protect users, preserve state and federal funding and provide reasonable protection from liability.
- Policy M 3.2** Consider innovative designs when part of an accepted standard, or when properly vetted through an appropriate engineering/design review, in compliance with all state and federal laws.
- Policy M 3.3** Complete the following studies prior to the implementation of innovative design concepts:
 - An analysis of the current and future context of the community and neighborhood in which they are proposed;
 - A balanced assessment of the needs of all users and travel modes (i.e., pedestrian, bicycle, transit, vehicular, and equestrian, where appropriate);
 - A technical assessment of the operational and safety characteristics for each mode; and
 - A consistency check with transportation network plans, including the Highway Plan, Bicycle Master Plan, and Community Pedestrian Plans.

Goal M 4 An efficient multimodal transportation system that serves the needs of all residents.

- Policy M 4.1** Expand transportation options that reduce automobile dependence.
- Policy M 4.2** Expand shuttle services to connect major transit centers to community points of interest.
- Policy M 4.3** Maintain transit services within the unincorporated areas that are affordable, timely, cost-effective, and responsive to growth patterns and community input.

Policy M 4.4	Ensure expanded mobility and increase transit access for underserved transit users, such as seniors, students, low income households, and persons with disabilities.
Policy M 4.5	Encourage continuous, direct routes through a connected system of streets, with small blocks and minimal dead ends (cul-de-sacs).
Policy M 4.8	Provide and maintain appropriate signage for streets, roads and transit.
Policy M 4.9	Ensure the participation of all potentially affected communities in the transportation planning and decision-making process.
Policy M 4.10	Support the linkage of regional and community-level transportation systems, including multimodal networks.
Policy M 4.11	Improve the efficiency of the public transportation system with bus lanes, signal prioritization, and connections to the larger regional transportation network.
Policy M 4.12:	Work with adjacent jurisdictions to ensure connectivity and the creation of an integrated regional network.
Policy M 4.13	Coordinate with adjacent jurisdictions in the review of land development projects near jurisdictional borders to ensure appropriate roadway transitions and multimodal connectivity.
Policy M 4.14	Coordinate with Caltrans on mobility and land use decisions that may affect state transportation facilities.
Policy M 4.15	Reduce vehicle trips through the use of mobility management practices, such as the reduction of parking requirements, employer/institution-based transit passes, regional carpooling programs, and telecommuting.
Policy M 4.16	Promote mobility management practices, including incentives to change transit behavior and using technologies, to reduce VMT.
Goal M 5	Land use planning and transportation management that facilitates the use of transit.
Policy M 5.1	Facilitate transit-oriented land uses and pedestrian-oriented design to encourage transit ridership.
Policy M 5.2	Implement parking strategies that facilitate transit use and reduce automobile dependence.
Policy M 5.3	Maintain transportation right-of-way corridors for future transportation uses, including bikeways, or new passenger rail or bus services.
Goal M 7	Transportation networks that minimizes negative impacts to the environment and communities.

Policy M 7.5

In rural areas, require rural highway and street standards that minimize the width of paving and the placement of curbs, gutters, sidewalks, street lighting, and traffic signals, except where necessary for public safety.

Los Angeles County General Plan Safety Element. The Safety Element, a chapter of the General Plan, contains goals, policies, and implementation programs that account for climate change impacts to reduce the potential short- and long-term risk of death, injuries, property damage, economic damage, and social dislocation resulting from natural and human-made hazards. The Safety Element also includes policies for emergency response within Los Angeles County. Emergency services within the County are provided by the LACoFD and Los Angeles County Sheriff's Department, in cooperation with local agencies. Section 4.9, Hazards and Hazardous Materials lists applicable goals and policies related to emergency access (County of Los Angeles 2022a).

General Plan Implementation Program 6: Transit Oriented Districts Program. Transit Oriented Districts (TODs) are areas that were established by the General Plan, within a half-mile radius from a major transit stop, with development and design standards, and incentives to facilitate transit-oriented development⁴. In the County, there are 11 TODs along the Metro A (previously Blue) Line, C (previously Green) Line, L (previously Gold) Line Extension and near the Metro J (previously Silver) Line and the Project area includes West Carson TOD. The General Plan designated major corridors within proposed TODs to have a mixed-use zoning and land use designation. These new regulations allow by right mixed use and residential development, with densities of up to 150 dwelling units per acre. The Housing Element also allowed for rezoning of sites within the TODs. All TODs are implemented by TOD specific plans, with standards, regulations, and infrastructure plans that are tailored to the unique characteristics and needs of each community, and address issues such as access, connectivity, pedestrian improvements, and safety (County of Los Angeles 2015).

Community-Based and Specific Plans

Community-based plans and specific plans (including TOD specific plans) are used as General Plan implementation tools within communities or community subareas. Community and specific plans allow the County to assemble land uses and implementation programs tailored to the unique characteristics of a specific site. The West Carson TOD Specific Plan and the Vision Lennox Plan are the only existing community-based or specific plans applicable to the Project area. Brief summaries of these plans are provided below.

Vision Lennox. Vision Lennox is a County-led community plan which identifies a series of key strategies to implement the vision of the community and address current challenges faced by the community. Vision Lennox also identifies visions for Lennox and Hawthorne Boulevard, two primary commercial/mixed-use corridors within the community. Lennox Boulevard, west of Hawthorne Boulevard, as an area with a well-defined urban character with the potential to be a "main street" that matches the desired nature and character of the community. Hawthorne Boulevard can be repositioned and transformed into a vibrant and pedestrian friendly corridor to be in better balance with the needs of pedestrians, ground floor retail, cyclists, and transit users through streetscape improvements. Vision Lennox includes opportunities to enhance the neighborhood and to improve Lennox Park and expand parks and open space in collaboration with the Lennox School District using existing school playgrounds and vacant lots to provide additional space for recreation (County of Los Angeles 2010).

West Carson Transit Oriented District Specific Plan. The West Carson TOD Specific Plan covers an approximately 319-acre area focused around the Carson Metro Station, which is a bus rapid transit stop along a designated bus

⁴ A Transit Oriented District is a zoning overlay for areas near high-frequency transit stations that promotes transit-oriented and pedestrian-oriented development to increase transit use, manage traffic congestion, and improve air quality.

lane adjacent to I-110. The West Carson TOD Specific Plan sets forth a planning framework intended to expand opportunities for compact, infill development that is compatible with and supports the intensification of Harbor-UCLA Medical Center and is sensitive to the existing single-family neighborhoods. Consistent with the goals and policies outlined in the General Plan, the West Carson TOD Specific Plan encourages transit-oriented development; promotes active transportation; and allows development that reduces vehicles miles traveled (County of Los Angeles 2018).

4.17.1.2 Existing Environmental Conditions

This section describes the existing transportation setting in the County and South Bay Planning Area, including the roadway, transit, pedestrian, and bicycle systems.

Transportation System in the County and the South Bay Planning Area

Traffic Analysis Zones

The traffic analysis zones (TAZ) is the spatial unit (or geographical area) within which travel behavior and traffic generation are estimated in a travel demand model. The SCAG Travel Demand Model TAZs highly resemble the U.S. Census Bureau's Block Groups. Figure 4.17-1 depicts the TAZs from the SCAG Travel Demand Model for Los Angeles County for each community area that have been used in the VMT analysis of the Project as discussed under 4.17.2.1 Methodology.

Roadway System

Caltrans is the state agency responsible for the maintenance of freeways and state highways. Public Works is responsible for the design, construction, operation, maintenance, and repair of roads in the unincorporated areas of Los Angeles County, as well as in a number of local jurisdictions that contract with the County for these services (County of Los Angeles 2015).

The Los Angeles County Highway Plan provides policy guidance for building a comprehensive highway network throughout the unincorporated areas. The Highway Plan roadway classifications and descriptions are provided in Table 4.17-1.

Table 4.17-1. Highway Plan Roadway Classifications

Classification	Description
Major Highway	<p>This classification includes urban highways that are of countywide significance and are, or are projected to be, the most highly traveled routes. These roads generally require four or more lanes of moving traffic, channelized medians and, to the extent possible, access control and limits on intersecting streets. This width may vary to meet extraordinary circumstances.</p> <p>Also classified as major highways are key connectors, non-urban access ways and recreational roads. The bulk of these routes are not planned for urban type improvement. However, the full major highway right-of-way width of 100 feet or more is generally required to maintain adequate safety and vehicular capacity.</p>

Table 4.17-1. Highway Plan Roadway Classifications

Classification	Description
Secondary Highway	<p>Secondary highways include urban routes that serve or are planned to serve an areawide or countywide function, but are less heavily traveled than major highways. In a few cases, routes that carry major highway levels of traffic are classified as secondary highways because it is impractical to widen them to major highway standards. In addition to the countywide function, secondary highways frequently act as oversized collector roads that feed the countywide system. In this capacity, the routes serve to remove heavy traffic from local streets, especially in residential areas.</p> <p>In urban areas, secondary highways normally have 4 moving lanes of traffic on 80 feet of right-of-way. However, configuration and width may vary with traffic demand and conditions on the ground. Access control, especially to residential property and minor streets, is desirable along these roads.</p>
Limited Secondary Highway	<p>Limited secondary highways are located in remote foothill, mountain and canyon areas. Their primary function is to provide access to low-density settlements, ranches and recreational areas. The standard improvement for limited secondary highways is 2 traffic lanes on 64 feet of right-of-way. Typically, such improvements consist of 28-30 feet of pavement with graded shoulders. Left-turn pockets and passing lanes may be provided when required for traffic safety. The right-of-way may be increased to 80 feet for additional improvements where traffic or drainage conditions warrant.</p> <p>A uniform building setback shall be established 40 feet from the centerline of all limited secondary highways in order to preserve proper sight distances and to help maintain a rural appearance adjacent to the roadway. This setback shall be in addition to any yard requirement contained in the Zoning Code.</p>
Parkway	<p>The parkway classification is applied to urban and non-urban routes that having park-like features either within or adjacent to the roadway.</p>
Expressway	<p>The expressway classification is primarily for through-traffic with full or partial control of access. Expressways can accommodate 6 to 10 traffic lanes. The width of right of-way varies as necessary to incorporate these features but shall not be less than 80 feet. Roadway improvements vary depending upon the composition and volume of traffic carried.</p>

Source: County of Los Angeles 2015

There are 11 planning areas in the County. The proposed Project includes the seven unincorporated communities within the South Bay Planning Area. This area is served by portions of Interstate (I) 405, I-110, I-105, State Route (SR) 91, and US Highway (US) 101. The main north-south highways and secondary highways include Hawthorne Boulevard, Inglewood Avenue, El Segundo Boulevard, Rosecrans Avenue, Sepulveda Boulevard, Crenshaw Boulevard, Normandie Avenue, Vermont Avenue, Lomita Boulevard, and Manhattan Beach Boulevard.

Figure 4.17-2 illustrates the Primary and Secondary Highways in the South Bay Planning Area. Roadways specific to each community in the Project area are listed under the Project area’s existing mobility conditions.

Transit

Los Angeles County is served by a large public transit system that includes rail systems and various bus service options, such as transitways and bus rapid transit (BRT) systems. Metro operates the Metro rail system within Los Angeles County and has six lines, including two subway (heavy rail rapid transit) lines (the B and D lines) and four light rail lines (the A, C, L, and E lines) and 93 stations. Metro rails system connects with the Metro Busway bus rapid transit system (the G and J lines) and also with the Metrolink commuter rail system. Figure 4.17-3A illustrates the Existing and Planned Major Transit Projects in the County included in Metro’s LRTP for the horizon year 2050.

Metrolink and Amtrak are the two additional rail service operators in the County. The Southern California Regional Rail Authority (SCRRA) operates the Metrolink commuter rail system, which has its hub in Downtown Los Angeles at Union Station and extends to Ventura, San Bernardino, Riverside, Orange, and San Diego counties, and serves some of the unincorporated areas. Amtrak provides interstate service from points around the country to Union Station, as well as regional service between major cities throughout California. Figure 4.17-3B illustrates the Metrolink Commuter Rail System. There are no MetroLink or Amtrak stations in the Project area.

The Metro C (formerly Green) Line runs in the median of the I-105 Freeway from Norwalk in the east to the southern edge of Los Angeles International Airport (LAX) and south to Redondo Beach. A long segment of the Alameda Corridor runs along the subregion's eastern border.

Metro bus system comprises of 140 lines along 170 routes serving 16,000 bus stops in the County, per the NextGen Bus Plan (Metro 2020). The Metro bus system has largely remained unchanged and given the transforming landscape of transportation and travel demand within the County and addition of Metro rail and BRT system, it has been observing a decline in ridership since 2014. To provide a better bus system for the Los Angeles County, the NextGen Bus Plan was approved in October 2020 by Metro. Changes due to LA Metro's NextGen Bus Plan will be implemented in phases and would result in increased frequencies on the routes with the highest ridership, including some routes in the Project area.

Public Works and LAGOBUS operate fixed route shuttle services and the Link to provide an affordable and efficient transit service (generally with a frequency of 30 – 60 minutes) to key destinations for residents in communities in unincorporated areas. The area has regional and local transit services provided by Metro, Torrance Transit, Municipal Area Express (MAX), Gardena Municipal Bus Lines, Long Beach Transit, Palos Verdes Transit, Beach Cities Transit, Carson Circuit, Lawndale Beat, and LADOT's Commuter Express. In addition, many local jurisdictions operate transit and dial-a-ride services within their boundaries.

Transit facilities specific to each community in the Project area are described in detail under the Project area's existing mobility conditions.

Active Transportation

The County has a mix of rural, suburban, and urban communities which provide different opportunities and challenges to active modes of transportation such as walking and biking. The pedestrian network generally includes sidewalks, shared use paths, and trails. To enhance walkability in the communities, a plan for pedestrian facilities has been prepared for unincorporated areas of the County. The Step by Step Los Angeles County Plan is discussed in further detail above in Section 4.17.1.1 (Public Health 2022).

Per the County's 2012 Bicycle Master Plan, bicycle facilities in unincorporated areas of the County are classified as follows (County of Los Angeles 2012):

Class I – Bicycle Path: Bike paths, also called shared-use paths or multi-use paths, are paved right-of-way for exclusive use by bicyclists, pedestrians, and other non-motorized modes of travel. They are physically separated from vehicular traffic and can be constructed in roadway right-of-way or exclusive right-of-way. Most of Los Angeles County bicycle paths are located along the creek and river channels, and along the beach.

Class II – Bicycle Lane: Bike lanes are defined by pavement striping and signage used to allocate a portion of a roadway for exclusive bicycle travel. Bike lanes are one-way facilities on either side of a roadway. Bike lanes are

located adjacent to a curb where no on-street parking exists. Where on-street parking is present, bike lanes are striped to the left side of the parking lane.

Class III – Bicycle Route: Bike routes provide shared use with motor vehicle traffic within the same travel lane. Designated by signs, bike routes provide continuity to other bike facilities or designate preferred routes through corridors with high demand.

Bicycle Boulevard: Bicycle boulevards are local roads or residential streets that have been enhanced with signage, traffic calming, and other treatments to prioritize bicycle travel. Bicycle boulevards are typically found on low-traffic and/or low-volume streets that can accommodate bicyclists and motorists in the same travel lanes, without specific bicycle lane delineation.⁵

Figure 4.17-4 illustrates the types of bikeway facilities in the County. Bikeway facilities specific to each community in the Project area are described in detail under the Project area’s existing mobility conditions.

Project Area

Mobility Existing Conditions

The South Bay Area Plan: Mobility Background and Opportunities Brief- Final (November 14, 2023) includes a targeted overview based on completed planning documents related to mobility and transportation within the Project area or impacting the immediate vicinity to inform recommendations to support the development of the Project area. The Mobility Background for each of the communities included in Appendix H-3 provides a baseline understanding of past, current, and future mobility planning efforts. It also includes a mobility needs assessment to inform recommendations for new policies and regulations consistent with the vision and goals for each community and the County overall to support the development of the Area Plan. This review identifies existing conditions, gaps, and opportunities across the following range of modes such as public transit, roadway network, and bicycle and pedestrian infrastructure.

In the discussion of Mobility Network below, all table and figure references are referring to Appendix H-3 of this Draft PEIR. The proposed LTNs in the Project area are not described herein, however are described in Appendix H-3.

Lennox

Roadway Network: Multiple highways are located within Lennox, including I-405 and I-105, while major north/south community thoroughfares include Inglewood Avenue and Hawthorne Boulevard. Local east/west residential streets include 104th Street and 111th Street. Major and secondary roadways Lennox are listed in Table O1, Lennox Roadways and shown on Figure 1, Lennox Roadway Network of Appendix H-3.

Pedestrian and Bicycle Safety and Infrastructure: Figure 3, Lennox Collision Map in Appendix H-3 displays the pedestrian and bicycle collisions, the Vision Zero Collision Concentration and HIN corridors within the Lennox community. Figure 4, Lennox Bicycle Network of Appendix H-3 displays the existing and proposed bicycle network in the Lennox area per the County’s BCP and the TOD Access Study. There are currently no existing bicycle facilities

⁵ Bicycle boulevards are not defined as a specific bikeway type by Caltrans; however, the basic design features of bicycle boulevards comply with Caltrans standards (County of Los Angeles 2012).

within the Lennox area, except Class II bike lanes on Hawthorne Boulevard; however, the County plans to implement Class I, II and III bike facilities on most of the key roadway segments in the Lennox community.

Transit: Figure 5, Lennox Transit Network, in Appendix H-3 displays the existing transit network in the Lennox area. The southeastern portion of the Lennox community is captured within the Hawthorne C Line Station Transit Oriented District (TOD). The station is adjacent to major destinations in Lennox, including schools and small commercial districts along Lennox Boulevard and Hawthorne Boulevard. The Hawthorne C Line Station serves the C Line Light Rail route and local Metro bus transit routes 126, 207, 210, 710 and 757. Major destinations from the Hawthorne C Line Station include El Camino College, Hollywood, Koreatown, Los Angeles Southwest College, South Bay Galleria and the Wilshire/Western Metro Rail Station. Part of Lennox is part of the SCAG 2016 High Quality Transit Area (HQTA) and 2045 HQTA⁶.

Summary of Mobility Conditions: Bicycle and pedestrian collisions are prevalent in the community, specifically on key community corridors, including Inglewood Avenue, Hawthorne Boulevard, Prairie Avenue, and Lennox Boulevard. There are no existing bicycle facilities within the community, except on Hawthorne Boulevard, which currently provides Class II bike lanes. The Vision Lennox document proposes a road diet on Hawthorne Boulevard to reduce the six-lane roadway to a four-lane roadway with either an exclusive bus lane or bicycle lanes on both sides of the roadway.

Del Aire/Wiseburn

Roadway Network: Del Aire/Wiseburn's roadway network is comprised of local residential streets that are bordered and bisected by several major/secondary highways such as Aviation Boulevard, La Cienega Boulevard, Inglewood Avenue, 120th Street, El Segundo Boulevard, 135th Street and Rosecrans Avenue. Major and secondary roadways Lennox are listed in Table O2, Del Aire/Wiseburn Roadways and shown on Figure 6, Del Aire/Wiseburn Roadway Network of Appendix H-3.

Pedestrian and Bicycle Safety and Infrastructure: Figure 8, Del Aire/Wiseburn Collision Map in Appendix H-3 displays the pedestrian and bicycle collisions, the Vision Zero Collision Concentration and HIN corridors within the Del Aire/Wiseburn community. Figure 9, Del Aire/Wiseburn Bicycle Network of Appendix H-3 displays the existing and proposed bicycle network in the Del Aire/Wiseburn area per the County's BCP and the TOD Access Study. There are currently no existing bicycle facilities within the Del Aire/Wiseburn area; however, the County plans to implement Class I, II and III bike facilities in the community.

Transit: Figure 10, Del Aire/Wiseburn Transit Network, in Appendix H-3 displays the existing transit network in the Del Aire/Wiseburn area. The northwestern portion of the Del Aire/Wiseburn community is captured within the LAX/Aviation C (formerly Green) Line Station TOD. The LAX/Aviation C Line Station serves the C Line Light Rail route and various bus transit systems, including Metro bus routes and express routes, along with local bus routes for Culver City, Santa Monica, and Beach Cities transit, and also a LAX shuttle service. Major destinations from the transit station include LAX, downtown Los Angeles, Fox Hills Mall, and the Los Angeles Superior Court.

Summary of Mobility Conditions: There are no existing bicycle facilities within the community; however, Class I, II, and III facilities are proposed in the northwestern area of the Del Aire/Wiseburn community. Gaps in the proposed bicycle network will be present in the southeastern area of Del Aire/Wiseburn, as well as a Class II gap on El

⁶ SCAG Connect SoCal: High Quality Transit Areas (HQTAs) are corridor-focused Priority Growth Areas within one half mile of an existing or planned fixed guideway transit stop or a bus transit corridor where buses pick up passengers at a frequency of every 15 minutes (or less) during peak commuting hours.

Segundo Boulevard and Rosecrans Avenue. The TOD Access study recommends implementing a road diet on El Segundo Boulevard to convert the existing six-lane roadway into a four-lane roadway with bicycle facilities.

Hawthorne Island

Roadway Network: Hawthorne Island's roadway network is comprised primarily of local residential streets that are bordered by a couple of major/secondary highways namely Yukon Avenue, 135th Street and Crenshaw Boulevard. Major, secondary roadways and local roadways listed in Table 03, Hawthorne Island Roadways and shown on Figure 11, Hawthorne Island Roadway Network of Appendix H-3.

Pedestrian and Bicycle Safety and Infrastructure: Figure 13, Hawthorne Island Collision Map in Appendix H-3 displays the pedestrian and bicycle collisions, the Vision Zero Collision Concentration and HIN corridors within the Hawthorne Island community. Figure 14, Hawthorne Island Bicycle Network of Appendix H-3 displays the existing and proposed bicycle network in the Hawthorne Island area per the County's BCP and South Bay Bicycle Master Plan. There are currently no existing bicycle facilities within the Hawthorne Island area; however, the County plans to implement Class II bicycle facilities on Crenshaw Boulevard between El Segundo Boulevard and Redondo Beach Boulevard

Transit: Figure 15, Hawthorne Island Transit Network, in Appendix H-3 displays the existing transit network in the Hawthorne Island. The Hawthorne Island transit network is currently limited. The community is served by a local bus route 209 and Metro express bus route 210 on Crenshaw Boulevard, and a Metro express bus route 126 on Cerise Avenue and Yukon Avenue.

Summary of Mobility Conditions: There are no existing bicycle facilities within the community. Proposed Class II's are planned on Crenshaw Boulevard per County's Bicycle Master Plan. Pedestrian collisions are concentrated near the Crenshaw Boulevard and 135th Street intersection. Crenshaw Boulevard has been identified as a HIN corridor and 135th Street has been identified as a Vision Zero Collision Concentration corridor. The Hawthorne Island transit network is currently limited. The community is served by local and express buses on Yukon Avenue and Crenshaw Boulevard.

West Carson

Roadway Network: West Carson's roadway network is comprised of local residential streets that are bordered and bisected by several major/secondary highways such as Normandie Avenue, Vermont Avenue, Del Amo Boulevard, Torrance Boulevard, Carson Street, 223rd Street, Sepulveda Boulevard, and Lomita Boulevard. Major, secondary and local roadways are listed in Table 04, West Carson Roadways and shown on Figure 16, West Carson Roadway Network of Appendix H-3.

Pedestrian and Bicycle Safety and Infrastructure: Figure 18, West Carson Collision Map in Appendix H-3 displays the pedestrian and bicycle collisions, the Vision Zero Collision Concentration and HIN corridors within the West Carson community. Figure 19, West Carson Bicycle Network of Appendix H-3 displays the existing and proposed bicycle network in the West Carson area per the County's BCP and the TOD Access Study. Existing Class II's are present along Vermont Avenue through the 9 West Carson community, and also on portions of Normandie Avenue between Sepulveda Avenue and Pacific Coast Highway. The proposed Class I, II and III bicycle network per County's Bicycle Master Plan will substantially improve the bicycle environment within the West Carson community, with bicycle facilities on almost all major and secondary highways, and on key local streets that will connect to local and regional facilities. However, a gap in the proposed bicycle network still exists on Sepulveda Boulevard between Normandie Avenue and I-110.

Transit: Figure 20, West Carson Transit Network in Appendix H-3 displays the existing transit network in the West Carson area. The center of the West Carson community is captured within the West Carson Station TOD. The station is a below grade bus stop for the Metro J-Line located on the I-110 freeway. It is comprised of two stops, one on each side of the freeway to serve each direction (northbound and southbound) of traffic. There is the potential of extending the Metro Silver Line to connect to this station, but it currently does not provide direct access. The station also provides service for Metro bus lines 205 and 550, and Torrance Transit lines 1 and 3. Major destinations from the West Carson Station include San Pedro, downtown Los Angeles, and Alpine Village. The West Carson TOD Specific Plan proposes to relocate the existing stop to a new location along the I-10 freeway to improve transit access and safety. Additionally, local and express bus routes also travel along major corridors within the West Carson community, including Normandie Avenue, Torrance Boulevard, Vermont Avenue, Carson Street, and Sepulveda Boulevard.

Summary of Mobility Conditions: Bicycle and pedestrian collisions are visibly present on all major corridors within the West Carson community, including Torrance Boulevard, West Carson Street, Normandie Avenue, Vernon Avenue, and Sepulveda Boulevard. LADOT identifies all of those roadways as HIN corridors. The County's Vision Zero Plan identifies portions of Normandie Avenue, 228th Street, Vermont Avenue, and Sepulveda Boulevard as Collision Concentration Corridors. The community is currently served by several Class II and III facilities on Normandie Avenue and Vermont Avenue. The County proposes to significantly enhance the bicycle environment in West Carson by proposing a robust bicycle network of Class I, II, and III facilities on almost all major roadways within the community. However, a gap in the proposed bicycle network will still exist on Sepulveda Boulevard between Normandie Avenue and I-110.

Alondra Park/El Camino Village

Roadway Network: Alondra Park/El Camino Village's roadway network is comprised of local residential streets that are bordered and bisected by several major/secondary highways such as Prairie Avenue, Crenshaw Boulevard, Marine Avenue, Manhattan Beach Boulevard, and Carson Street. Major, and secondary roadways listed in Table 05, Alondra Park/El Camino Roadways and shown on Figure 21, Alondra Park/El Camino Village Roadway Network of Appendix H-3.

Pedestrian and Bicycle Safety and Infrastructure: Figure 23, Alondra Park/El Camino Village Collision Map in Appendix H-3 displays the pedestrian and bicycle collisions, the Vision Zero Collision Concentration and HIN corridors within the Alondra Park/El Camino Village's community. Figure 24 Alondra Park/El Camino Village Bicycle Network of Appendix H-3 displays the existing and proposed bicycle network in the Alondra Park/El Camino Village's area per the County's BCP. Alondra Park/El Camino Village currently has limited bicycle infrastructure, with a Class I path that bisects the community on the Laguna Dominguez Trail, Class III's on both Doty Avenue and Lemoli Avenue between Marine Avenue and Manhattan Beach Boulevard, as well as on Redondo Beach Boulevard between Hawthorne Boulevard and Van Ness Avenue. The County plans to enhance the Class II and III bicycle network in this community, however, one small gap in the proposed bicycle network will exist on Marine Avenue between Prairie Avenue and the Alondra Park driveway.

Transit: Figure 25, Alondra Park/El Camino Village Transit Network in Appendix H-3 displays the existing transit network in the Alondra Park/El Camino Village area. The Alondra Park/El Camino Village area is currently well serviced by local and express buses. All major roadways including Marine Avenue, Prairie Avenue, Crenshaw Boulevard, Manhattan Beach Boulevard, and Redondo Beach Boulevard serve at least one bus route.

Summary of Mobility Conditions: Pedestrian and bicycle collisions are scattered throughout the community on major roadways and also on local residential streets. Marine Avenue, Manhattan Beach Boulevard, and Crenshaw Boulevard have been identified as Vision Zero Concentration corridors. There are currently Class III facilities on Doty Avenue and Lemoli Avenue; however, the County proposes to implement Class II and Class III facilities on Prairie Avenue, Manhattan Beach, Crenshaw Boulevard, Redondo Beach Boulevard, and Marine Avenue. A small gap in the proposed bicycle network will exist on Marine Avenue between Prairie Avenue and the Alondra Park driveway.

Westfield/Academy Hills

Roadway Network: Westfield/Academy Hills roadway network is comprised primarily of local residential streets that are bisected by a major highway (i.e., Crenshaw Boulevard). Major roadways listed in Table O6, Westfield/Academy Hills Roadways and shown on Figure 26, Westfield/Academy Hills Roadway Network of Appendix H-3.

Pedestrian and Bicycle Safety and Infrastructure: There are no recorded bicycle or pedestrian crashes in the Westfield/Academy Hills community. As such, there are no HIN corridors or Vision Zero Collision Concentration Corridors. Figure 29 Westfield/Academy Hills Bicycle Network of Appendix H-3 displays the existing and proposed bicycle network in the Westfield/Academy Hills area per the County's BCP. Existing Class I and Class II bicycle facilities are present on Palos Verdes Drive North between Alondra Park/El Camino Village and Western Avenue. The County plans to implement an additional Class I path on Crenshaw Boulevard that will connect the existing facilities on Palos Verdes Drive to Indian Peak Road.

Transit: Figure 30, Westfield/Academy Hills Transit Network in Appendix H-3 displays the existing transit network in the Westfield/Academy Hills area. Local bus route 225 traverses through Westfield/Academy Hills community, traveling on Crenshaw Boulevard and Palos Verdes Drive North.

Summary of Mobility Conditions: There are no recorded bicycle or pedestrian crashes in the Westfield/Academy Hills community. Existing Class I and II facilities are provided on Palos Verdes Drive North. A future Class I facility is proposed on Crenshaw Boulevard that will connect to the existing bicycle facilities. This community is only served by Local Bus Route 225.

La Rambla

Roadway Network: La Rambla's roadway network is comprised primarily of local residential streets that are bordered by secondary highways to the west and north. Secondary and local roadways are listed in Table O7, La Rambla Roadways and shown on Figure 31, La Rambla Roadway Network of Appendix H-3.

Pedestrian and Bicycle Safety and Infrastructure: Figure 33, La Rambla Collision Map in Appendix H-3 displays the pedestrian and bicycle collisions, the Vision Zero Collision Concentration and HIN corridors within the La Rambla community. Figure 34 La Rambla Bicycle Network of Appendix H-3 displays the existing and proposed bicycle network in the La Rambla area per the County's BCP. There are currently no existing bicycle facilities within the La Rambla area; however, the County plans to implement Class III facilities and a bicycle boulevard along 7th Street.

Transit: Figure 35, La Rambla Transit Network in Appendix H-3 displays the existing transit network in the La Rambla area. The La Rambla community is served by Routes 205 and 225 along 7th Street and Route 225 along Weymouth Avenue. DASH San Pedro operates along 1st Street.

Summary of Mobility Conditions: There were three bicycle collisions recorded in the community and zero pedestrian collisions. There are currently no bicycle facilities within the community; however, the County plans to implement

Class III facilities on 1st Street, 7th Street, and Weymouth Avenue. A gap in the proposed network will exist on Meyler Street. The community is served by local bus routes 205 and 225.

4.17.2 Environmental Impacts

4.17.2.1 Methodology

Key Concepts and Terminology

CEQA Section 15064.3, subdivision (a) Purpose, established vehicle miles traveled as the most appropriate measure of transportation impacts. The subdivision (a) defines vehicle miles traveled as “the amount and distance of automobile travel attributable to a project”. The term “automobile” refers to on-road passenger vehicles, specifically cars and light trucks. For land use projects and plans, such as the proposed Project, based on the predominant use, the following VMT efficiency metrics and method of estimation can be used:

Total VMT per Service Population: The total VMT to and from all zones in the geographic area are divided by the total service population to get the efficiency metric of VMT per service population. The total service population is the sum of the number residents and the number of employees.

Residential (Home-based) VMT per capita: All home-based auto vehicle trips are traced back to the residence of the trip-maker (non-home-based trips are excluded) and then divided by the population within the geographic area to get the efficiency metric of home-based VMT per capita (or per resident).

Employment (Home-based work)/Work VMT per employee: All auto vehicle trips between home and work are counted, and then divided by the number of employees within the geographic area to get the efficiency metric of home-based work VMT per employee.

The County used the regional SCAG Model⁷ to estimate average VMT for the unincorporated areas and County baseline VMT as shown in Table 4.17-2. Los Angeles County is comprised of two distinct regions – North County and South County. The North County contains the Antelope Valley, Santa Clarita Valley, and Santa Monica Mountains planning areas in the more rural portion of the County and the South County contains the remaining planning areas (i.e., San Fernando, Westside, E San Gabriel Valley, W San Gabriel Valley, Metro, Gateway, and South Bay) in the more urban portion of the County. There are differences in the VMT trends between the northern and southern planning areas, therefore the County had previously developed a North and South Baseline VMT. However, per guidance from OPR, the County has revised the baseline to include both North and South County as one region.⁸

⁷ Los Angeles County Senate Bill (SB) 743 Implementation and CEQA Updates Report, June 2020: The most current version of the SCAG Model has a base year of 2012 and future year of 2040 and was developed for the 2016 SCAG Regional Transportation Plan and Sustainable Communities Strategy, April 2016. The model contains traffic analysis zones that contain socio-economic data reflecting the population, employment, and land use development characteristics throughout the region. The TAZ’s are characterized as Tier 1 and Tier 2 zones, and each Tier 1 zone contains multiple Tier 2 zones. The Tier 2 zones represent a smaller geographic area that allows the model to produce more refined trip assignment forecasts. Both Tier 1 and Tier 2 zones are used to calculate VMT. Total VMT is calculated using the Tier 1 zones and VMT by trip purpose (e.g., homebased VMT) is calculated using the Tier 2 zones. The SCAG regional model contains the socioeconomic data and transportation network for the entire SCAG region including the incorporated cities. The model also contains neighboring, external zones that are used to estimate travel demand that occurs between the SCAG region and adjacent areas, as well as estimate regional travel demand for those traveling through the SCAG region (Fehr & Peers 2020).

⁸ Governor’s Office of Planning and Research; SB 743 Frequently Asked Questions: In the VMT Technical Advisory, does the term “regional” refer to the MPO/RTPA? Yes. As used in the VMT Technical Advisory, “regional” refers to the full geography within the

Per the County’s guidelines, a comparison to the total County VMT provides an appropriate baseline for a project’s VMT analysis.

Table 4.17-2. Los Angeles County Baseline VMT Data by Analysis Year

VMT Metric	Analysis Year					
	2020	2021	2022	2023	2024	2025
Residential VMT per capita	12.9	12.8	12.7	12.6	12.6	12.5
Work VMT per employee	16.7	16.5	16.3	16.1	16.0	15.8
Total VMT per service population	30.9	30.8	30.7	30.6	30.4	30.3

Source: LA County Baseline VMT Data, Fehr & Peers, January 26, 2022.

VMT per service population in this section uses base year 2023, which corresponds to the Project’s NOP publication year.

Per County guidance, VMT assessment of the Project has been conducted to determine the significance of its transportation impact.

Per County’s guidelines, if the answer is no to the following question, further analysis will not be required, and a less than significant impact determination can be made for the threshold:

Would the project include the addition of through traffic lanes on existing or new highways, including general purpose lanes, high-occupancy vehicle (HOV) lanes, peak period lanes, auxiliary lanes, and lanes through grade-separated interchanges (except managed lanes, transit lanes, and auxiliary lanes of less than one mile in length designed to improve roadway safety)?

Transit and active transportation projects and projects that reduce roadway capacity generally reduce VMT and, therefore, are presumed to cause a less-than-significant impact. The County’s guidelines list other types of transportation projects that are not likely to lead to a substantial or measurable increase in vehicle travel and are therefore not required to prepare an induced travel analysis. However, the Project did not screen out of conducting a detailed VMT analysis. Therefore, a detailed VMT analysis was conducted to determine the proposed Project’s potential for VMT effects under short-term and long-term conditions.

For transportation projects, the CEQA Guidelines Section 15064.3, subdivision (b) 2 applies to the reclassification of a section of Del Amo Boulevard, which is proposed as part of the Project. For transportation projects, the intent is to assess whether the project induces substantial additional VMT. The County has adopted screening criteria and impact criteria meant to serve as guidance for projects to determine whether a Transportation Impact Analysis should be performed, and whether a project generates a significant transportation impact. The criteria are considered on a project-by-project basis as approved by Public Works.

jurisdictional borders of a metropolitan planning organization (MPO) or a regional transportation planning agency (RTPA). Comparing a project’s VMT per capita or VMT per employee to that of the entire region (i.e., MPO or RTPA) or entire city allows a lead agency to better align with the state’s climate commitments. Comparison to only a portion of the region or city could result in a less environmentally protective significance threshold, potentially disconnecting significance determinations from those commitments. For example, comparing a project to only the unincorporated areas of a county, or just a select portion of a county, may exclude lower VMT areas. However, thresholds that vary by location, but where each threshold is more environmentally protective than a region- or city-based threshold, would still be aligned with state climate commitments. <https://opr.ca.gov/ceqa/sb-743/faq.html>

Approach

As described in Chapter 3, Project Description, the South Bay Area Plan is a policy document that does not include or propose any site-specific development that could directly result in construction or operational impacts to the environment. However, implementation of the South Bay Area would encourage development in a manner consistent with the South Bay Area Plan, which would facilitate additional future development. Therefore, this Draft PEIR does not assess the site-specific construction and operation details of each future development within the Project area. Rather, it assesses the potential impacts associated with changes to existing land uses and the associated overall effects of buildout of the South Bay Area Plan through 2045, where reasonably foreseeable physical changes to the environment could occur. Analysis at a parcel or site-specific level was not conducted because, unless otherwise noted within this assessment, the actual locations of project development (and its chronologic sequence or concurrence) that may be implemented in the future are speculative.

A project's VMT analysis follows the process of first using screening criteria, identifying an efficiency metric, identifying the significance threshold and, lastly, determining requirements for modeling and assessment. Per the County's Transportation Impact Analysis Guidelines (Public Works 2020) requirements for VMT analysis for land use plans projects,⁹ the SCAG RTP/SCS Travel Demand Forecasting Model¹⁰ (SCAG model) with socio-economic data (SED) from 2016 Regional RTP and efficiency metric of VMT per service population was used. The SCAG model runs on the TransCAD software platform and is based on a four-step model structure, which includes trip generation, trip distribution, mode choice, and trip assignment. The model is made up of TAZs (see Figure 4.17-1 for Project-area TAZs) that include the socioeconomic data (SED) (e.g., population, employment, households, workers, and school enrollment). The SED assumptions and changes for the Project area required for VMT modeling to analyze the Project using the SCAG model are provided in Section 4.17.2.3, Land Use Changes, Goals, and Policies and Appendix H-1. The mobility strategies and other transportation demand management strategies are included as project design features, but the SCAG Model is not sensitive to these improvements (including active transportation facilities such as pedestrian crossing improvements, bike facility improvements, wayfinding improvements, and other types of multimodal improvements including improvements to transit facilities). It should be noted that the VMT estimates provided in the section do not account for VMT reduction that could be achieved by implementation of the LTNs in the Project area. This due to data and modeling limitations described for SBCCOG Route Refinement Study. As such, the VMT estimates provided in this section are conservative and do not reflect the actual VMT reduction benefits they may have.

The current SCAG model's base year is 2016 and horizon year is 2040. However, the proposed analysis was required for years 2023 and 2045 to correspond to year of the Notice of Preparation (2023) and SCAG Horizon year (2045). The model includes a 2020 dataset from SCAG, which was updated to include the Project-related

⁹ Land Use Plans: Daily vehicle trips, daily VMT, and daily total VMT per service population for land use plans should be estimated using the SCAG RTP/SCS Travel Demand Forecast Model (as described Los Angeles County SB 743 Implementation and CEQA Updates Report). Transportation demand management strategies to be included as project design features should be considered in the estimation of a project's daily vehicle trips and VMT.

¹⁰ Los Angeles County Senate Bill (SB) 743 Implementation and CEQA Updates Report, June 2020: The most current version of the SCAG Model has a validated base year of 2012 and future year of 2040 and was developed for the 2016 SCAG Regional Transportation Plan and Sustainable Communities Strategy, April 2016. The model contains traffic analysis zones that contain socio-economic data reflecting the population, employment, and land use development characteristics throughout the region. The TAZ's are characterized as Tier 1 and Tier 2 zones, and each Tier 1 zone contains multiple Tier 2 zones. The Tier 2 zones represent a smaller geographic area that allows the model to produce more refined trip assignment forecasts. Both Tier 1 and Tier 2 zones are used to calculate VMT. Total VMT is calculated using the Tier 1 zones and VMT by trip purpose (e.g., homebased VMT) is calculated using the Tier 2 zones. The SCAG regional model contains the socioeconomic data and transportation network for the entire SCAG region including the incorporated Cities. The model also contains neighboring, external zones that are used to estimate travel demand that occurs between the SCAG region and adjacent areas, as well as estimate regional travel demand for those traveling through the SCAG region.

socioeconomic data for the 2023 analysis year. For an analysis year of 2045, background (no-project) SED was obtained from SCAG. The daily total VMT per service population has been compared to the Los Angeles County Baseline year of the Notice of Preparation (2023) to estimate the Project's potential direct and cumulative impacts.

As mentioned above, the output used for Project's VMT analysis is primarily VMT per service population. The base year 2023 and future year 2045 model runs were conducted with and without the Project, by adjusting the model's land use (i.e., SED) inputs. The SCAG model output's detailed summary provided by Translutions Inc. is included in Appendix H-1. The results of the VMT analysis are summarized under Threshold 4.17-2, which is related to the Project's consistency with CEQA Guidelines section 15064.3, subdivision (b)

For the Project area, daily vehicle trips, daily VMT, and daily total VMT per service population were estimated using the model, as described above and the daily total VMT per service population has been compared to the County Baseline interpolated to the year of the Notice of Preparation (2023).

Impact Criteria

The County's impact criteria that were used to determine significance of impact are described below. In summary:

- Regarding the potential to conflict with an applicable plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities., the applicable programs, plans, ordinance, and policies were analyzed for their applicability to the Project under Threshold 4.17-1.
- Regarding the potential to conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b), per the County's Transportation Impact Analysis Guidelines (Public Works 2020), a project has a potentially significant VMT impact if it meets one or more of the criteria for direct and cumulative impact as described above when comparing the Project VMT to the Baseline County VMT.
- Regarding substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment), an impact would be significant if implementation of the Project would result in designs for on-site circulation and access driveways that fail to meet County's design guidelines.
- Regarding the potential to result in inadequate emergency access, an impact would be significant if implementation of the Project would result in inadequate short-term construction-related or long-term operational emergency access.

County's VMT Impact Criteria

A project has a potentially significant VMT impact if it meets one or more of the criteria listed below. The impact criteria below were selected as thresholds for determining significance of the Project's VMT impact.

Direct Impact Criteria

Land Use Plans. The plan total VMT per service population (residents and employees) would not be 16.8% below the existing VMT per service population for the Baseline Area for LA County.

Cumulative Impact Criteria

Land use plans that: (1) demonstrate a project impact after applying an efficiency based VMT threshold and (2) are not deemed to be consistent with the SCAG RTP/SCS could have a significant cumulative

impact on VMT. Further evaluation would be necessary to determine whether the Plan's cumulative impact on VMT is significant.

4.17.2.2 Thresholds of Significance

In accordance with the County's Environmental Checklist Form (Initial Study) and Appendix G of the State CEQA Guidelines, the applicable thresholds of significance with regard to transportation are listed below. A project may have a significant impact if it would:

- Threshold 4.17-1:** Conflict with an applicable plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.
- Threshold 4.17-2:** Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).
- Threshold 4.17-3:** Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- Threshold 4.17-4:** Result in inadequate emergency access.

4.17.2.3 Land Use Changes, Goals, and Policies

As discussed in Section 3.3.3, Project-Related Growth, of Chapter 3, Project Description, of this Draft PEIR, implementation of the Project would encourage future development in a manner consistent with the South Bay Area Plan (County of Los Angeles 2023c), which would facilitate additional residential, commercial, and mixed-use development based on the following:

1. The Project would redesignate parcels within the Project-area communities of Alondra Park/El Camino Village, Del Aire/Wiseburn, Lennox, La Rambla, and West Carson to allow for residential development at higher densities than currently permitted. Under existing conditions, the sites affected are primarily designated as residential or commercial, and nearly all are occupied by existing development. The Project would facilitate development of approximately 9,853 additional dwelling units within the Project area, which would result in approximately 30,745 additional Project area residents. The proposed General Plan land use redesignations are illustrated in the following figures in Chapter 3, Project Description of this Draft PEIR: Figure 3-1a, Proposed General Plan Land Use, Alondra Park/El Camino Village; Figure 3-1b, Proposed General Plan Land Use, Del Aire/Wiseburn; Figure 3-1d, Proposed General Plan Land Use, La Rambla; Figure 3-1e, Proposed General Plan Land Use, Lennox; and Figure 3-1f, Proposed General Plan Land Use, West Carson.
2. The Project would amend applicable sections of the County Code to allow for the development of neighborhood-scale commercial uses (i.e., Accessory Commercial units [ACUs]) on corner lots within the Project area's residential zones. The ACUs would be an accessory use to a primary residence and would be limited to one ACU per corner-residential lot. It is projected that approximately 12 parcels in the Project area may develop ACUs totaling 10,200 square feet, which would generate approximately 23 new jobs. For a distribution of the residential zones within the Project area where ACUs would be permitted on corner lots, please refer to the following figures in Chapter 2, Environmental Setting of this Draft PEIR: Figure 2-4a, Existing Zoning, Alondra Park/El Camino Village; Figure 2-4b, Existing Zoning, Del Aire/Wiseburn; Figure 2-4c, Existing Zoning, Hawthorne Island; Figure 2-4d, Existing Zoning, La Rambla; Figure 2-4e, Existing

Zoning, Lennox; Figure 2-4f, Existing Zoning, West Carson; and Figure 2-4g, Existing Zoning, Westfield/Academy Hills.

3. The Project would redesignate parcels in the communities of Alondra Park/El Camino Village, Del Aire/Wisburn, Lennox, La Rambla, and West Carson to facilitate new commercial development. In total, the proposed land use changes would facilitate approximately 777,697 square feet of additional commercial use and 1,417 new employees.
4. The Project would amend the Mobility Element of the County General Plan, specifically the Los Angeles County Master Plan of Highways, to reclassify the section of Del Amo Boulevard between Normandie Avenue and Vermont Avenue from 'Major Highway' to 'Local Road'. This will help mitigate the constraints of highway dedication on adjacent properties and reflect existing conditions within the community.

The South Bay Area Plan's areawide and community-specific goals and policies presented below are tailored towards the unique geographic, demographic, and social diversity in the unincorporated communities of the South Bay Planning Area and are consistent with the General Plan goals and policies applicable to the topic of transportation listed in Section 4.17.1.1, above.

Areawide Goals and Policies

Goal M 1	Connected communities with safe and seamless access to neighborhood services, recreation, and public transit using a variety of transportation modes.
Policy M 1.1	Sidewalk Enhancements. Promote ADA- accessible sidewalk repairs and widening throughout the Planning Area to ensure safe, continuous, and well-maintained sidewalks.
Policy M 1.2	Sidewalk Amenities. Encourage consistent placement of street trees, pedestrian-scaled lighting, and wayfinding signage along key corridors to enhance the pedestrian experience and support the creation of complete corridors.
Policy M 1.3	Neighborhood Greenways. Designate neighborhood greenways in each community, marked by bike and/or multi-use trails, wayfinding, and other clear distinguishers, which lead to transit stations/stops, commercial services, community amenities, and job centers.
Policy M 1.4	Network Identification. Clearly provide signage or other forms of identification for transportation routes within the unincorporated communities, including community identification, direction, distance markers, connections between networks, and general guidance along routes.
Policy M 1.5	Bus Stop Improvements. Support bus stop improvements to promote more seamless travel between service providers and enhance the transit users' experience.
Policy M 1.6	Shuttle Service. Support on-demand shuttle options to serve aging populations and community members who do not have access to transit.

- Policy M 1.7** Public Art. Integrate public art and creative local expression, such as murals, sculptures, and creative signage, into transit stations and bus shelters and streetscape elements, including trash bins, bike racks, and streetlights.
- Policy M 1.8** Rail Station Visibility and Beautification. Coordinate with Metro to beautify and promote safety at transit stations by addressing the perceived limited visibility at elevated stations and by integrating amenities such as street trees, comfortable furnishings, weather protection, public art, or other methods to improve aesthetics while maximizing visibility.
- Goal M 2** A complete and well demarcated active transportation network that provides safe and pleasant bicycle and pedestrian trips.
- Policy M 2.1** Prioritized Improvements. Encourage the prioritization of bicycle and pedestrian infrastructure and improvements in locations with higher concentrations of bicycle and pedestrian collisions per the County’s Vision Zero Action Plan and SCAG’s High Injury Network (HIN).
- Policy M 2.2** Pedestrian Connections. Promote improved pedestrian connections through high-visibility crosswalks, widened sidewalks, pedestrian-scaled street lighting, wayfinding signage, street trees, and other elements as needed and where appropriate, to support safe and comfortable pedestrian trips.
- Policy M 2.3** Bicycle Infrastructure. Support the implementation of new high-quality bicycle infrastructure in communities within the Planning Area that do not have existing bicycle infrastructure, in alignment with the BMP.
- Policy M 2.4** Close Bicycle Network Gaps. Encourage the implementation of new bicycle facilities that close active transportation gaps, creating a cohesive and continuous bicycle network between municipalities and unincorporated areas.
- Policy M 2.5** Bicycle Facility Upgrades. Explore the conversion of existing or proposed Class II bicycle facilities to Class IV bicycle facilities, where feasible.
- Policy M 2.6** First/Last Mile. Promote first/last mile access for all existing and future transit stations/stops in the Planning Area, ensuring access is clear, safe, and supported by seamless infrastructure.
- Policy M 2.7** Coordinated Investments. Coordinate active transportation investments, including bicycle lanes, sidewalk improvements, streetscape, and transit investments, with land use intensification in focused opportunity areas. Prioritize mobility investments in disproportionately affected communities to increase pedestrian, transit, and bicycle access and mobility.
- Goal M 3** A mobility system that is supported by sustainable planning practices and Infrastructure investments that promote health and climate resilience, as well as innovative mobility options.

- Policy M 3.1** Sustainable Vehicles. Encourage the prioritization of slow-speed infrastructure improvements as part of SBCCOG’s Local Travel Network to support short trips and encourage the use of sustainable modes for neighborhood-based trips.
- Policy M 3.2** Agency Coordination. Support the implementation of the South Bay Cities Council of Government’s Local Travel Network, Phases I and II, across the Planning Area, when and where feasible.
- Policy M 3.3** Zero-Emission Transportation Modes. Support shifts to lower- or zero-emission travel modes for local trips within the Planning Area to reduce GHGs and promote resiliency.
- Policy M 3.4** Expanded Access to Micro-transit. Support expanded access to alternative transit modes, including micro-transit and other flexible, on-demand alternative transit options, to supplement existing transit needs and improve access to community destinations, residential areas, and mobility hubs, particularly for aging populations, areas not well-served by fixed transit routes, and disproportionately affected communities.
- Policy M 3.5** Truck Traffic Impacts. Support programs that mitigate health and environmental quality impacts of industrial uses and the goods movement industry, including trucking, and logistics/warehousing uses in unincorporated communities and adjacent jurisdictions. Mitigate negative impacts such as increased congestion, conflicts and collisions between different travel modes, active transportation barriers, air quality, and other impacts on disproportionately affected communities.
- Goal M 4** Complete and safe transportation networks and corridors that support walking, biking, and non-motorized trips to access housing, destinations, and amenities.
- Policy M 4.1** Safe Streets. Support efforts to increase safety for all roadway users through street design improvements and enforcement.
- Policy M 4.2** Accessible Destinations. Prioritize mobility improvements that link housing, transit, schools, parks, and other key public facilities, amenities, and destinations within the Planning Area communities.
- Policy M 4.3** Close Network Gaps. Support mobility system enhancements that close identified transit and active transportation gaps, creating a cohesive and continuous network for bikers, rollers, pedestrians, and equestrians. Prioritize locations with higher concentrations of collisions as identified by the County’s Vision Zero Action Plan.
- Policy M 4.4** Micromobility Hubs. Explore the integration of micromobility hubs, either as standalone infrastructure or as part of new development, along corridors and near transit stations to promote alternative mobility options.
- Policy M 4.5** Pedestrian Networks. Consider how to integrate pedestrian networks with open spaces and urban greening.

Goal COSE 1	Compact development patterns that reduce urban sprawl and incorporates urban greening.
Policy COSE 1.1	Sustainable Land Use and Transportation. Continue to support integrated land use and transportation planning practices that facilitate higher density and mixed-use environments with active transportation and transit infrastructure to reduce automobile dependence.
Goal ED 2	Maximize the advantages of the strategic regional location and proximity to a well-connected transportation network to enhance access to job opportunities.
Policy ED 2.1	Transit. Promote the location of key industry clusters and employment hubs near transit-rich areas.
Policy ED 2.2	Employment Hubs. Enhance the attractiveness of transit-accessible employment hubs by incorporating amenities such as cafes, retail spaces and recreation areas, to create a more desirable work environment.
Policy ED 2.3	Collaboration. Facilitate collaboration between public transit agencies and businesses to jointly invest in the development of transit-centric employment hubs, contributing to infrastructure and amenities.
Goal ED 4	Support existing local and legacy businesses who contribute to the community identity of the Planning Area and provide local jobs.
Policy ED 4.1	Resources. Provide legacy businesses in focused growth areas with a variety of resources to ensure their continued presence and success.

Community-Specific Goals and Policies

Alondra Park/El Camino Village

Goal 3	An active transportation network that supports bicycle and pedestrian modes and safely connects community members to destinations.
Policy 3.1	Active Transportation Safety Enhancements. Encourage bicycle and pedestrian safety improvements along Marine Avenue, Manhattan Beach Boulevard, and Crenshaw Boulevard through the installation of Leading Pedestrian Interval (LPI) and Leading Bike Interval (LBI) phasing at traffic signals with intersecting Class I, II, and IV facilities.
Policy 3.2	Bicycle Facility Expansion. Support the expansion of Class II and Class III facilities on Prairie Avenue, Manhattan Beach Boulevard, Crenshaw Boulevard, Redondo Beach Boulevard, and Marine Avenue.
Policy 3.3	Agency Collaboration. Collaborate with the City of Redondo Beach on their Redondo Beach Boulevard Corridor Project for enhanced bicycle facilities along

the roadway. Collaborate with the South Bay Cities Council of Governments (SBCCOG) for LTN Phase I improvements on Lemoli Avenue and 154 Street.

Del Aire

- Goal 1** New residential and mixed-use opportunities that are in proximity to high-frequency transit with supportive services and amenities.
- Policy 1.** Missing Middle Housing. Facilitate “Missing Middle” housing in the form of triplexes, quadplexes, and garden-style development in proximity to the Metro C Line Aviation/LAX Station to increase transit-accessible housing options.
- Goal 2** Improved access and connectivity within Del Aire, including to/from the LAX/Aviation station.
- Policy 2.1** LAX/Aviation Station First/Last Mile. Coordinate with Metro to prepare a First/Last Mile Plan for the existing LAX/Aviation Station and collaborate on implementation of infrastructure and amenities that support access and transit ridership at the station.
- Policy 2.2** Multi-Use Trail. Prioritize the implementation of a Class I Multi-Use trail on the westside of Aviation Boulevard along the abandoned BNSF rail line to provide safe and improved access to the Metro station.
- Policy 2.3** Active Transportation Safety Enhancements. Encourage bicycle and pedestrian safety improvements along Aviation Boulevard through the installation of high-visibility crosswalks, bulb-outs at intersections, Leading Pedestrian Interval (LPI)/Leading Bike Interval (LBI) phasing at traffic signals, and audible indicators to facilitate safe movements for all travel modes.
- Policy 2.5** Improved Connectivity. Explore opportunities to reestablish east/west connections within the community given the presence of the I-405 freeway.
- Goal 3** Improved paths and streets to support safer walking and biking.
- Policy 3.1** Safe Routes to Schools Program. Support the creation of a Safe Routes to School Program (SRTS) for the Del Aire Elementary School.
- Policy 3.2** Improved Safety along Judah Avenue. Explore grant funding opportunities, such as a Caltrans planning or a sustainability grant, to conduct a mobility study for Judah Avenue south of 118th Street that would determine the appropriate roadway and intersections treatments to regulate vehicular speeds and improve safety for all travel modes.

Hawthorne Island

- Goal 1** Well-designed, mixed-use Crenshaw Boulevard that balances preserving the existing commercial character while promoting “gentle density.”

- Policy 1.3** Streetscape Enhancements. Explore grant funding opportunities for streetscape improvements along Crenshaw Boulevard to improve public realm and pedestrian access to existing businesses.
- Goal 2** A safer 135th Street and Crenshaw Boulevard for active transportation modes.
- Policy 2.1** Active Transportation Safety Enhancements. Encourage bicycle and pedestrian safety improvements at the 135th Street and Crenshaw Boulevard intersection through the installation of high-visibility crosswalks, bulb-outs, landscaped buffers, Leading Pedestrian Interval (LPI)/Leading Bike Interval (LBI) phasing at signals, and audible indicators.
- Policy 2.2** Pedestrian-Scaled Lighting. Explore grant funding opportunities for pedestrian-scaled lighting on the north side of 135th Street.
- Policy 2.3** Bicycle Facilities. Explore grant funding opportunities, such as Caltrans planning or sustainability grants to conduct a mobility study to implement bicycle facilities on 135th Street that will connect to the proposed class II facility on Crenshaw Boulevard.

La Rambla

- Goal 2** Vibrant corridors with an enhanced public realm to support safe pedestrian connections.
- Policy 2.1** Streetscape Enhancements. Consider a vision or streetscape plan for 6th Street, Bandini Street and Meyler Street to determine the appropriate treatments to enhance the public realm.
- Policy 2.2** Pedestrian-Scaled Lighting. Explore grant funding opportunities to install pedestrian scaled lighting on 6th Street.
- Policy 2.3** Minimize Conflicts. Minimize future driveways and curb-cuts with development to reduce vehicular conflicts with pedestrians and bicyclists.
- Policy 2.4** Intersection Improvements. Explore intersection enhancements at 1st and Bandini Avenue through pedestrian improvements to facilitate safer crossings and connections.
- Policy 2.5** Bicycle Facilities. Support bicycle facilities (Class III) on 1st Street, 7th Street, and Weymouth Avenue.
- Policy 2.6** Improved Access. Support active transportation access to community services and facilities, such as San Pedro Hospital, the Providence Little Company of Mary Medical Center, and the Ann and Steven Hinchliffe San Pedro and Peninsula YMCA.

Lennox

- Goal 1** Enhanced Hawthorne and Lennox Boulevards that balance preserving commercial character and promoting “gentle density” to create well-designed, mixed-use places.
- Policy 1.6** Street Parking Design. Where applicable, consider creating diagonal rather than parallel parking to slow down traffic and increase pedestrian access.
- Goal 2** An enhanced Hawthorne/Lennox station area with housing options, neighborhood services, and supportive active transportation infrastructure where transit is a viable mode choice for residents and employees in Lennox.
- Policy 2.1** Focused Growth. Facilitate a transit-oriented community that provides a variety of transit-accessible housing options, development with active ground floors, and publicly accessible open spaces.
- Policy 2.2** Hawthorne/Lennox Station First/Last Mile. Coordinate with Metro to prepare a First/Last Mile Plan for the existing Hawthorne/Lennox Station and collaborate on implementation of infrastructure and amenities that support access and transit ridership at the station.
- Policy 2.3** Active Transportation Safety Enhancements. Encourage bicycle and pedestrian safety improvements along Lennox Boulevard and Hawthorne Boulevard through the installation of bulb outs, pedestrian/bicycle signal scrambles, Lead Pedestrian Intervals (LPI), Lead Bicycle Internals (LBI), and high-visibility crosswalks.
- Goal 3** Lennox has multi-modal, mixed-use, and complete corridors.
- Policy 3.1** Hawthorne Boulevard Streetscape Enhancements. Explore grant funding opportunities for the preparation of a streetscape plan on Hawthorne Boulevard to determine appropriate treatments to enhance the pedestrian realm and guide the transformation of Hawthorne Boulevard into a multi-modal, mixed-use, and complete corridor.
- Policy 3.2** Lennox Boulevard Streetscape Enhancements. Explore grant funding opportunities for the preparation of a vision plan or streetscape plan to determine appropriate treatments to enhance and green the pedestrian realm, with improvements such as planters, trees, benches, small green spaces, pocket parks, etc.
- Policy 3.3** Bicycle Infrastructure. Support the proposed bicycle facilities on Lennox Boulevard (Class II), Inglewood Avenue (Class III), Buford Avenue (Class III), 104th Street (Class III), 111th Street (Class III), and Freeman Avenue (Class III).
- Policy 3.4** Bulb-outs. Encourage bicycle and pedestrian safety improvements along Lennox Boulevard, such as the installation of bulb-outs at intersections or at mid-block sections to provide additional landscaping and placemaking opportunities.

Policy 3.5 Minimize Conflicts. Minimize future driveways and curb-cuts with development to reduce vehicular conflicts with pedestrians and bicyclists on Lennox Boulevard.

West Carson

Goal 2 An enhanced Carson station area with housing options, neighborhood services, and supportive active transportation infrastructure that further supports the West Carson TOD Specific Plan.

Policy 2.1 West Carson Focused Growth. Support a transit-oriented community through updates to the West Carson TOD Specific Plan to further facilitate a variety of transit-accessible housing options, development with active ground floors, and publicly accessible open spaces.

Policy 2.2 West Carson First/Last Mile. Coordinate with LA Metro to prepare a West Carson station First/Last Mile Plan and collaborate with LA Metro on implementation of infrastructure and amenities that support access and transit ridership at the station.

Policy 2.3 Local Bus Connectivity. Coordinate with LA Metro to explore alternative local bus service stops closer to the West Carson station to better connect with the Metro J Line.

Policy 2.4 Streetscape Enhancements. Explore the preparation of a vision or streetscape plan for West Carson Boulevard and Vermont Avenue to determine the appropriate treatments to enhance the public realm and provide greater connectivity to the West Carson station.

Goal 3 A safe active transportation network that supports bicycle and pedestrian modes.

Policy 3.1 Active Transportation Safety Enhancements. Encourage bicycle and pedestrian safety improvements along Torrance Boulevard, West Carson Street, Normandie Avenue, Vernon Avenue, Vermont Avenue, Sepulveda Boulevard, and 22nd Street through the installation of Leading Pedestrian Interval (LPI) and Leading Bike Interval (LBI) phasing within traffic signals that intersect Class I, II, and IV facilities.

Policy 3.2 Continuous Bicycle Network. Explore grant funding opportunities, such as Caltrans planning or sustainability grants to conduct a mobility study for Sepulveda Boulevard to analyze opportunities to close the bicycle network gap between Normandie Avenue and I-110 to create a continuous network through the community and to external facilities.

Policy 3.3 Pedestrian-Scaled Lighting. Explore grant funding opportunities for pedestrian-scaled lighting on Vermont Drive between Lomita Boulevard and 245th Street.

Westfield/Academy Hills

- Goal 2** Safe and improved conditions for active transportation modes, such as walking and biking.
- Policy 2.1** Pedestrian-Scaled Lighting. Explore grant funding opportunities for pedestrian-scaled lighting to improve pedestrian comfort on Crenshaw Boulevard between Silver Spur Road and Palos Verdes Drive North.
- Policy 2.2** Bicycle Safety Enhancements. Encourage the installation of Leading Pedestrian Interval (LPI) and Leading Bike Interval (LBI) phasing within the traffic signals at the intersection of Crenshaw Boulevard and Palos Verdes Drive North which intersects with Class I and II facilities to improve bicycle visibility and safety.
- Policy 2.3** Trail Network. Explore grant funding opportunities prepare a community/regionally focused trails plan to create robust system of trails and multi-use trails to facilitate strong connections to the existing recreational amenities.
- Policy 2.4** Access to Existing Facilities. Support improved access to existing facilities and amenities, such as the South Coast Botanical Garden and schools.

Wiseburn

- Goal 2** An active transportation network that supports bicycle and pedestrian trips as safe and pleasant modes of travel.
- Policy 2.1** Continuous Bicycle Network. Explore grant funding opportunities, such as a Caltrans planning or a sustainability grant, to conduct a mobility study for El Segundo Boulevard that would evaluate opportunities to close the bicycle network gap between Aviation Boulevard and Isis Avenue to create a continuous network through the community and to external facilities.
- Policy 2.2** Safe Routes to Schools Program. Support the creation of a Safe Routes to School Program (SRTS) for Wiseburn. A SRTS program would prioritize paths for safer pedestrian connections and routes to schools though infrastructure improvements, such as high-visibility crosswalks and sidewalks, and the addition of crossing guards.
- Policy 2.3** Walking Path. Continue to maintain the Wiseburn Walking Path as it is an important resource to the community and explore additional opportunities for walking paths in the community.
- Goal 3** Inglewood Avenue as a Complete Corridor with an enhanced public realm and right-of-way.
- Policy 3.1** Improved Safety and Connectivity. Explore grant funding opportunities, such as a Caltrans planning or a sustainability grant, to conduct a mobility study for Inglewood Avenue to analyze the appropriate transportation improvements that could be implemented to improve connectivity and safety for all travel modes.

4.17.2.4 Impact Analysis

Threshold 4.17-1 Would the project conflict with an applicable plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Less Than Significant Impact. The Project would be consistent with policies, plans, ordinances, and programs addressing the circulation system, including transit, roadways, bicycle lanes, and pedestrian paths, as described in the Regulatory Setting section. In addition to this review, further discussion related to key guiding policy documents is provided below. Connect SoCal (the SCAG RTP/SCS), LA Metro, the Los Angeles County General Plan Mobility Element, the Los Angeles County Bicycle Master Plan, Step by Step Los Angeles County, and TOD Program are described in more detail and specificity due to the role they play in setting the long-term direction of land use development and transportation in the region and for the seven unincorporated communities in the Project area.

Consistency with Regional Plans

Connect SoCal, the SCAG RTP/SCS. As part of Connect SoCal, SCAG prepared the Regional Growth Forecast, which provides a set of socioeconomic projections. Categorized by county and city, the report includes historical data from 2016, and projections of population, housing, and employment for 2045. The socioeconomic estimates and projections in the Growth Forecast are used for federal and state-mandated long-range planning efforts, such as the RTP, the Air Quality Management Plan, the Regional Transportation Improvement Program, and the Regional Housing Needs Assessment. The estimates also provide guidance to local governments in planning for jobs and housing.

The South Bay Area Plan, including proposed land use and transportation policies, would provide more opportunities for affordable housing, encourage transit-oriented development, promote active transportation, improve access to transit, reduce vehicles miles traveled by cars, and streamline the environmental review of future development projects. The socioeconomic data associated with the land use changes proposed in the Project area include higher densities and more growth than is assumed in Connect SoCal (consistent with its goals for focusing higher-density development in transit-rich areas). As such, the South Bay Area Plan is consistent with the transportation-related goals and policies of Connect SoCal, and the does not conflict with anything related to the circulation system. The South Bay Area Plan would be consistent with the policy framework and goals of Connect SoCal.

The Project’s consistency with overall goals of Connect SoCal is described in Table 4.17-3, below.

Table 4.17-3. Connect SoCal (SCAG 2020-2045 RTP/SCS) Conflict Evaluation

RTP/SCS Goal	Proposed Project’s Potential to Conflict
Goal 1: Encourage regional economic prosperity and global competitiveness	<i>No Conflict.</i> The Project would facilitate the development of 9,853 housing units and create 23 new ACU related jobs in the Project area. In addition, the Project’s proposed commercial development would result in approximately 777,697 square feet of new commercial use and create approximately 1,417 new jobs. The proposed land use changes to accommodate new housing and commercial sites include areas within TODs and along existing major roadways or commercial corridors as well as other local roadways with access to existing transit networks, such as bus lines with connections to Metro Lines.

Table 4.17-3. Connect SoCal (SCAG 2020-2045 RTP/SCS) Conflict Evaluation

RTP/SCS Goal	Proposed Project’s Potential to Conflict
	<p>As such, the Project would improve regional economic development through its proximity to these networks.</p> <p>The Project also includes goals and policies to foster responsible economic growth, support local and legacy businesses, and capitalize on regional location and transportation networks to improve access to businesses, such as areawide Goals ED 2 and ED 4 and Policies ED 2.1, 2.2, 2.3, and 4.1. Therefore, the Project would not conflict with this goal.</p>
<p>Goal 2: Improve mobility, accessibility, reliability, and travel safety for people and goods</p>	<p><i>No Conflict.</i> The Project area is served by local and regional bus transit lines (including the rapid bus line Carson Metro Station, which is included in the West Carson TOD Specific Plan area) as well as the Metro C Line. Implementation of the proposed areawide and community-specific policies and development facilitated as a result of proposed land use changes would increase transit accessibility of jobs and services within the Project-area vicinity. The Project area would bring residential development to nearby employers, provide accessory commercial spaces (i.e., ACUs), and encourage commercial development to provide necessary amenities within walking distances and thereby reduce travel demands as well as VMT for residents and employees in the Project area.</p> <p>The Project includes a number of goals and policies in support of improved mobility, accessibility, reliability, and travel safety, including areawide Goals M 1, 2, 3, 4, and Policies M 1.1, 1.2, 1.4, 1.5, 1.6, 2.1, 2.2, 2.3, 2.4, 2.5, 2.6, 3.4, 4.1, 4.2, 4.3, 4.4, and 4.5. Therefore, the Project would not conflict with this goal.</p>
<p>Goal 3: Enhance the preservation, security, and resilience of the regional transportation system</p>	<p><i>No Conflict.</i> The Project would provide new living and working opportunities in infill location that are served by existing transportation system (i.e., roadways and transit). Public transit that operates in the vicinity of the Project site includes multiple bus lines and Metro C Line, as described in 4.17.1.2. In addition, the Project includes a number of goals and policies aimed at enhancing the preservation, security and resiliency of the transportation system, including areawide Goals M 1, 2, 3, 4, and Policies M 1.1, 1.5, 1.8, 2.1, 2.2, 2.3, 2.4, 2.5, 2.6, 4.1, 4.2, 4.3, 4.4, and 4.5. Therefore, the Project would not conflict with this goal.</p>
<p>Goal 4: Increase person and goods movement and travel choices within the transportation system</p>	<p><i>No Conflict.</i> The Project area is not well served by existing pedestrian and bicycle facilities. However, several facilities are proposed by County’s General Plan and Bicycle Plan, including the construction of Class II and III facilities in the Project area. The Project would increase the mix of land uses and increase diversity of uses in the Project area to allow future residences and employees to access the existing transportation system. As such, the Project would increase the accessibility to the transportation system and also increase the persons using the transit and active transportation infrastructure.</p>

Table 4.17-3. Connect SoCal (SCAG 2020-2045 RTP/SCS) Conflict Evaluation

RTP/SCS Goal	Proposed Project’s Potential to Conflict
	<p>The Project also includes a number of goals and policies in support of increased accessibility, connectivity, and transit system safety, which could increase the number of people and businesses utilizing multimodal transit, including areawide Goals M 1, 2, 3, 4, and Policies M 1.1, 1.2, 1.4, 1.5, 1.6, 2.1, 2.2, 2.3, 2.4, 2.5, 2.6, 3.4, 4.1, 4.2, 4.3, 4.4, and 4.5. Therefore, the Project would not conflict with this goal.</p>
<p>Goal 5: Reduce greenhouse gas emissions and improve air quality</p>	<p><i>No Conflict.</i> The Project would support the use of the existing and proposed pedestrian, bicycle, and mass-transit infrastructure and connectivity. Although the Project would result in significant and unavoidable air quality and greenhouse gas emissions impacts as a result of construction activities and population and employment growth, the Project would help concentrate growth in developed areas with access to existing transit. Less reliance on automobiles and support for multi-modal transportation would help reduce greenhouse gas emissions and improve air quality in the long term. As further described under Threshold 4.17-2, the Project’s vehicle miles traveled (VMT) per service population (17.30) would be below County’s threshold average VMT (25.45). Thus, the Project would not result in significant VMT impacts. In addition, the South Bay Area Plan allows land use designations which create a mix of land uses, some of which would be within walking distance of one another, and streets that are attractive to pedestrians. One of the goals of the Project (Goal COS 3) is to facilitate compact development that reduces urban sprawl and automobile dependence (Policy COS 3.1). An objective of the Project is also to provide housing consistent with the Housing Element. The addition of infill housing would bring more people closer to jobs so that they may reduce their VMT to the extent possible. Therefore, the Project would not conflict with this goal.</p>
<p>Goal 6: Support healthy and equitable communities</p>	<p><i>No Conflict.</i> The South Area Plan implements land use and zone changes, which would create a mix of land uses to provide housing and amenities that are within walking distance of one another, and introduces local commercial uses (including ACUs) that are attractive to pedestrians. Thus, the Project would promote healthy, walkable communities. Policy LU 3.1 (Activate Ground Floor), would support design standards to facilitate a safe and walkable community by providing a mix of land uses, including commercial at the street-level with residential uses above. Other policies to support a walkable community include M 1.2 (Sidewalk Amenities), M 1.3 (Neighborhood Greenways), LU 4.5 (Accessory Commercial Units), LU 4.6 (Local, Small-Scale Commercial), and M 2.2 (Pedestrian Connections). Further, the Project would seek to provide additional housing opportunities in a variety of housing sizes, types, and densities to support an equitable community. The Project would contribute housing and employment opportunities to the community, thereby contributing to a more balanced local economy. In addition to goals and policies</p>

Table 4.17-3. Connect SoCal (SCAG 2020-2045 RTP/SCS) Conflict Evaluation

RTP/SCS Goal	Proposed Project’s Potential to Conflict
	<p>supporting pedestrian and bicycle infrastructure improvements, the Project also includes a number of goals and policies to enhance and sustain green spaces and promote sustainable growth, which would help support healthy and equitable communities (e.g., Goals COSE 1, COSE 2, COSE 3, and COSE 4 and Policies COS 1.1, 2.1, 3.1, 3.2, and 4.1). Therefore, the Project would not conflict with this goal.</p>
<p>Goal 7: Adapt to a changing climate and support an integrated regional development pattern and transportation network</p>	<p><i>No Conflict.</i> Development implemented under the South Bay Area Plan would comply with sustainability-focused measures such as building design energy efficiency that meets or exceeds Title 24 requirements such as energy efficient exterior lighting, low-VOC emitting building materials¹¹, and/or roof structures to support solar panels. The Project also includes policies to support LID features such as “green streets,” which integrate storm water management practices to treat runoff (e.g., Policy PS 3.1, Policy LU 3.3). Future development implemented under the Project would also be encouraged provide/incorporate new green spaces and utilize sustainable methods and techniques to reduce the impacts of climate change (South Bay Area Plan Goals COSE 3 and 4 and Policies COSE 3.1, 3.2, 4.1, 4.2, 4.3, 4.4, and 4.5). The installation of green infrastructure combined with high standards for energy-efficient buildings contained within the California Building Code, would help facilitate development meets the County’s requirements for sustainability and green development, both for construction and operation. In addition, the Project would increase density in areas with high access to the region’s transportation network (such as within the West Carson TOD Specific Plan area) and would facilitate the development of a mix of housing types and within mixed-use commercial/residential areas. Thus, the South Bay Area Plan would support a development pattern that places residential uses near employment opportunities. Therefore, the Project would not conflict with this goal.</p>
<p>Goal 8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel</p>	<p><i>No Conflict.</i> To further facilitate transit and active transportation, the land use and zone changes implemented by the South Bay Area Plan would result in a mix of employment and residential uses with supporting amenities (i.e., bicycle parking) so that employees and residents do not need to use a car to access basic needs throughout the day. The Project area includes both urban and suburban portions of the County with access to regional transportation systems that can use new transportation technologies and data driven solutions to provide more efficient travel. Therefore, the Project would not conflict with this goal.</p>
<p>Goal 9: Encourage development of diverse housing types in areas that are supported by multiple transportation options</p>	<p><i>No Conflict.</i> The Project would facilitate development of mixed-use, pedestrian-oriented uses with access to alternative modes of transportation. One of the objectives of the South Bay Area</p>

¹¹ Materials that emit chemicals, which can compromise indoor air quality.

Table 4.17-3. Connect SoCal (SCAG 2020-2045 RTP/SCS) Conflict Evaluation

RTP/SCS Goal	Proposed Project’s Potential to Conflict
	<p>Plan is to provide for additional housing opportunities in a variety of housing sizes, types, and densities that support the goals of the County’s Housing Element. To further facilitate multiple transportation options, the South Bay Area Plan would implement land use changes to facilitate a mix of employment and residential uses with supporting amenities so that employees and residents do not need to use a car to access basic needs throughout the day. The residential units would be developed at a range of densities and affordability levels. Much of the facilitated residential development would be mixed-use to encourage diverse housing types with local serving commercial uses which support multiple transportation options. The Project also includes goals and policies to facilitate diverse housing types near destinations and amenities (e.g., Goal LU 2 and Policy LU 2.3). Therefore, the Project would not conflict with this goal.</p>
<p>Goal 10: Promote conservation of natural and agricultural lands and restoration of habitats</p>	<p><i>No Conflict.</i> The Project area includes urban and suburban areas away from existing agricultural lands and habitat. Given the Project would consist of infill development and/or redevelopment of existing, underutilized sites, the Project would not encroach upon agricultural lands and natural habitat. Therefore, the Project would not conflict with this goal.</p>

Source: SCAG 2020a.

Consistency with Local Plans

Los Angeles County Metropolitan Transportation Authority. The Project would not preclude Metro from implementing any major transit, active transportation, operations, capital improvement and highway projects, nor conflict with existing programs and policies or new policies and initiative required to achieve its regional goals. Metro advocates transit supportive planning that supports mixed use development near transit stations and include project features that improve walkability, use of bicycles and micromobility devices and first-last mile connections to transit. The Project includes goals and policies to promote first/last miss access for all existing and future transit stations/stops (Policy M 2.6), support coordination with Metro to beautify and promote safety at transit stations (M 1.8), encourage improvements to bicycle infrastructure (Policies M 2.3, 2.4, and 2.5), and explore opportunities for micromobility hubs (Policy M 4.4). Additionally, individual projects, if developed within 100 feet of Metro facilities that require review for common adjacency concerns, would coordinate as needed with Metro for potential to impact Metro facilities and/or services. The Project would not conflict with any of the Metro initiated plans, as discussed in Section 4.17.1.1 Regulatory Setting.

Los Angeles County General Plan Mobility Element. The Los Angeles County General Plan Mobility Element includes goals, policies, and programs aimed at providing a multimodal transportation system that promotes walkability and connectivity throughout the unincorporated areas of the County, including interconnected and safe bicycle and pedestrian-friendly facilities that promote active transportation and transit use. The General Plan also contains elements that support alternative transportation programs, such as increased ridership on public transit and developing public transit as an alternative to automobile travel. As discussed above in Table 4.17-3, the Project includes a number of goals and policies in support of improved mobility, accessibility, reliability, and travel safety, which could increase ridership, improve walkability, and generally promote alternate modes of travel, including

Goals M 1, 2, 3, 4, and Policies M 1.1, 1.2, 1.4, 1.5, 1.6, 2.1, 2.2, 2.3, 2.4, 2.5, 2.6, 3.4, 4.1, 4.2, 4.3, 4.4, and 4.5. As such, implementation of the Project would not conflict with General Plan policies applicable to the circulation system.

Bicycle Master Plan. The BMP also contains elements that support alternative transportation programs, including increased ridership on public transit, developing mass transit as an alternative to automobile travel, the development of rail transit or exclusive bus lanes in high demand corridors, as well as research for and development of new transportation technologies. The Project would support alternative modes of transportation, including walking and bicycling, to reduce total VMT. The County will provide safe and convenient access to safe transit, bikeways, and walkways, consider the safety and convenience of pedestrians and cyclists in the design and development of transportation systems, provide safe pedestrian connections across barriers, such as major traffic corridors, drainage and flood control facilities, and grade separations, adopt consistent standards for implementation of Americans with Disabilities Act requirements and in the development review process prioritize direct pedestrian access between building entrances, sidewalks and transit stops. The BMP also contains many programs and policies that would mitigate potential hazards or barriers for bicyclists. The Project includes policies to support existing and encourage new bicycle facilities, including Policies M 2.3 (Bicycle Infrastructure), M 2.4 (Close Bicycle Network Gaps), and Policy M 2.5 (Bicycle Facility Upgrades). Implementation of the Project would not conflict with the BMP.

Step by Step Los Angeles County: Pedestrian Plan for Unincorporated Communities. The Step by Step Los Angeles County provides a policy framework for how the County proposes to get more people walking, make walking safer, and support healthy active lifestyles. Implementation of the Project would be consistent with goals regarding safe streets, making walking easy and healthy, improving connectivity, equity, safe communities, sustainability, and preservation.

Program 6: Transit Oriented Districts Program. The Project would facilitate the development of housing and mixed-use development within transit-oriented districts within one-half mile of major transit stops, that are near employment, services, and other community amenities.

Consistency with Community Plans and Specific Plans. The South Bay Area Plan aims to build off the character and existing assets of each of the seven communities by identifying opportunities for equitable and sustainable investment while addressing issues and concerns voiced by community members. Implementation of the Project would establish the South Bay Area Plan as a component of the General Plan. In the same measure, implementation of the Project would establish that community plans and specific plans applicable to the Project area are components of the South Bay Area Plan. As such, existing plans such as Vision Lennox and the West Carson TOD Specific Plan would be subordinate and subject to the Project's proposed goals, policies, and standards. In the event that a community or TOD specific plan conflicts with the South Bay Area Plan, the South Bay Area Plan would ultimately preside, pursuant to the General Plan. However, in order to avoid potential conflicts, preparation of the South Bay Area Plan included a review of all community and TOD specific plans applicable to the Project area. For example, Vision Lennox envisions Hawthorne Boulevard in Lennox as a pedestrian-friendly, attractive employment center with a mix of uses (County of Los Angeles 2010). The Project proposes to redesignate a cluster of parcels along Hawthorne Boulevard south of Lennox Boulevard to Mixed Use to help facilitate future mixed-use development, in support of strategies and action items identified in Vision Lennox. The Project also includes new Mixed Use designations within the West Carson TOD Specific Plan area to facilitate a mix of uses near existing transit, in accordance with the goals of the West Carson TOD Specific Plan. The South Bay Area Plan would create a universal framework for guiding growth and development of the Project area through 2045, thereby reducing the potential for conflicts to arise in the future.

The Project would also reclassify the section of Del Amo Boulevard between Normandie Avenue and Vermont Avenue from ‘Major Highway’ to ‘Local Road’. The County’s Master Plan of Highways would be updated to remove the Major Highway classification from roadway segment of Del Amo Boulevard between Normandie Avenue and Vermont Avenue. However, no physical changes to the roadway are proposed and the roadway would continue to be available to provide circulation along this segment and provide access to properties. There are no existing or planned transit or pedestrian facilities along this segment. The County’s Bicycle Plan proposes a Class I bike facility along Del Amo Boulevard between Normandie Avenue and Vermont Avenue. The reclassification of this section of Del Amo Boulevard would not conflict with an applicable plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

Therefore, as shown in the consistency analysis with all the applicable regional, community, and local plans addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, the Project’s impacts would be **less than significant**.

Threshold 4.17-2 Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Less Than Significant Impact. The following discusses the proposed Project’s VMT impacts and its consistency with CEQA Guidelines section 15064.3, subdivision (b).

As mentioned under Section 4.17.2.3, Land Use Changes, Goals, and Policies, the Project’s proposed land use changes would enable the Project area to accommodate more residents, employees, and visitors. Per the County’s Guidelines, the Project would have an impact if it results in average daily VMT per service population that exceeds 16.8 percent below the County Baseline daily VMT per service population for 2023. The Project area within the County was analyzed as described above using the SCAG model.

A detailed discussion of VMT analysis and results using the SCAG model are included in Appendix H-1. The results of the VMT analysis using the SCAG model for the Project area under Year 2023 conditions are provided in Table 4.17-4.

Table 4.17-4. Project Area Model Results

	Total Population	Total Employment	Total Service Population ¹	Daily VMT ¹	Daily VMT per Service Population
Project Area	31,051	1,435	32,486	562,368	17.30

Source: SCAG RTP/SCS Travel Demand Forecast Model, Translutions Inc.; Appendix H-1, H-2

¹ Based on initial projections, the VMT Modeling Assumptions and Results for the SBAP Program EIR (Appendix H-1) used an estimate of 31,051 residents and 1,435 employees, thereby a total of 32,486 service population. The revised estimate reflected in the Project Description of this Draft PEIR reduced total Project-related population from approximately 31,051 to approximately 30,745. Project related jobs increased nominally from 1,435 to 1,440. This resulted in an overall reduction in projected service population (i.e., residents plus employees) from the originally modeled service population of 32,486 to a revised service population of 32,185 (or reduction in service population by 301). However, as described in further detail in the VMT Consistency Analysis Memorandum (provided as Appendix H-2 of this Draft PEIR), the reduction in service population which would potentially result in nominal reduction (1.02%) in total Project VMT, and would not result in an increase to the Project VMT per service population (i.e., 17.30 VMT per service population) estimated from the SCAG model run documented in Appendix H-1. Therefore, it can be concluded that this change in population and employment to the Project would not be substantial or result in a significant VMT impact (see Appendix H-3 for further details related to VMT and the proposed reduction in total service population).

Based on the results of the VMT analysis using the SCAG model and as shown in Table 4.17-5, the County’s baseline year 2023 has an average daily VMT per service population of 30.60, and 16.8% below the County’s baseline would determine the threshold as 25.45 daily VMT per service population. The results of the Project’s model analysis were compared to the 2023 County Baseline VMT and the 2023 County VMT Threshold (16.8 percent below the County’s baseline) provided in Table 4.17-5.

Table 4.17-5. Project VMT Metrics and Impact

Metric	County Baseline (Year 2023)	LA County VMT Threshold - 16.8% below County Baseline (Year 2023)	Project Area VMT
Daily VMT per SP	30.6	25.45	17.30

Source: SCAG RTP/SCS Travel Demand Forecast Model, Translutions Inc and Appendix H-1

To meet the threshold of 16.8% below County’s baseline and have a less than significant VMT impact, the daily VMT per service population of the Project should be 25.45 or less. As shown in Table 4.17-5, the Project’s daily VMT per service population would be 17.30, which is below the County’s threshold of 25.45 daily VMT per service population. Therefore, per County’s VMT significance criteria for direct impact determination, the Project would have a less than significant VMT impact. As shown in Section 4.17.2.5, the Project would have a less than significant cumulative impact.

As mentioned under Section 4.17.2.3, Land Use Changes, Goals and Policies, the Project would also reclassify the section of Del Amo Boulevard between Normandie Avenue and Vermont Avenue from ‘Major Highway’ to ‘Local Road’. Based on County’s guidelines, the reclassification of a roadway would be considered a transportation project. Per Section 3.2.1 of County’s guidelines and Consideration the Effect of Transportation Projects on Vehicle Travel in OPR’s Technical Advisory, a transportation project would have an impact if it induces substantial additional VMT. Both OPR and County guidelines mention that project types that would likely lead to a measurable and substantial increase in vehicle travel generally include addition of through lanes on existing or new highways, including general purpose lanes, HOV lanes, peak period lanes, auxiliary lanes, or lanes through grade-separated interchanges. The reclassification of the roadway segment of Del Amo Boulevard between Vermont Avenue and Normandie Avenue from ‘Major Highway’ to ‘Local Street’ would not add traffic lanes under existing or proposed conditions nor increase speeds or induce growth along the roadway; therefore, it would not lead to additional travel that would induce VMT. Therefore, the reclassification of this roadway would screen out and VMT impacts would be less than significant.

Therefore, the Project would not conflict with CEQA Guidelines section 15064.3, subdivision (b) related to the VMT threshold. Impacts would be less than significant, and no mitigation is required.

Threshold 4.17-3 Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less Than Significant Impact. The transportation analysis in this Draft PEIR has been prepared at a programmatic level for the Project area and the Project does not propose any direct development or new roads or intersections. However, individual projects facilitated as a result of Project implementation would be subject to the County’s development plan review process in accordance with Division 9, Administration, of the County Zoning Code. At that time, any specific traffic hazards due to geometric design around the project sites would be identified. However, no geometric design issues are reasonably foreseeable at this time. The Project would facilitate infill development and and/or redevelopment of parcels within built out urban or suburban areas. These types of improvements would not

involve permanent changes to linear infrastructure, including roadways, and would not introduce any uses that would be incompatible with the surrounding urban or suburban environment. Although the Project supports mobility improvements, no specific mobility related improvements are proposed, nor would be facilitated as a result of Project implementation.

Individual projects proposed in the Project area, including housing site and commercial sites would be subject to, and designed in accordance with County standards and specifications which address potential design hazards including sight distance, driveway placement and access, and signage and striping. At intersections or roadways where traffic safety issues are identified, the County works to correct any deficiencies in a timely manner to the degree that is practical and feasible. Additionally, any new transportation facilities, or improvements to roadway facilities associated with individual projects would be constructed based on design standards consistent with Title 15 (Vehicles and Traffic) and Title 16 (Highways) of the County Code, and best practices consistent with General Plan Mobility Element Goals M-1 and M-2. Implementation of the Project would be subject to, and constructed in accordance with, applicable roadway design standards and applicable General Plan and South Bay Area Plan goals and policies.

Based on criteria included in the County's Transportation Impact Analysis Guidelines, individual future projects may be required to conduct a Transportation Impact Analysis to address needs of vehicles, bicycles and pedestrians. Operational analysis may be necessary for some individual future projects to evaluate primary site access points, unsignalized intersections integral to the project's access, and signalized intersections in the vicinity of the individual project; however, intersection capacity and level of service analyses are not required to be assessed under CEQA.

The Project does not propose hazardous geometric design features or incompatible uses along the section of Del Amo Boulevard between Normandie Avenue and Vermont Avenue. Additionally, the Project does not include any individual future parcels along this section of Del Amo Boulevard. Any future improvement along this roadway segment would comply with County's standards per Title 21 - Subdivisions Chapter 21.24 Design Standards Part 3 Local Streets and Ways. . Therefore, , the Project would not increase hazards because of a geometric design feature or incompatible uses and impacts would be less than significant.

Threshold 4.17-4 Would the project result in inadequate emergency access?

Less Than Significant Impact. The transportation analysis in this Draft PEIR has been prepared at a programmatic level for the Project area. The Project does not propose any direct development or new roadways, or intersections and it does not include any standards that would result in inadequate emergency access. The individual project design and access details such as new or modified driveway locations or curb cuts are unknown at this time. Therefore, the Draft PEIR does not consider impacts to emergency access to properties in the Project area or particular streets along which parcels have been identified for development. However, the Project' proposed land use changes would allow for greater densities than are currently allowed within the Project area, and would facilitate temporary construction activities within the Project area, which could temporarily result in impacts to the circulation system.

Any construction activities facilitated as a result of Project implementation that could potentially impact adjacent streets and roadways and thereby interfere with emergency access would be subject to the County's Traffic Control Requirements (County of Los Angeles 2016). The Traffic Control Requirements provide requirements for temporary traffic controls and access for any permitted activity within the County public rights-of-way when temporary disruption of traffic is implemented. This would include mandatory compliance with the latest California MUTCD, as well as with the provision that emergency access to all nearby properties shall be maintained at all times, unless

the permit allows a temporary restriction. The Traffic Control Requirements also include requirements related to preparation of a Traffic Control Plan, notifications in advance of closing, partially closing or reopening public thoroughways, traffic lanes and clearances, and other emergency traffic controls, such as the provision of flagmen, which may also be required pursuant to Section 15.76.170 (Flagmen at construction and maintenance areas) of the County Code (County of Los Angeles 2016, 2022a). Emergency access of individual projects within the Project area would be subject to review by the County and responsible emergency service agencies including the Los Angeles County Fire Department (LACFD), pursuant to Title 9 and Title 32 of the County Code. Compliance with these required measures would facilitate projects that are designed to meet all emergency access and design standards based on the size and intensity of development. Any changes proposed to internal circulation and/or external circulation associated with the implementation of individual projects would be subject to review by the County and responsible emergency service agencies. As such, future development under the Project would be designed to meet all applicable emergency access and design standards and adequate emergency access would be provided.

As mentioned in the General Plan Update EIR, the County will require capacity enhancement of the roadway system, when necessary, to ensure that the future dedication and acquisitions of roadways are based on projected demand and implement the construction of paved crossover points through medians for emergency vehicles. The County will maintain a current evacuation plan, ensure that infill development and/or redevelopment is provided with adequate emergency and/or secondary access, including two points of ingress and egress for most subdivisions, require visible street name signage, and provide directional signage to freeways at key intersections to assist in emergency evacuation operations (County of Los Angeles 2015).

The reclassification of the section of Del Amo Boulevard between Normandie Avenue and Vermont Avenue from 'Major Highway' to 'Local Road' would not impact emergency access because no physical changes to the roadway are proposed and the current street network would not be changed by the Project. The roadway would continue to facilitate access and circulation. Therefore, the Project would have a less-than-significant impact associated with inadequate emergency access.

4.17.2.5 Cumulative Impact Analysis

Where a lead agency concludes that the cumulative effects of a project, taken together with the impacts of other closely related past, present, and reasonably foreseeable future projects are significant, the lead agency then must determine whether the project's incremental contribution to such significant cumulative impact is "cumulatively considerable" (and thus significant in and of itself). The cumulative study area used to assess potential cumulative transportation impacts includes the entirety of Los Angeles County and considers the future buildout of applicable local and regional plans. The full list of related plans applicable to the Project's cumulative analyses is provided in Section 2.5, Cumulative Impact Analysis, in Chapter 2, Environmental Setting of this Draft PEIR.

Threshold 4.1-1. Implementation of the Project would establish that community plans and specific plans applicable to the Project area are components of the South Bay Area Plan. As such, all community plans and TOD specific plans applicable to the Project area would be components of the South Bay Area Plan and would be subordinate and subject to the Project's proposed goals, policies, and standards. Any streamlined affordable housing or TOD related projects in the County would be implemented in accordance with streamlining provisions set forth by the state and/or County, including those established via SB 743, SB 35, CEQA Program 28, and the Housing Element, and would not be anticipated to conflict with the goals and policies of the General Plan or Connect SoCal. For projects of scale, including future commercial projects and residential projects that do not qualify for streamlining pursuant to state and/or County provisions, impacts identified for an individual project per the County's

transportation analysis guidelines would be addressed through the discretionary project approval process, including, environmental review, and mitigation measures specific to any identified impacts related to consistency with applicable regional and local plans, including Connect SoCal and the General Plan. Therefore, pursuant to existing state and County requirements, all future development would comply with planning, design, and safety standards and would not cumulatively impact the transportation thresholds of significance for compliance with existing regulations, roadway hazards, incompatible use, or emergency access. Therefore, the Project's incremental contribution to impacts related to conflicts with applicable plans would not be cumulatively considerable.

Threshold 4.17-2. Per the County's transportation guidelines, land use projects should consider both short- and long-term project effects on VMT. Short-term effects are evaluated in the detailed project-level VMT analysis, and long-term or cumulative effects are determined through consistency with the SCAG RTP/SCS. As described previously, land use plans that: (1) demonstrate a project impact after applying an efficiency based VMT threshold and (2) are not deemed to be consistent with the SCAG RTP/SCS could have a significant cumulative impact on VMT. As discussed above under Threshold 4.17-2 in Section 4.17.2.4, Impact Analysis, for a less than significant VMT impact, the Project's daily VMT per service population should be 16.8% below the County's baseline, or approximately 25.45 or less. The Project's daily VMT per service population is 17.30, which is below the threshold of 25.45; therefore, the Project would not have a significant impact. As shown in analysis of Threshold 4.17-1 and Table 4.17-3, the Project is consistent with the SCAG RTP/SCS.

Additionally, the Project is implementing the projections included in the County's Housing Element PEIR (County of Los Angeles 2021). SCAG recognizes that a jurisdiction may need to update their housing elements as part of General Plans and amend zoning and land use designations to accommodate state-mandated RHNA. General Plan and zoning changes may need to accommodate more housing units than reflected in the Connect SoCal's household and population growth projections for individual or combined SCAG TAZs within the jurisdictions (Exceedances). Per Resolution No. 20-624-1 (i.e., SCAG's adoption of the 2020-2045 RTP/SCS PEIR Addendum and Connect SoCal in its entirety), SCAG agrees that such exceedances may not be used to impede a local jurisdiction's compliance with sixth cycle RHNA requirements, to assess impacts of a plan or project under CEQA or affect eligibility for state funding (SCAG 2020b). As the South Bay Area Plan implements its mobility/transportation related goals and policies along with other proposed plans in the County such as the Los Angeles Countywide Sustainability Plan 2019, which encourages increased multi-modal travel, the policies and programs provided therein would continue to work toward decreasing VMT (County of Los Angeles 2019c). By proactively engaging with new transportation options and expanding transit through partnerships with LA Metro and Metrolink, and other transit services, the County can increase the likelihood that people choose alternatives to private vehicles, and thereby reduce overall or cumulative VMT. Therefore, the Project's incremental contribution to VMT impacts would not be cumulatively considerable.

Threshold 4.12-3. All future development in the Project area and elsewhere in the unincorporated County, whether facilitated by implementation of the Project, or as a result of related plans, would be required to comply with all applicable local and state provisions related to the circulation system and roadway hazards. Compliance with existing regulations would be ensured through the County's development plan review process, pursuant to Title 9 and Title 32 of the County Code. Applicable local and state provisions would apply to transit facility improvements and other construction activities (including those encroaching upon the public rights-of-way) and would ensure public safety for all road users, including pedestrians and bicyclists. For projects of scale, including future commercial projects and residential projects that do not qualify for streamlining pursuant to state and/or County

provisions,¹² impacts identified for an individual project per the County's transportation analysis guidelines would be addressed through the discretionary project approval process, including, environmental review, and mitigation measures specific to any identified impacts related to hazardous geometric design features and consistency with applicable regional and local plans, including Connect SoCal and the General Plan. Therefore, the Project's incremental contribution to design feature hazards or incompatible uses would not be cumulatively considerable.

Threshold 4.17-4. As discussed in the cumulative impact analysis for Threshold 4.17-3, all future development in the Project area and elsewhere in the unincorporated County, whether facilitated by implementation of the Project, or as a result of related plans and projects, would be required to comply with all applicable local and state provisions related to the circulation system and emergency access. Compliance with existing regulations would be ensured through the County's development plan review process, pursuant to Title 9 and Title 32 of the County Code. Applicable local and state provisions would apply to transit facility improvements and other construction activities (including those encroaching upon the public rights-of-way) and would ensure public and emergency access and safety for all road users, including pedestrians and bicyclists. For projects of scale, including future commercial projects and residential projects that do not qualify for streamlining pursuant to state and/or County provisions, impacts identified for an individual project per the County's transportation analysis guidelines would be addressed through the discretionary project approval process, including, environmental review, and mitigation measures specific to any identified impacts related to inadequate emergency access. Therefore, the Project's incremental contribution to impacts related to emergency access would not be cumulatively considerable.

4.17.2.6 Mitigation Measures

All impacts related to transportation would be less than significant and no mitigation is required.

4.17.2.7 Significance Conclusion

Threshold 4.17-1. The Project would have a **less than significant impact** related to conflicts with an applicable plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Impacts would not be cumulatively considerable.

Threshold 4.17-2. The Project would have a **less than significant impact** related to conflicts or inconsistencies with CEQA Guidelines section 15064.3, subdivision (b). Impacts would not be cumulatively considerable.

¹² California Senate Bill 35 (SB-35) applies in jurisdictions that are not meeting their Regional Housing Need Allocation goal for construction of above-moderate income housing and/or housing for households below 80% area median income. SB-35 amends Government Code Section 65913.4 to require local entities to streamline the approval of certain housing projects by providing a ministerial approval process. There are two types of housing permits issued by the County for residential development: Administrative Housing Permits and Discretionary Housing Permits. The Administrative Housing Permit is ministerial and applies to most projects. It involves a typical review timeframe of between 90 and 180 days. For projects requesting incentives and waivers that do not meet specified findings in state law, a Discretionary Housing Permit is required, which involves a much longer review timeframe compared to the ministerial review process (typically between eight to twelve months). Due to the ongoing state and regional housing crisis, expediting the approval of housing, particularly for projects with affordable and/or market-rate older adult housing units, is a County priority. To accelerate housing production, and in compliance with the provisions of SB 35, the County Board of Supervisors has adopted ordinances to "streamline" (i.e., simplify and speed up) the approval of certain housing developments through a ministerial review process. These ordinances are in compliance with the definition of "by right" in Government Code Section 65583.2(i) by not requiring a Conditional Use Permit or other discretionary County review or approval that would constitute a "project" as defined in CEQA (County of Los Angeles 2022b).

Threshold 4.17-3. The Project would have a **less than significant impact** related to substantially increased hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). Impacts would not be cumulatively considerable.

Threshold 4.17-4. The Project would have a **less than significant impact** related to emergency access. Impacts would not be cumulatively considerable.

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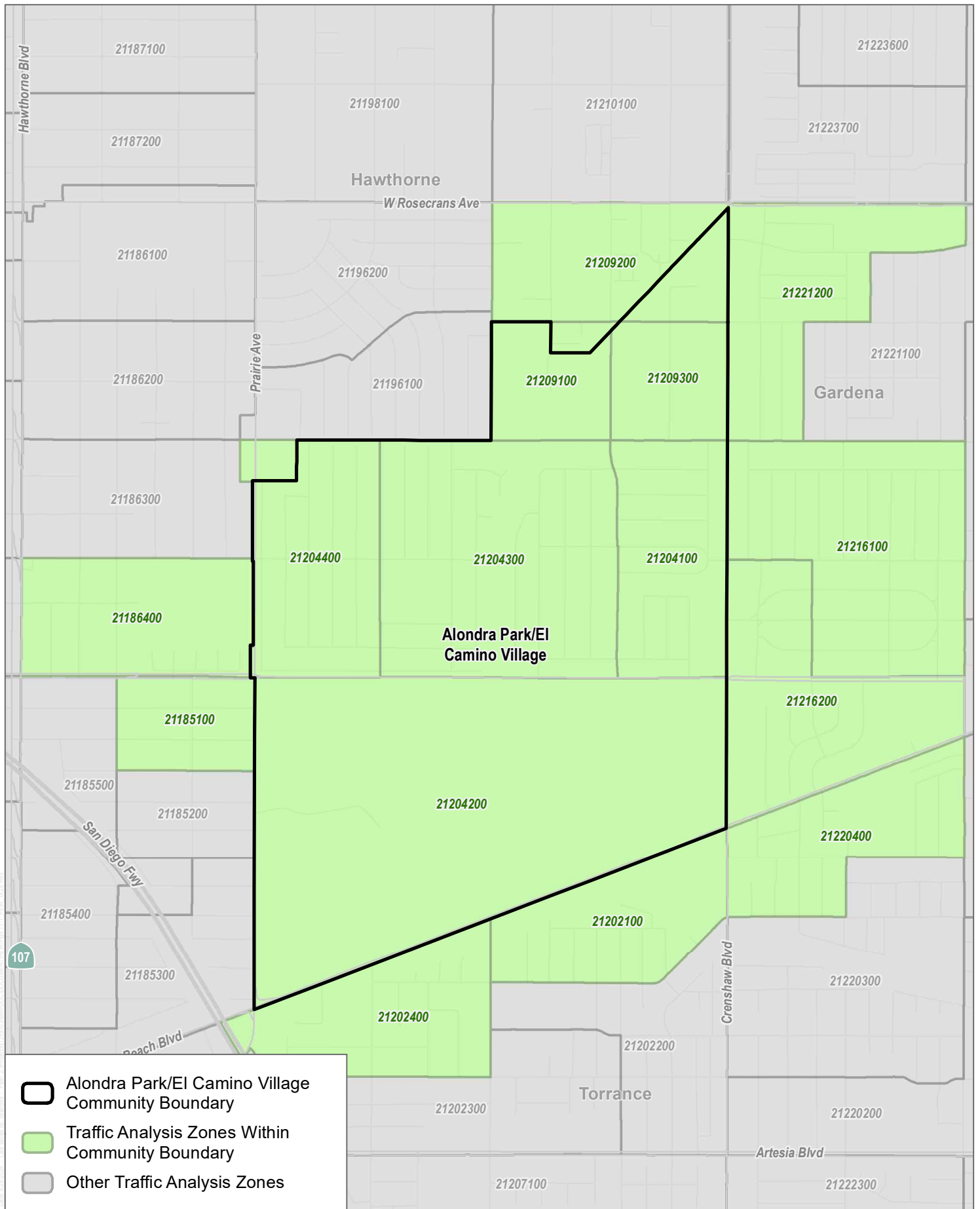
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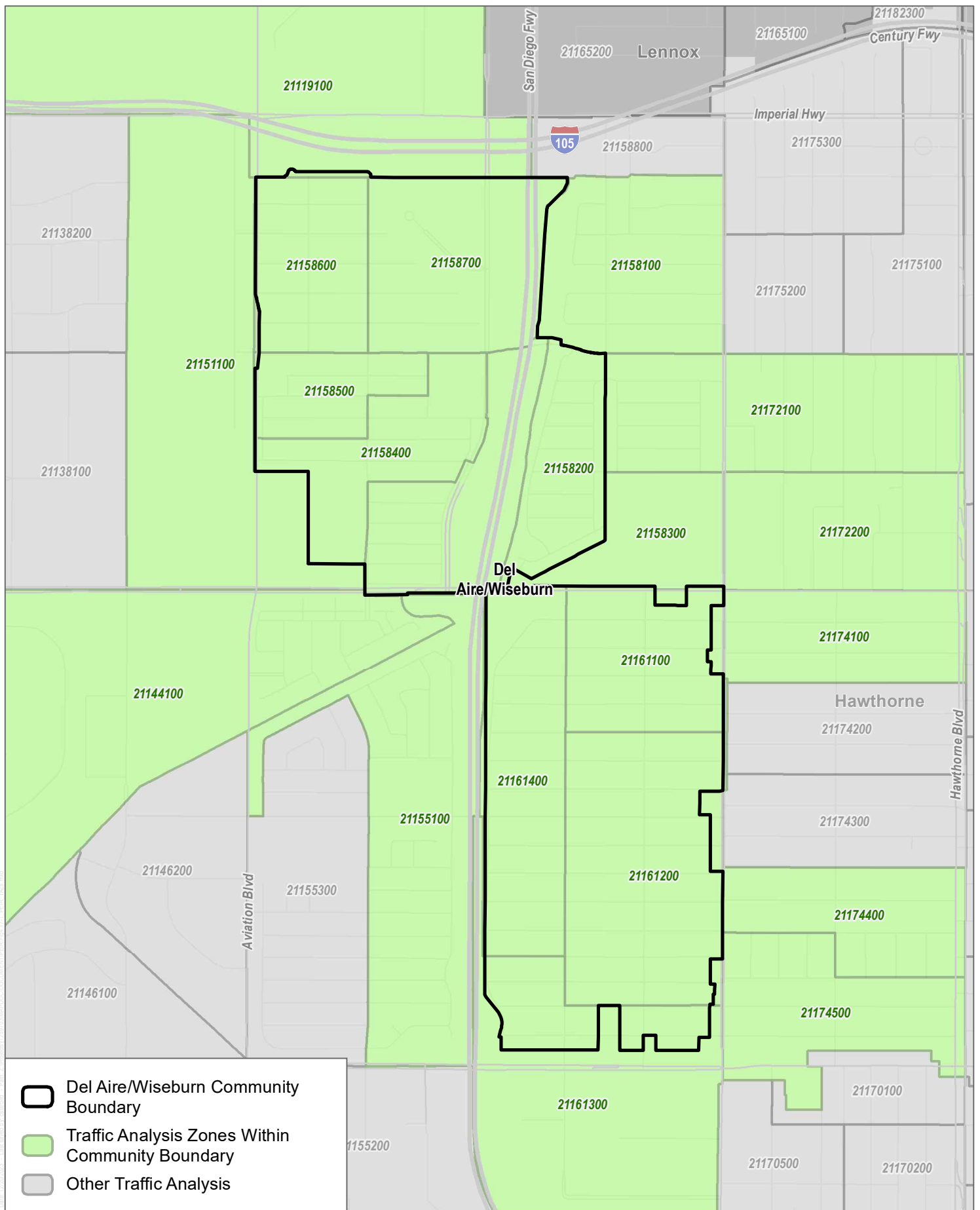
SOURCE: FEMA; Open Street Map 2019; LA County 2021

FIGURE 4.17-1A

Traffic Analysis Zones in the Project Area: Alondra Park/El Camino Village

South Bay Area Plan PEIR

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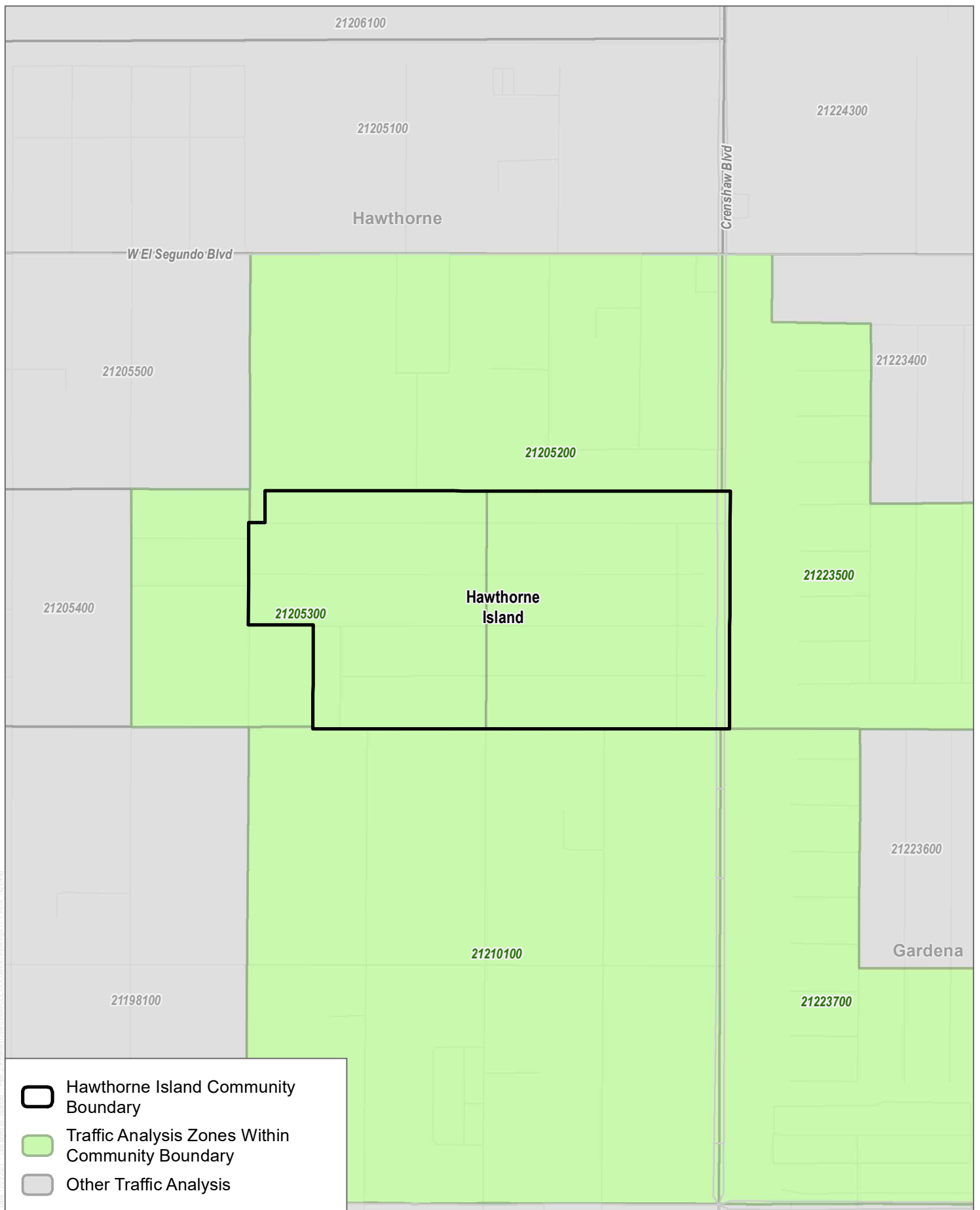
SOURCE: FEMA; Open Street Map 2019; LA County 2021

FIGURE 4.17-1B

Traffic Analysis Zones in the Project Area: Del Aire/Wiseburn

South Bay Area Plan PEIR

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SOURCE: FEMA; Open Street Map 2019; LA County 2021

- Hawthorne Island Community Boundary
- Traffic Analysis Zones Within Community Boundary
- Other Traffic Analysis

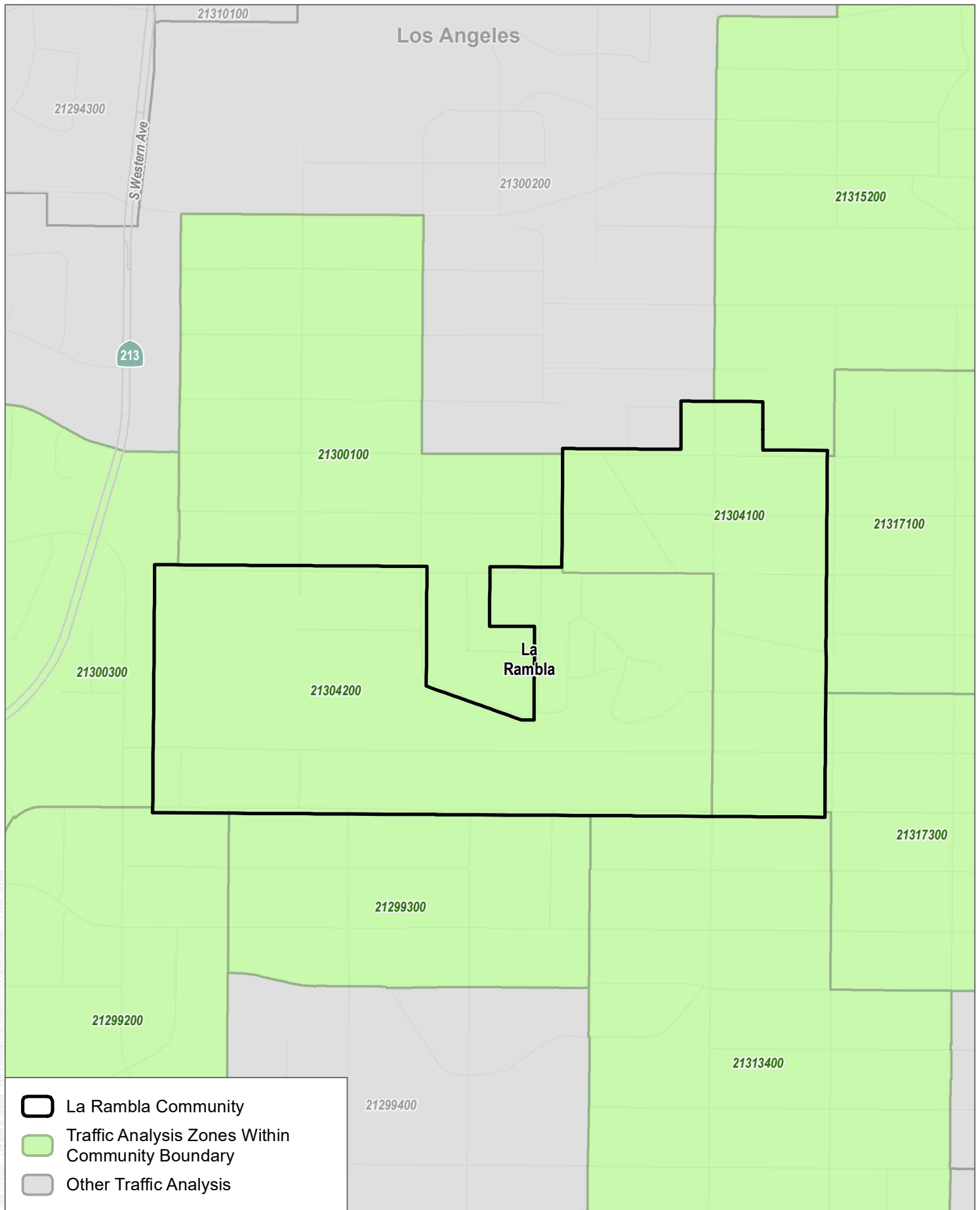
SOURCE: FEMA; Open Street Map 2019; LA County 2021

FIGURE 4.17-1C

Traffic Analysis Zones in the Project Area: Hawthorne Island

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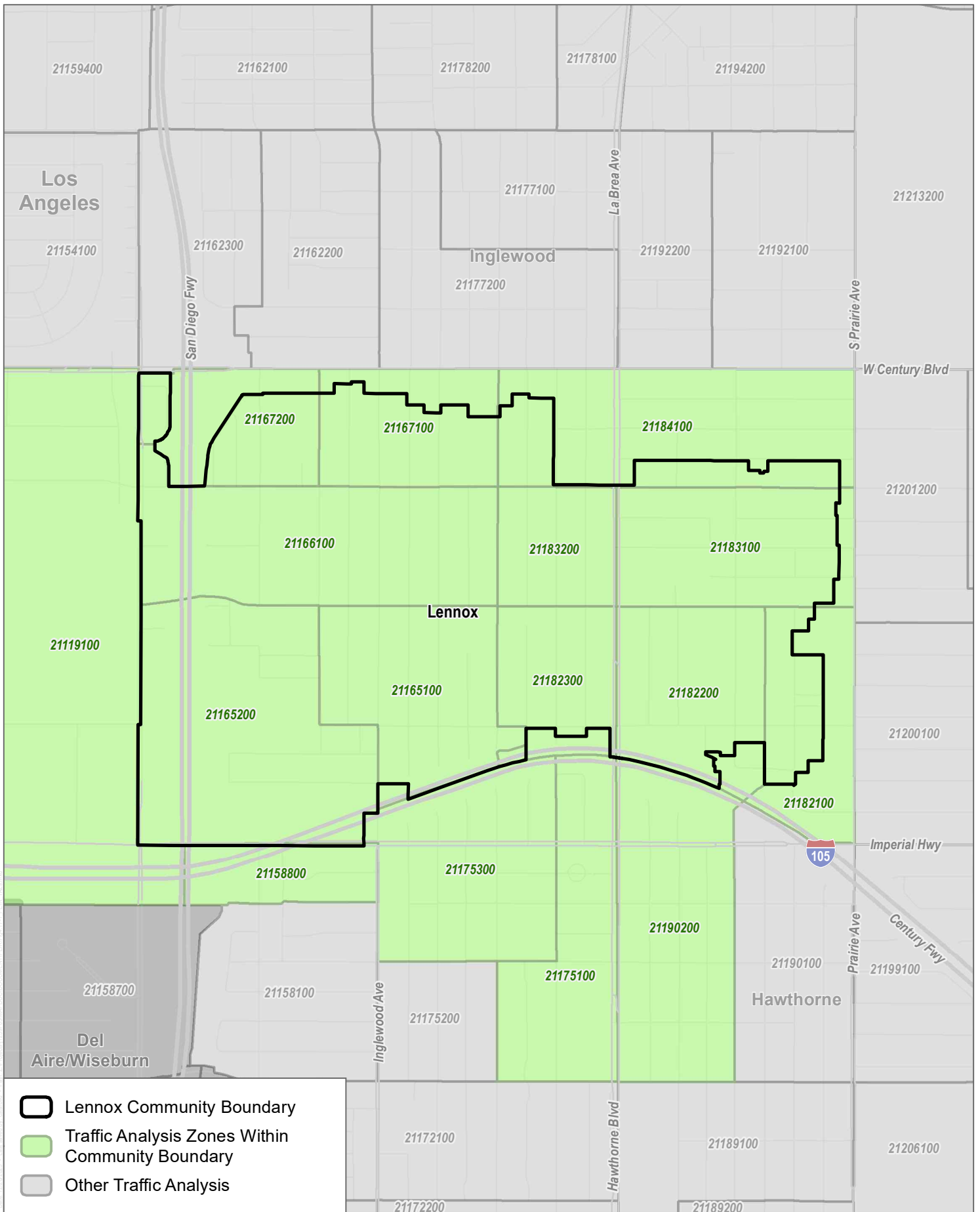
SOURCE: FEMA; Open Street Map 2019; LA County 2021

FIGURE 4.17-1D

Traffic Analysis Zones in the Project Area: La Rambla

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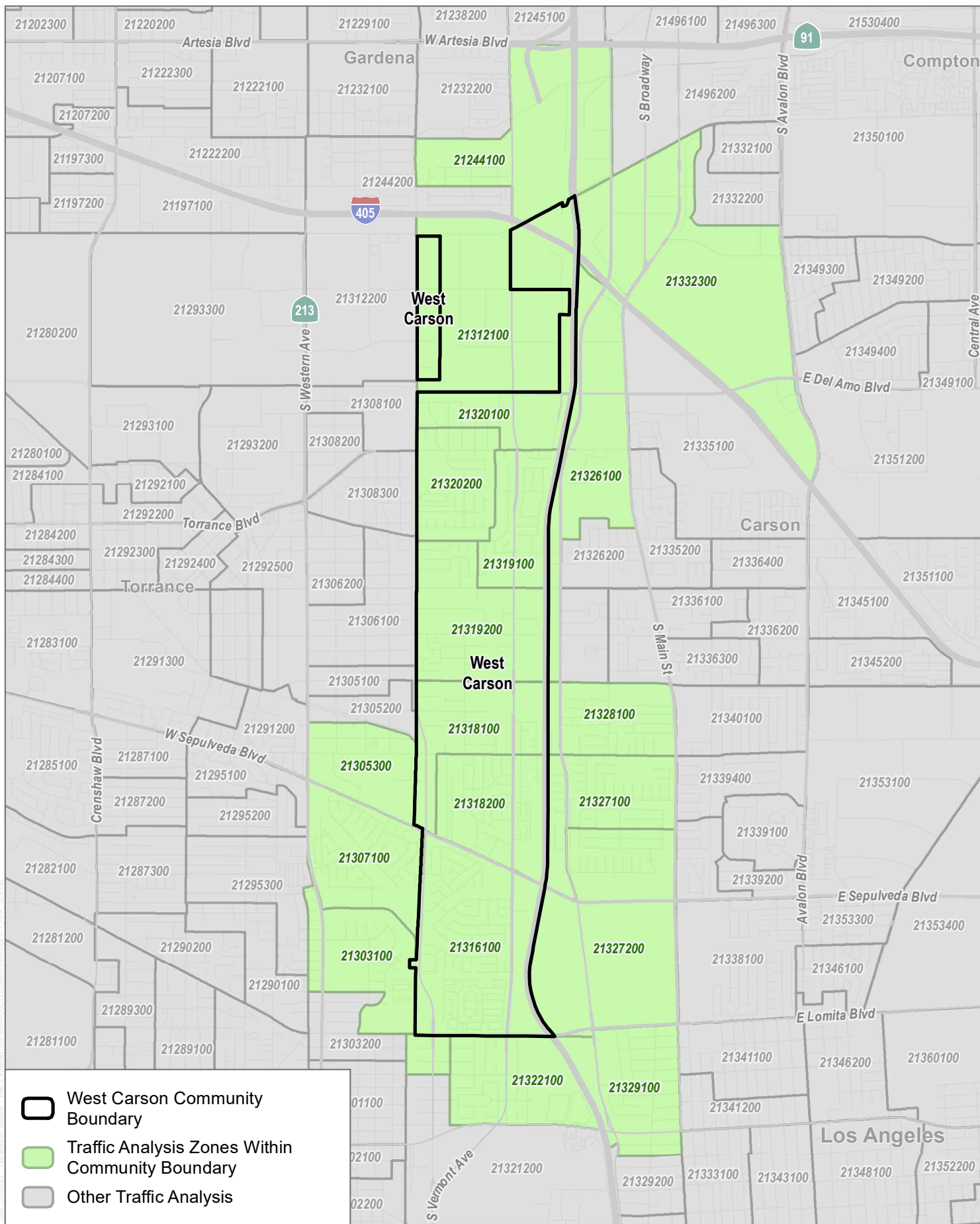
SOURCE: FEMA; Open Street Map 2019; LA County 2021

FIGURE 4.17-1E

Traffic Analysis Zones in the Project Area: Lennox

South Bay Area Plan PEIR

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SOURCE: FEMA; Open Street Map 2019; LA County 2021

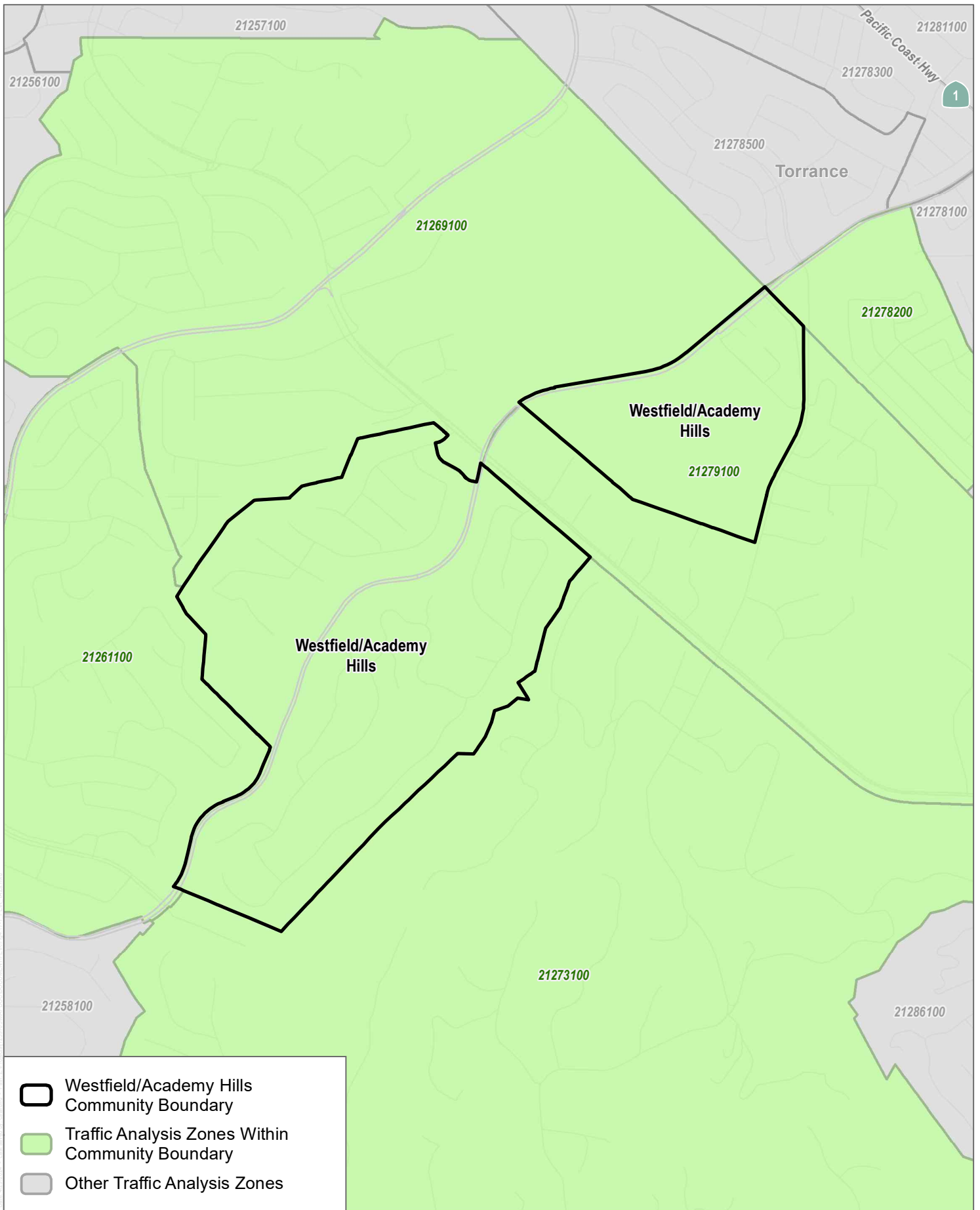
FIGURE 4.17-1F

Traffic Analysis Zones in the Project Area: West Carson

South Bay Area Plan PEIR



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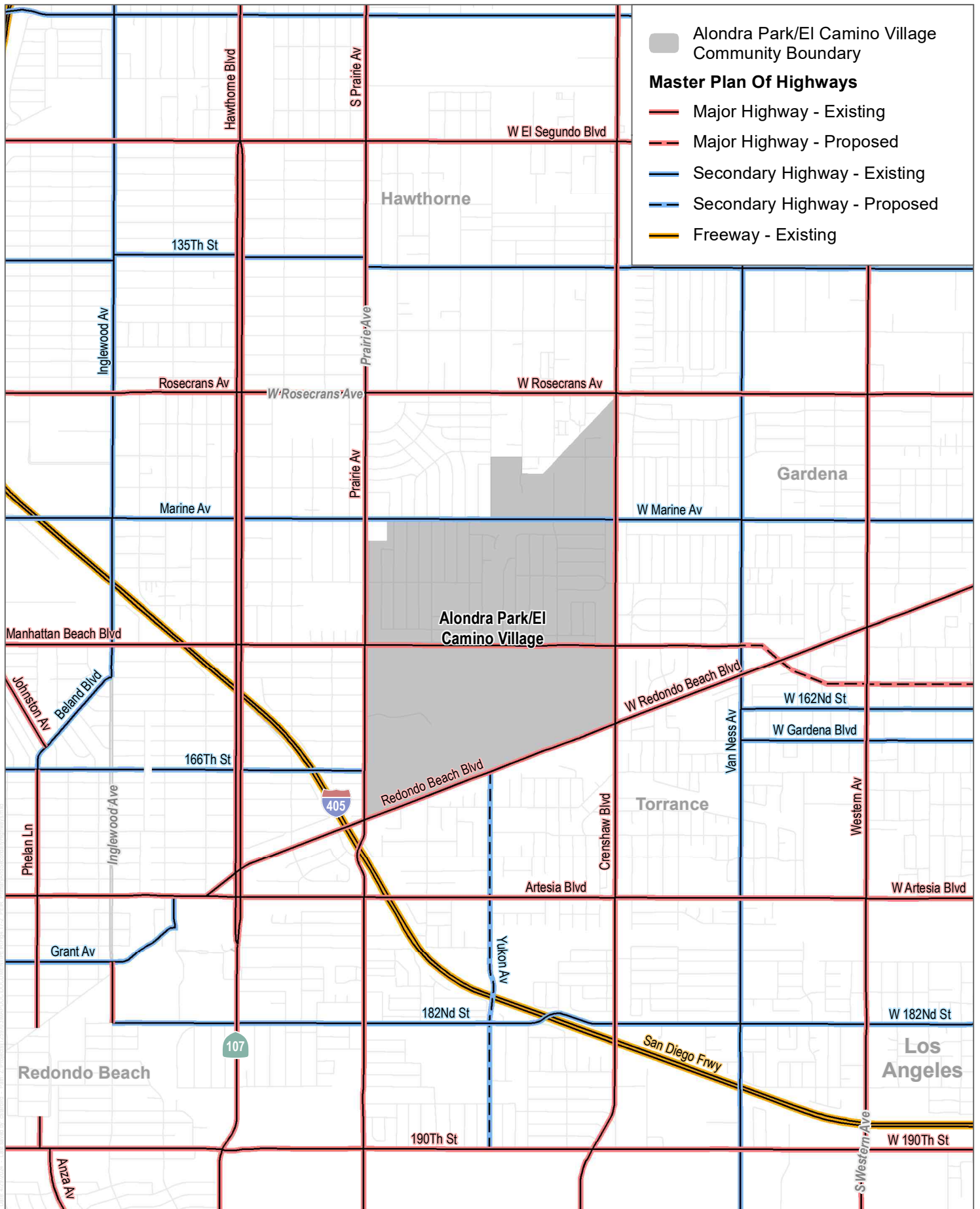
SOURCE: FEMA; Open Street Map 2019; LA County 2021

FIGURE 4.17-1G

Traffic Analysis Zones in the Project Area: Westfield/Academy Hills

South Bay Area Plan PEIR

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SOURCE: FEMA; Open Street Map 2019; Los Angeles County

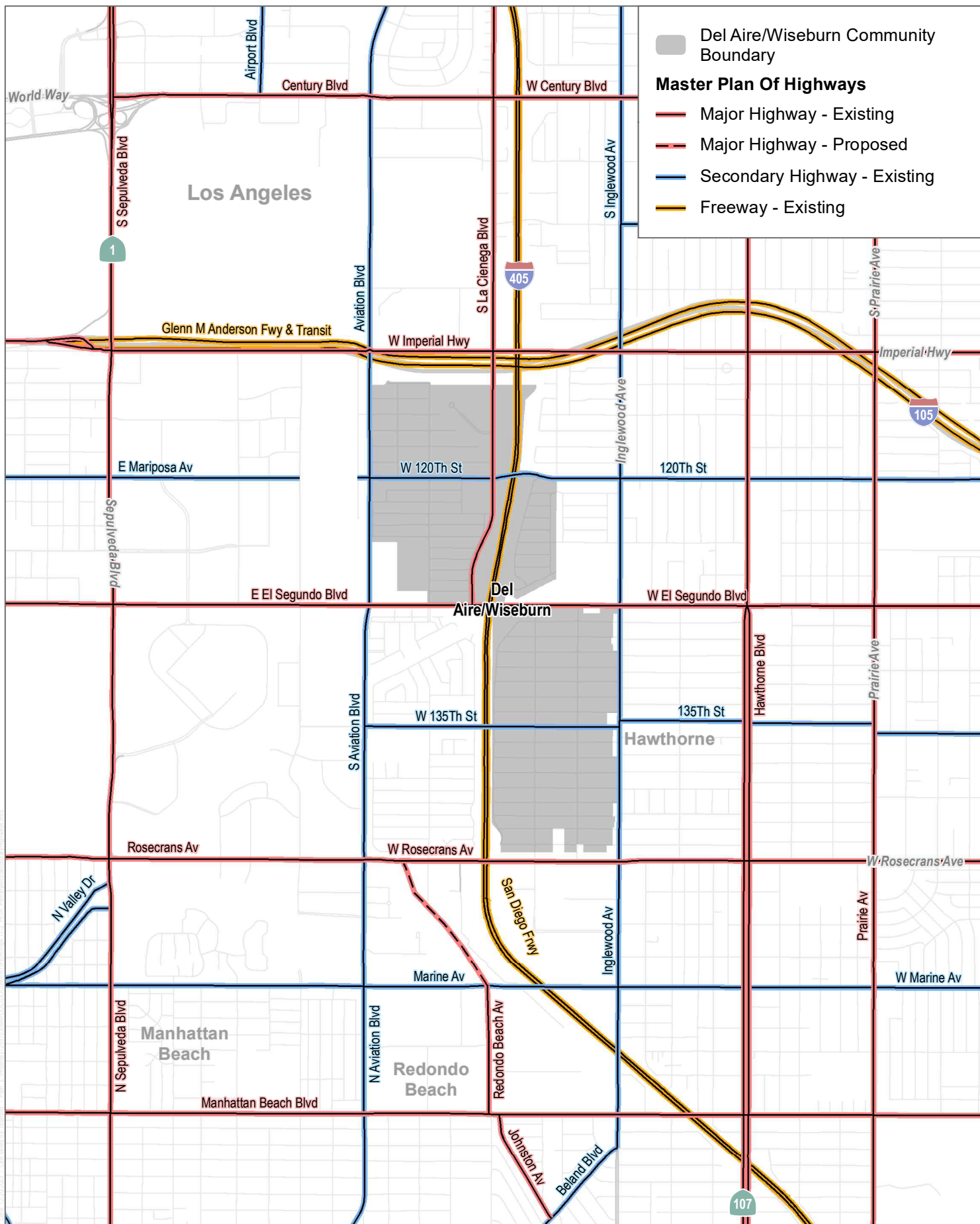
FIGURE 4.17-2A

Primary and Secondary Highways in the Project Area: Alondra Park/El Camino Village



South Bay Area Plan PEIR

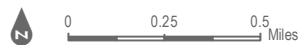
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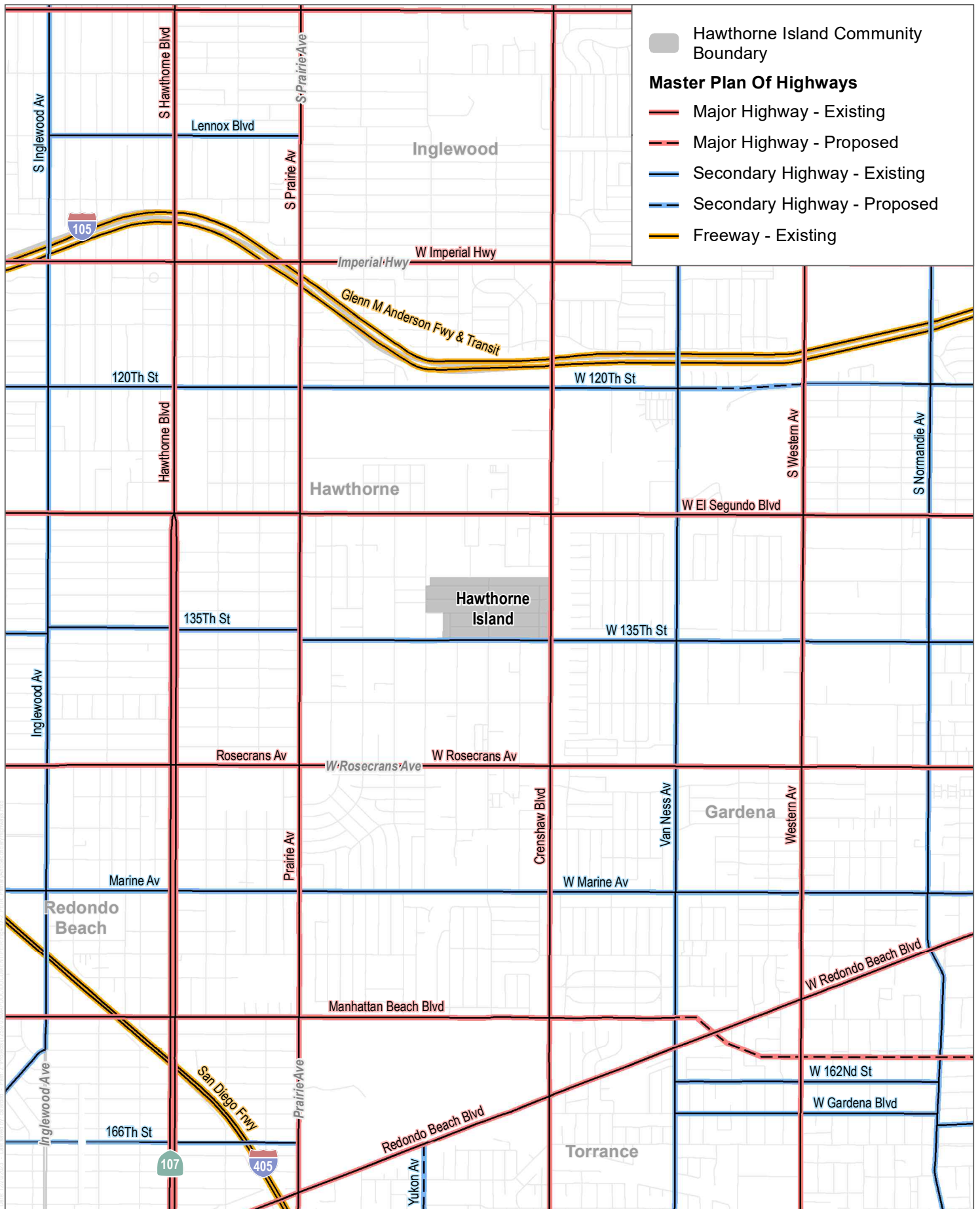
SOURCE: FEMA; Open Street Map 2019; Los Angeles County

FIGURE 4.17-2B

Primary and Secondary Highways in the Project Area: Del Aire/Wiseburn



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SOURCE: FEMA; Open Street Map 2019; Los Angeles County

FIGURE 4.17-2C

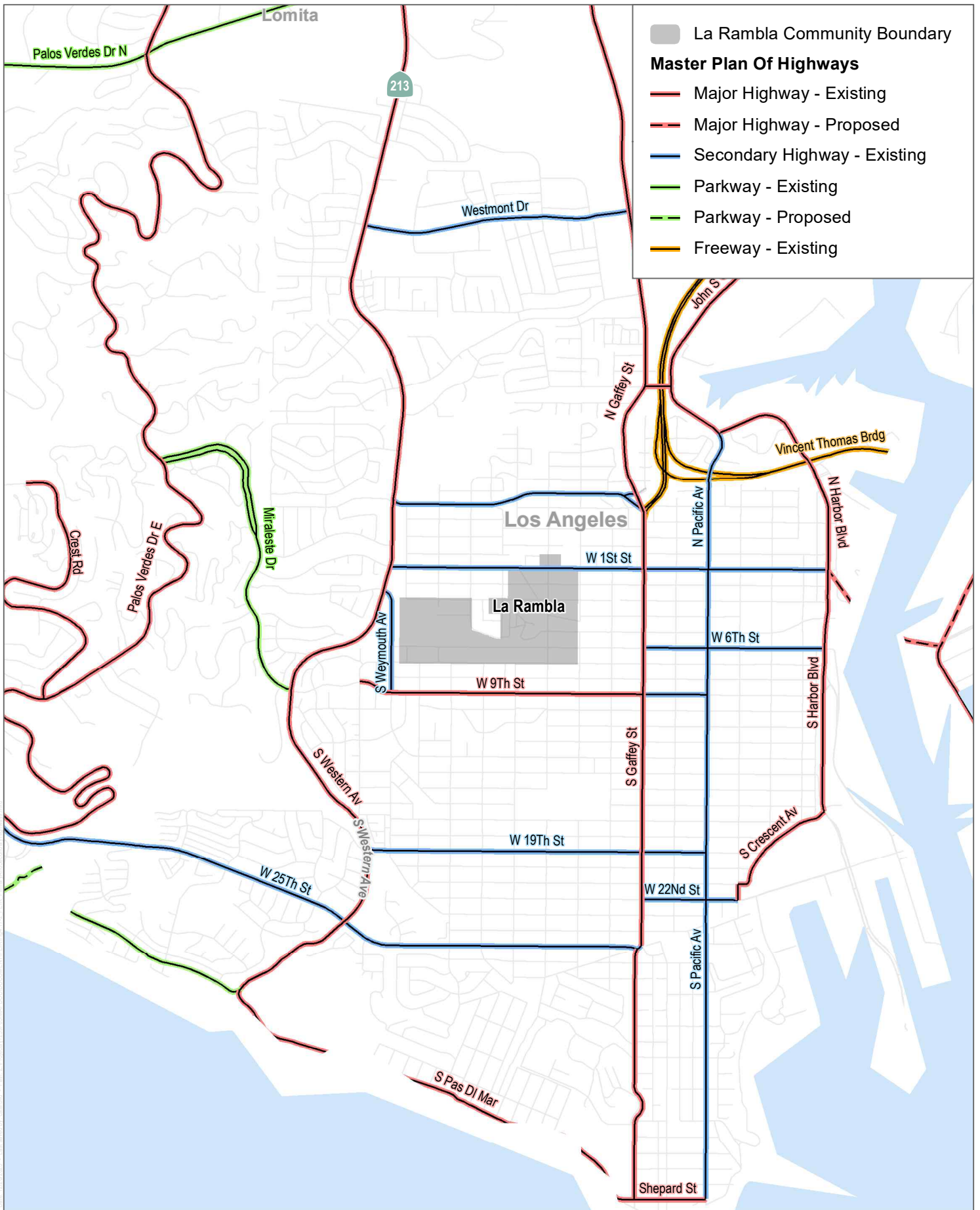
Primary and Secondary Highways in the Project Area: Hawthorne Island



0 0.25 0.5 Miles

South Bay Area Plan PEIR

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SOURCE: FEMA; Open Street Map 2019; Los Angeles County

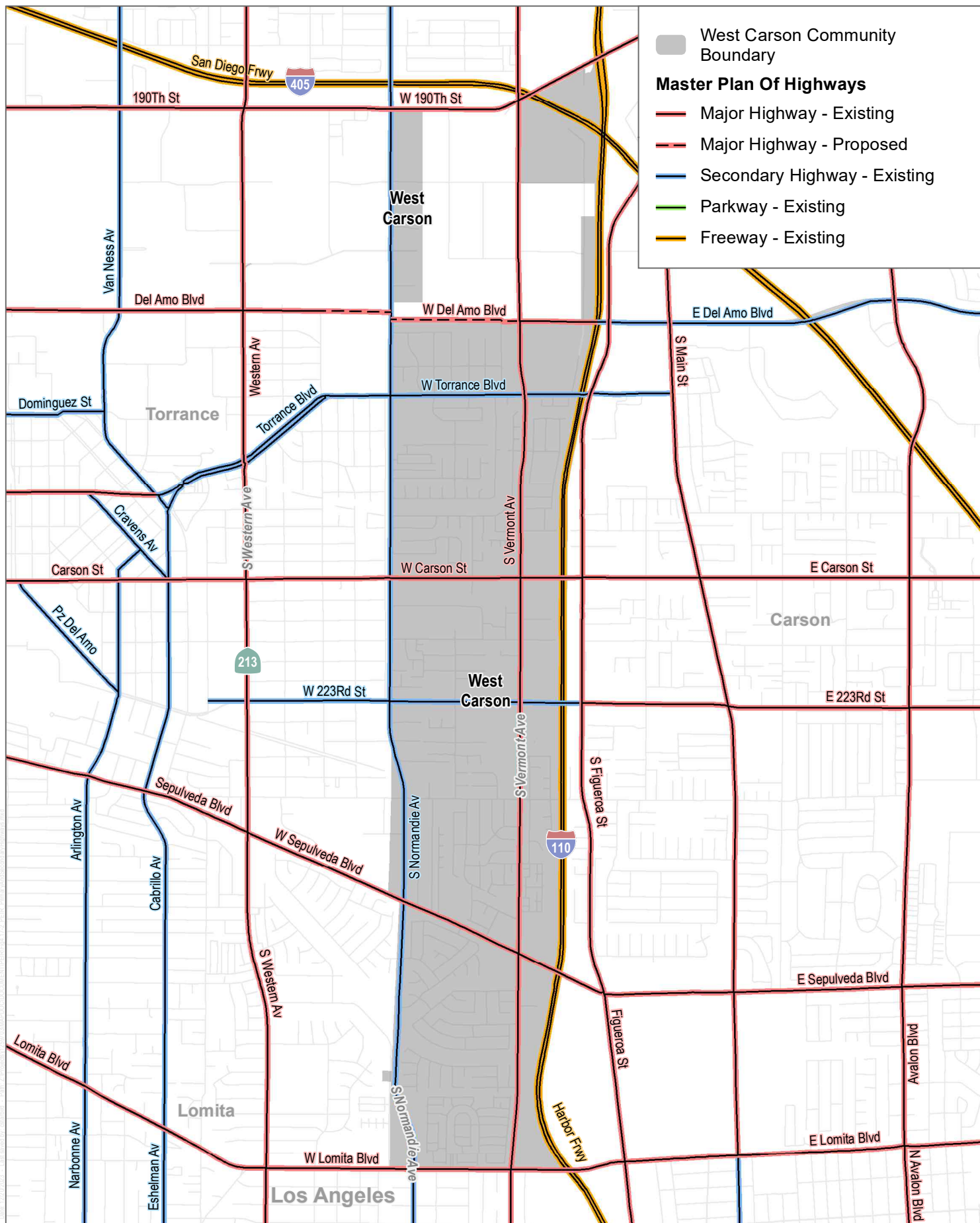
FIGURE 4.17-2D

Primary and Secondary Highways in the Project Area: La Rambla

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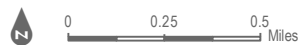


SOURCE: FEMA; Open Street Map 2019; Los Angeles County

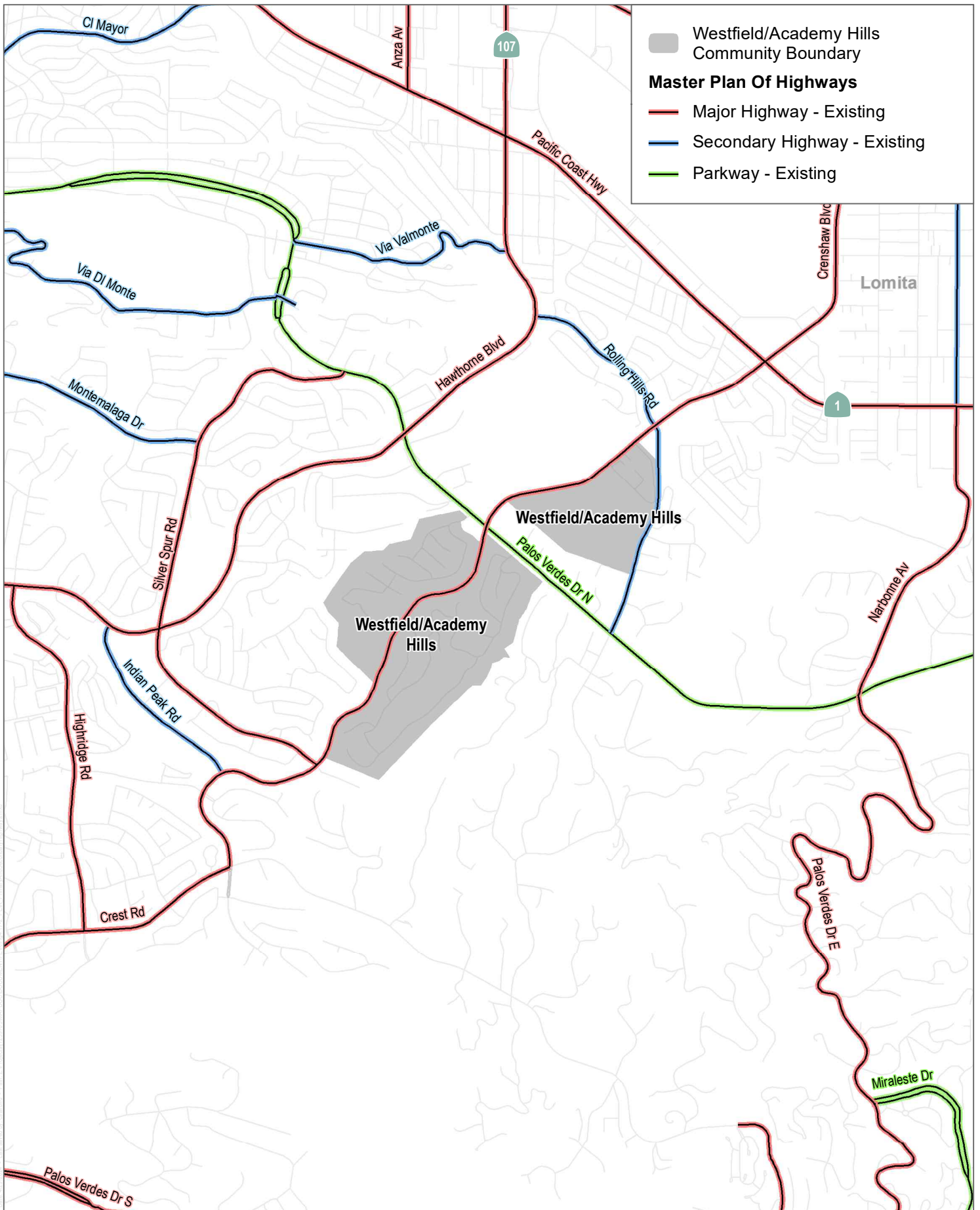
FIGURE 4.17-2F

Primary and Secondary Highways in the Project Area: West Carson

South Bay Area Plan PEIR



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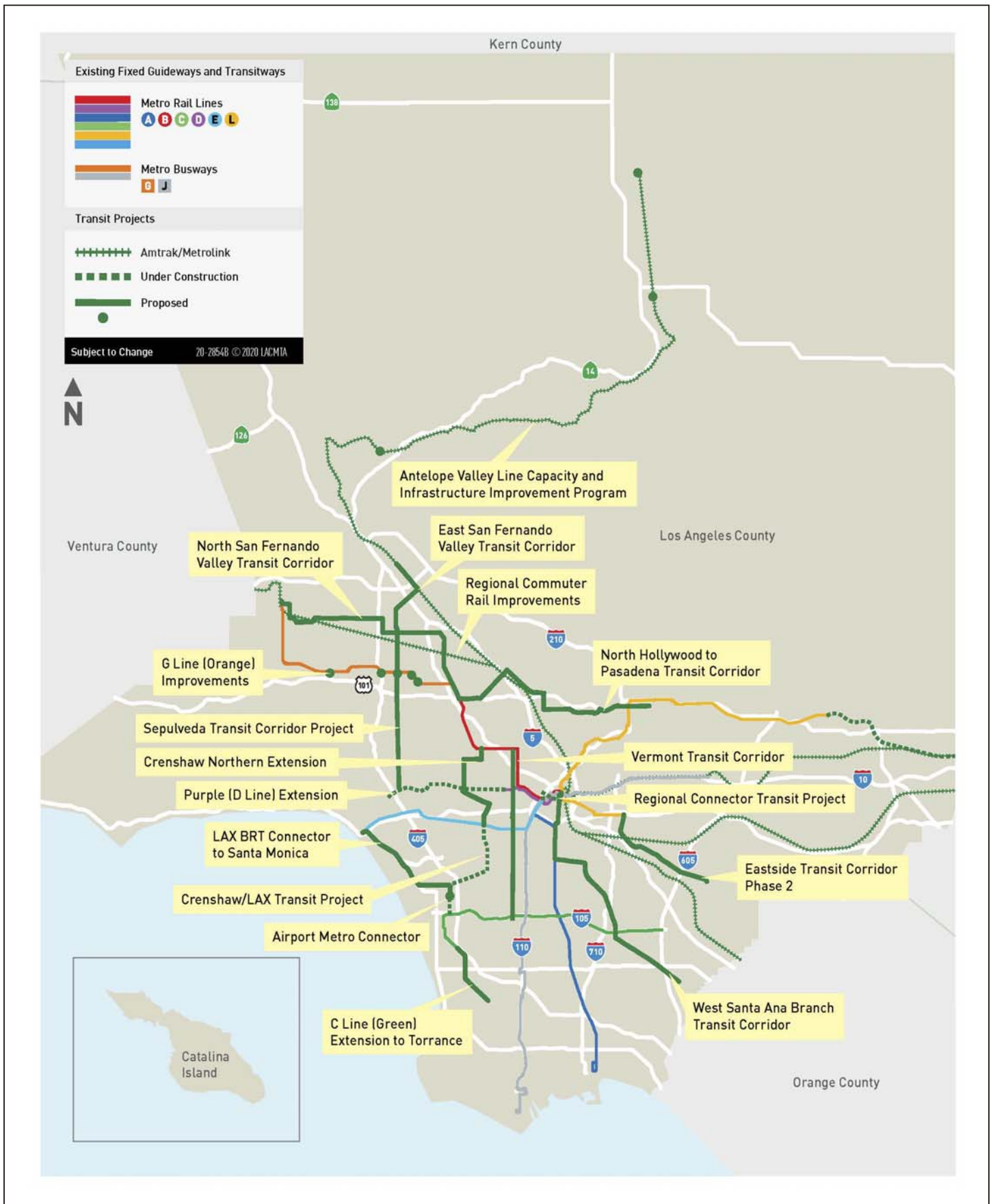
SOURCE: FEMA; Open Street Map 2019; Los Angeles County

FIGURE 4.17-2G

Primary and Secondary Highways in the Project Area: Westfield/Academy Hills



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SOURCE: Los Angeles County 2020

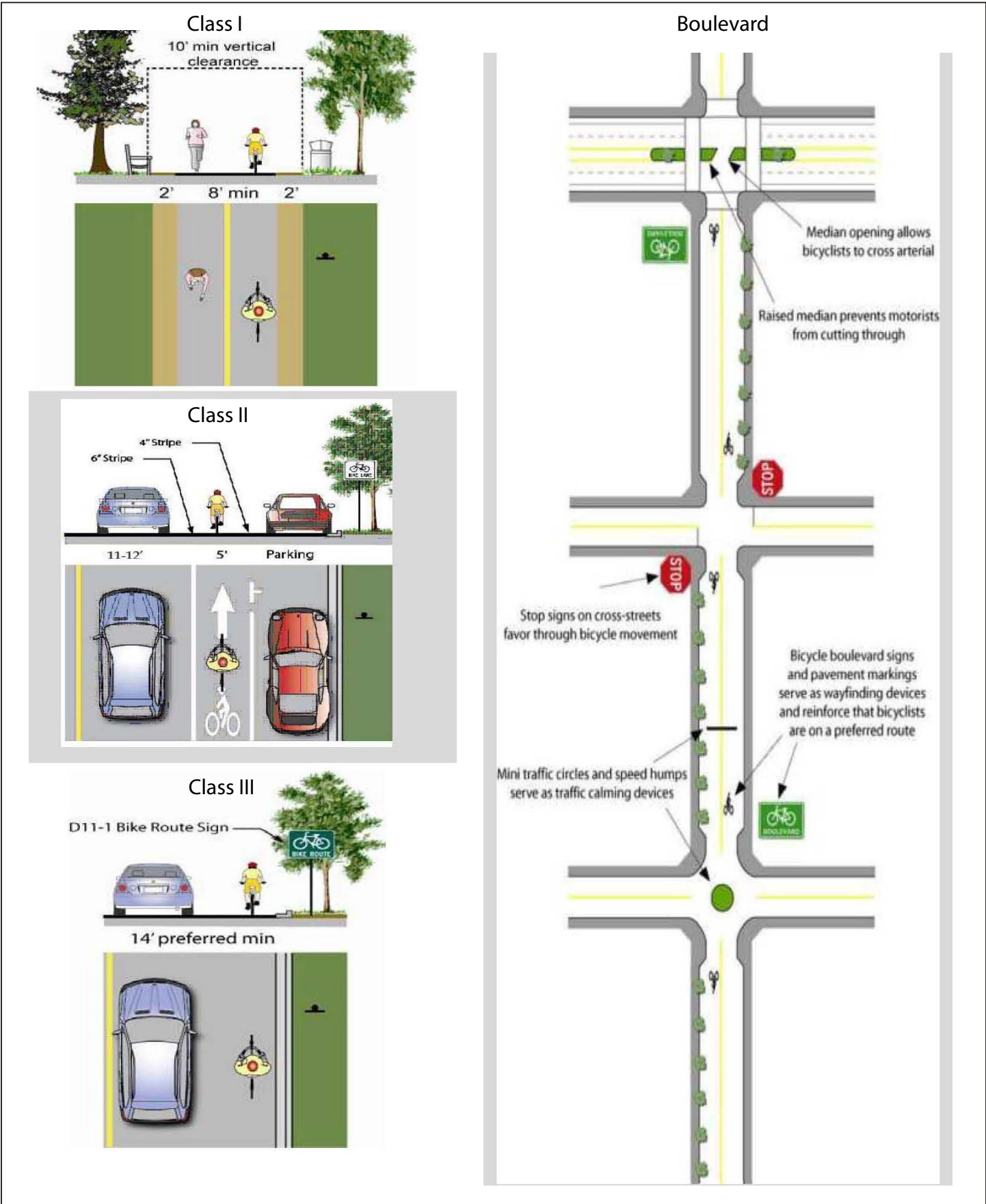
FIGURE 4.17-3A

Existing and Planned Major Transit Projects

South Bay Area Plan PEIR

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SOURCE: Los Angeles County 2020

FIGURE 4.17-4

Types of Bikeway Facilities

South Bay Area Plan PEIR

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4.18 Tribal Cultural Resources

This section of the Draft PEIR analyzes the potential for implementation of the South Bay Area Plan (Project) to impact tribal cultural resources (TCR). A discussion of the cultural resources in the communities of the South Bay Planning Area (Project area) and the surrounding areas is included in this section to present the environmental baseline conditions. As defined in Public Resources Code (PRC) Section 21074, TCR can include 1) sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a Tribe that are listed, or determined to be eligible for listing, in the national or state register of historical resources, or listed in a local register of historic resources; or (2) resources that the lead agency determines, in its discretion, are tribal cultural resources. The analysis in this section is based, in part, upon California Historic Resource Information System (CHRIS) and Native American Heritage Commission (NAHC) Sacred Land File (SLF) records search results, background research, desktop review of literature, maps and archival documents and communication with California Native American Tribal representatives. More detailed information is provided in the following documents:

Appendix I-1 NAHC Sacred Land Files Results and AB 52 and SB 18 Notification Letters

Appendix I-2 *Confidential* Tribal Communications Records (on file with the County and available for review by eligible individuals)

Non-confidential documents related to these efforts such as the NAHC Sacred Land Files search results and the County's original Project notification letters are provided in Appendix I-1; all confidential documents protected pursuant to PRC Section 21082.3(c)(1), such as communication records and documents provided by the Tribes, are on file with the County.

Other sources consulted are listed in Section 4.18.3, References.

Comments received in response to the Notice of Preparation (NOP) are summarized in Table 1-1, Notice of Preparation and Comment Letters Summary, included in Chapter 1, Introduction, of this Draft PEIR. A copy of the NOP is included in Appendix A-1 and the comment letters received in response to the NOP are included in Appendix A-2 of this Draft PEIR.

4.18.1 Environmental Setting

4.18.1.1 Regulatory Setting

Federal

No federal regulations are known to pertain to this Project.

State

California State Assembly Bill 52

Assembly Bill (AB) 52 of 2014 amended PRC Section 5097.94 and added PRC Sections 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3. AB 52 established that TCRs must be considered under the California Environmental Quality Act (CEQA) and also provided for additional Native American consultation

requirements for the lead agency. PRC Section 21074 describes a TCR as a site, feature, place, cultural landscape, sacred place, or object that is considered of cultural value to a California Native American Tribe and that is either:

- On or determined to be eligible for the California Register of Historical Resources or a local historic register; 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 PRC Section 5024.1.

AB 52 formalizes the lead agency-tribal consultation process. Specifically, it requires the lead agency to notify a California Native American Tribe of proposed projects in the geographic area that is traditionally and culturally affiliated with the Tribe if that Tribe has requested such notification, in writing, to the lead agency (PRC Section 21080.3.1[b]). Additionally, prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report, the lead agency is required to begin consultation with a California Native American Tribe that requested consultation within 30 days of receipt of project notification (PRC Section 21080.3.1[e]).

PRC Section 21084.2 establishes that “A project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment.” Effects on TCRs should be considered under CEQA. PRC Section 21080.3.2 states that parties may propose mitigation measures “capable of avoiding or substantially lessening potential significant impacts to a tribal cultural resource or alternatives that would avoid significant impacts to a tribal cultural resource.” Further, if a California Native American Tribe requests consultation regarding project alternatives, mitigation measures, or significant effects to tribal cultural resources, the consultation shall include those topics (PRC Section 21080.3.2[a]). The environmental document and the mitigation monitoring and reporting program (where applicable) shall include any mitigation measures that are adopted (PRC Section 21082.3[a]).

Senate Bill 18

The Local and Tribal Intergovernmental Consultation process, commonly known as Senate Bill (SB) 18 was signed into law September of 2004 and took effect March 1, 2005. SB 18 refers to PRC Section 5097.9 and 5097.995, which defines cultural places as:

- Native American sanctified cemetery place of worship, religious or ceremonial site, or sacred shrine (PRC Section 5097.9).
- Native American historic, cultural, or sacred site that is listed or may be eligible for listing in the California Register of Historic Resources pursuant to Section 5024.1, including any historic or prehistoric ruins, any burial ground, any archaeological or historic site (PRC Section 5097.993).

SB 18 established responsibilities for local governments to contact, provide notice to, refer plans to, and consult with California Native American tribes that have been identified by the NAHC and if that tribe requests consultation after local government outreach as stipulated in Government Code Section 65352.3. The purpose of this consultation process is to protect the identity of the cultural place and to develop appropriate and dignified treatment of the cultural place in any subsequent project. The consultation is required whenever a general plan, specific plan, or open space designation is proposed for adoption or to be amended. Once local governments have sent notification, tribes are responsible for requesting consultation. Pursuant to Government Code Section 65352.3(a)(2), each tribe has 90 days from the date on which they receive notification to respond and request consultation.

In addition to the requirements stipulated previously, SB 18 amended Government Code Section 65560 to “allow the protection of cultural places in open space element of the general plan” and amended Civil Code Section 815.3 to add “California Native American tribes to the list of entities that can acquire and hold conservation easements for the purpose of protecting their cultural places.”

California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98

California law protects Native American burials, skeletal remains, and associated grave goods, regardless of their antiquity, and provides for the sensitive treatment and disposition of those remains. California Health and Safety Code Section 7050.5 requires that if human remains are discovered in any place other than a dedicated cemetery, no further disturbance or excavation of the site or nearby area reasonably suspected to contain human remains shall occur until the county coroner has examined the remains (Section 7050.5(b)). PRC Section 5097.98 also outlines the process to be followed in the event that remains are discovered. If the coroner determines or has reason to believe the remains are those of a Native American, the coroner must contact NAHC within 24 hours (Section 7050.5(c)). NAHC will notify the “most likely descendant.” With the permission of the landowner, the most likely descendant may inspect the site of discovery. The inspection must be completed within 48 hours of notification of the most likely descendant by NAHC. The most likely descendant may recommend means of treating or disposing of, with appropriate dignity, the human remains, and items associated with Native Americans.

Local

Los Angeles County 2035 General Plan

Chapter 9, the Conservation and Natural Resources Element of the Los Angeles County 2035 General Plan, Section VIII. Historic, Cultural, and Paleontological Resources provides the following goals and policies potentially relevant to the Project. The South Bay Area Plan would support and/or would not conflict with the implementation of the following goals and policies (County of Los Angeles 2015):

Goal C/NR 14	Protected historic, cultural, and paleontological resources.
Policy C/NR 14.1	Mitigate all impacts from new development on or adjacent to historic, cultural, and paleontological resources to the greatest extent feasible.
Policy C/NR 14.2	Support an inter-jurisdictional collaborative system that protects and enhances historic, cultural, and paleontological resources.
Policy C/NR 14.4	Ensure proper notification procedures to Native American tribes in accordance with Senate Bill 18 (2004).
Policy C/NR 14.5	Promote public awareness of historic, cultural, and paleontological resources.
Policy C/NR 14.6	Ensure proper notification and recovery processes are carried out for development on or near historic, cultural, and paleontological resources.

Existing Community-Based and Specific Plans

The West Carson Transit Oriented District Specific Plan and the Vision Lennox Plan are the only existing community-based or specific plans applicable to the Project area. However, there are no applicable West Carson Transit

Oriented District Specific Plan or Vision Lennox goals or policies pertaining to tribal cultural resources in the Project area.

4.18.1.2 Cultural Setting

This cultural setting is written to provide a contextual understanding of how humans have inhabited and utilized the Project site throughout time. Because the physical vestiges of human behavior are often times buried and not all occurrence of activities have been documented or knowledge of them has been lost, understanding the manner in which humans lived within and surrounding the Project site is important to revealing areas where deposits of cultural materials may still exist. This setting is written with the understanding that Indigenous Peoples have lived for millennia and currently live within what is, for purposes of this document, considered the County of Los Angeles. The information presented in this section has been collected from documents provided by contemporary tribal representatives, various scholarly sources as well as biological and geographical datasets. The analysis for this section was conducted by employing both documented evidence and an understanding of how Indigenous Peoples lived within the natural landscape. Finally, it is important to acknowledge that tribal cultural resources are not limited to artifacts and include cultural landscapes which have been, and often continue to be, of economic and/or religious significance to Indigenous Peoples today.

Prehistoric Setting

Evidence for continuous human occupation in Southern California spans the last 10,000 years. Various attempts to parse out variability in archaeological assemblages over this broad period have led to the development of several cultural chronologies; some of these are based on geologic time, most are based on temporal trends in archaeological assemblages, and others are interpretive reconstructions. To be more inclusive, this research employs a common set of generalized terms used to describe chronological trends in assemblage composition: Paleoindian (pre-5500 BC), Archaic (8000 BC–AD 500), Late Prehistoric (AD 500–1769), and Ethnohistoric (post-AD 1769).

Ethnographic Setting

The history of the Native American communities prior to the mid-1700s largely relies on later mission-period and early ethnographic accounts. The first records of the Native American inhabitants of the region come predominantly from European merchants, missionaries, military personnel, and explorers. These brief, and generally peripheral, accounts were prepared with the intent of furthering respective colonial and economic aims, often combined with observations of the landscape. They were not intended to be unbiased accounts regarding the cultural structures and community practices of the newly encountered cultural groups. The establishment of the missions in the region brought more extensive documentation of Native American communities, though these groups did not become the focus of formal and in-depth ethnographic study until the early twentieth century (Bean and Shipek 1978; Boscana 1846; Geiger and Meighan 1976; Harrington 1934; Laylander 2000; Sparkman 1908; White 1963). The principal intent of these researchers was to record the precontact, culturally specific practices, ideologies, and languages that had survived the destabilizing effects of missionization and colonialism. This research, often understood as “salvage ethnography,” was driven by the understanding that traditional knowledge was being lost due to the impacts of modernization and cultural assimilation. Alfred Kroeber applied his “memory culture” approach (Lightfoot 2005, p. 32) by recording languages and oral histories within the region. Ethnographic research by Dubois, Kroeber, Harrington, Spier, and others during the early twentieth century seemed to indicate that traditional cultural practices and beliefs survived among local Native American communities.

It is important to note that even though there were many informants for these early ethnographies who were able to provide information from personal experiences about Native life before the Europeans, a significant proportion of these informants were born after 1850 (Heizer and Nissen 1973); therefore, the documentation of pre-contact, aboriginal culture was increasingly supplied by individuals born in California after considerable contact with Europeans. As Robert F. Heizer (1978) stated, this is an important issue to note when examining these ethnographies, since considerable culture change had undoubtedly occurred by 1850 among the Native American survivors in California. This is also a particularly important consideration for studies focused on TCRs, where concepts of “cultural resource” and the importance of traditional cultural places are intended to be interpreted based on the values expressed by present-day Native American representatives and may vary from archaeological values (Giacinto 2012).

Based on ethnographic information, it is believed that at least 88 different languages were spoken from Baja California Sur to the southern Oregon state border at the time of Spanish contact (Johnson and Lorenz 2006, p. 34). The distribution of recorded Native American languages has been dispersed as a geographic mosaic across California through six primary language families (Golla 2007).

Victor Golla has contended that one can interpret the amount of variability within specific language groups as being associated with the relative “time depth” of the speaking populations (Golla 2007, p. 80) A large amount of variation within the language of a group represents a greater time depth than a group’s language with less internal diversity. One method that he has employed is by drawing comparisons with historically documented changes in Germanic and Romantic language groups. Golla has observed that the “absolute chronology of the internal diversification within a language family” can be correlated with archaeological dates (2007, p. 71). This type of interpretation is modeled on concepts of genetic drift and gene flows that are associated with migration and population isolation in the biological sciences.

People in the Project area and vicinity have traditionally spoken Takic languages that may be assigned to the larger Uto–Aztecan family (Golla 2007, p. 74). Languages of the broader region now called Los Angeles County include Tongva, Tataviam, Kizh, Serrano, and Cahuilla (all Takic languages) but also include speakers of, Chumash (which is completely unrelated). Today, traditional speakers of these languages are members of multiple Tribes with ancestral territories that intersect the modern boundaries of Los Angeles County: Fenandeño Tataviam Band of Mission Indians, Gabrielino Tongva Indians of California Tribal Council, Gabrieleno/Tongva San Gabriel Band of Mission Indians, Gabrieleño Band of Mission Indians – Kizh Nation, San Fernando Band of Mission Indians, and Yuhaaviatam of San Manuel Nation.

Gabrielino

The archaeological record indicates that the proposed South Bay Area Plan project and vicinity was occupied by the Tongva and Kizh. Surrounding cultural groups included the Chumash and Tataviam to the northwest, the Serrano and Cahuilla to the northeast, and the Juaneño and Luiseño to the southeast.

The name “Gabrielino” (also spelled “Gabrieliño” and “Gabrieleño”) denotes those people who were administered by the Spanish from the San Gabriel Mission, which included people from the Gabrielino area proper as well as other social groups (Bean and Smith 1978; Kroeber 1925). Therefore, in the post-Contact period, the name does not necessarily identify a specific ethnic or tribal group. The names by which Native Americans in southern California identified themselves have, in some cases, been lost. Many modern California Native Americans identify themselves as the Tongva (King 1994), within which there are a number of regional bands. Though the names “Tongva” or “Gabrielino” are the most common names used by modern Native American groups in Los Angeles County and are

recognized by the California Native American Heritage Commission, there are groups within the region that self-identify differently, such as the Gabrielino Band of Mission Indians - Kizh Nation. In order to be inclusive of the majority of tribal entities within the region, the name “Tongva” or “Kizh” are used within this report.

Tongva lands encompassed the greater Los Angeles Basin and three Channel Islands, San Clemente, San Nicolas, and Santa Catalina. The Tongva established large, permanent villages in the fertile lowlands along rivers and streams, and in sheltered areas along the coast, stretching from the foothills of the San Gabriel Mountains to the Pacific Ocean. A total tribal population has been estimated of at least 5,000 (Bean and Smith 1978), but recent ethnohistoric work suggests a number approaching 10,000 (O’Neil 2002). Houses constructed by the Tongva were large, circular, domed structures made of willow poles thatched with tule that could hold up to 50 people (Bean and Smith 1978). Other structures served as sweathouses, menstrual huts, ceremonial enclosures, and probably communal granaries. Cleared fields for races and games were created adjacent to Tongva villages (McCawley 1996). Archaeological sites composed of villages with various sized structures have been identified.

The largest, and best documented, ethnographic Tongva village in the vicinity was that of Yanga (also known as Yaangna, Janga, and Yabit), which was in the vicinity of downtown Los Angeles (McCawley 1996:56-57; NEA and King 2004). This village was reportedly first encountered by the Portola expedition in 1769. In 1771, Mission San Gabriel was established. Yanga provided a large number of the recruitments to this mission; however, following the founding of the Pueblo of Los Angeles in 1781, opportunities for local paid work became increasingly common, which had the result of reducing the number of Native American neophytes from the immediately surrounding area (NEA and King 2004). Mission records indicate that 179 Native inhabitants of Yanga were recruited to San Gabriel Mission (King 2000; NEA and King 2004: 104). Based on this information, Yanga may have been the most populated village in the Western Gabrielino territory. Second in size, and less thoroughly documented, the village of Cahuenga was located slightly closer, just north of the Cahuenga Pass.

Father Juan Crespí passed through the area near Yanga on August 2-3, 1769. The pertinent sections from his translated diary are provided here:

Sage for refreshment is very plentiful at all three rivers and very good here at the Porciúncula [the Los Angeles River]. At once on our reaching here, eight heathens came over from a good sized village encamped at this pleasing spot among some trees. They came bringing two or three large bowls or baskets half-full of very good sage with other sorts of grass seeds that they consume; all brought their bows and arrows but with the strings removed from the bows. In his hands the chief bore strings of shell beads of the sort that they use, and on reaching the camp they threw the handfuls of these beads at each of us. Some of the heathens came up smoking on pipes made of baked clay, and they blew three mouthfuls of smoke into the air toward each one of us. The Captain and myself gave them tobacco, and he gave them our own kind of beads, and accepted the sage from them and gave us a share of it for refreshment; and very delicious sage it is for that purpose.

We set out at a half past six in the morning from this pleasing, lush river and valley of Our Lady of Angeles of La Porciúncula. We crossed the river here where it is carrying a good deal of water almost at ground level, and on crossing it, came into a great vineyard of grapevines and countless rose bushes having a great many open blossoms, all of it very dark friable soil. Keeping upon a westerly course over very grass-grown, entirely level soils with grand grasses, on going about half a league we came upon the village belonging to this place, where they came out to meet and see us, and men, women, and children in good numbers, on approaching they commenced howling at us though they had been wolves, just as before back at the spot called San Francisco Solano. We

greeted them and they wished to give us seeds. As we had nothing at hand to carry them in, we refused [Brown 2002:339-341, 343].

The Portola party passed westward through the La Brea Tar Pits area (CA-LAN-159) the following day. This was a known area of Native American use for hunting and the gathering of tar and other area-specific resources (Westec 1983). A pertinent excerpt from Father Juan Crespí's August 3, 1769 diary entry is provided here:

The Captain told me that when they scouted here, in a ravine about half a league to the westward they came upon about forty springs of pitch, or tar, boiling in great surges up out of the ground, and saw very large swamps of this tar, enough to have caulked many ships. [Brown 2002:341]

Upon leaving the La Brea Tar Pits, the Portola expedition continued westward, camping on August 4, 1769 near what is now the route Interstate 405 before heading northward into the mountains. Details of the day's travels are provided below:

At a quarter past six in the morning we set out from this copious spring at the San Esteban Sycamores We pursued our way northwestward and on going about a quarter-league [0.85 mile], we came into a little flat hollow between small knolls, and then onward across level tablelands of dark friable soil....we turned west-northwestward and on going two hours, all over level soil, came to the watering place: two springs rising at the foot of a high tableland, their origin being higher up on the large plain here....At this spot we came upon a village at the aforesaid tableland and as soon as we arrived and set up camp, six very friendly, compliant tractable heathens came over, who had their little houses roofed with grass, the first we have been seeing of this sort. They brought four or six bowls of the usual seeds and good sage which they presented to our Captain. On me they bestowed a good-sized string of the sort of beads they all have, made of white seashells and red ones, though not very bright-colored, that look to be coral. [Brown 2002:345-349]

The name of this village referenced to be near the August 4, 1769 Portola camp is unknown, and would have been located approximately 3 miles from the named village near Santa Monica (Kuruvungna) and 5 miles from Sa'anga near the mouth of Ballona Creek. Sa'anga, likely within a mile of the present project area, has also been commonly referred to as Guaspet or Guashna, (NEA and King 2004), Saan (Kroeber 1925), or Saa'anga or Waachnga (McCawley 1996). Ethnohistoric research completed by John Johnson (1988) pertaining to the inhabitants of San Clemente Island and Santa Catalina Island has indicated that there were many marriage ties between these islands and this village in the vicinity of the Ballona wetlands. Mission records indicate that a total of 95 neophytes came from this village; 87 of these individuals at Mission San Gabriel and the remaining eight at Mission San Fernando (NEA and King 2004). These records further suggest that marriage was common with the surrounding outside villages, but perhaps most often occurring with members of the large village of Yanga.

The Tongva subsistence economy was centered on gathering and hunting. The surrounding environment was rich and varied, and the Tribe exploited mountains, foothills, valleys, deserts, riparian, estuarine, and open and rocky coastal eco-niches. Like that of most Native Californians, acorns were the staple food (an established industry by the time of the early Intermediate Period). Acorns were supplemented by the roots, leaves, seeds, and fruits of a wide variety of flora (e.g., islay, cactus, yucca, sages, and agave). Fresh water and saltwater fish, shellfish, birds, reptiles, and insects, as well as large and small mammals, were also consumed (Bean and Smith 1978: 546; Kroeber 1925; McCawley 1996).

A wide variety of tools and implements were used by the Tongva to gather and collect food resources. These included the bow and arrow, traps, nets, blinds, throwing sticks and slings, spears, harpoons, and hooks. Groups residing near the ocean used oceangoing plank canoes and tule balsa canoes for fishing, travel, and trade between the mainland and the Channel Islands (McCawley 1996).

Tongva people processed food with a variety of tools, including hammerstones and anvils, mortars and pestles, manos and metates, strainers, leaching baskets and bowls, knives, bone saws, and wooden drying racks. Food was consumed from a variety of vessels. Catalina Island steatite was used to make ollas and cooking vessels (Blackburn 1963; Kroeber 1925; McCawley 1996).

At the time of Spanish contact, the basis of Tongva religious life was the Chinigchinich cult, centered on the last of a series of heroic mythological figures. Chinigchinich gave instruction on laws and institutions, and also taught the people how to dance, the primary religious act for this society. He later withdrew into heaven, where he rewarded the faithful and punished those who disobeyed his laws (Kroeber 1925). The Chinigchinich religion seems to have been relatively new when the Spanish arrived. It was spreading south into the Southern Takic groups even as Christian missions were being built and may represent a mixture of Native and Christian belief and practices (McCawley 1996).

Deceased Tongva were either buried or cremated, with inhumation more common on the Channel Islands and the neighboring mainland coast and cremation predominating on the remainder of the coast and in the interior (Harrington 1942; McCawley 1996). Cremation ashes have been found in archaeological contexts buried within stone bowls and in shell dishes (Ashby and Winterbourne 1966), as well as scattered among broken ground stone implements (Cleland et al. 2007). Archaeological data such as these correspond with ethnographic descriptions of an elaborate mourning ceremony that included a wide variety of offerings, including seeds, stone grinding tools, otter skins, baskets, wood tools, shell beads, bone and shell ornaments, and projectile points and knives. Offerings varied with the gender and status of the deceased (Johnston 1962; McCawley 1996; Reid 1926). At the behest of the Spanish missionaries, cremation essentially ceased during the post-Contact period (McCawley 1996).

4.18.1.3 Existing Environmental Conditions

Records Search Results, 1938 Kirkman-Harriman Historical Map, Topographic Map and Aerial Photo Review

SCCIC CHRIS Database Records Search

On September 13 and 14, 2023, Dudek staff conducted a records search of the CHRIS database housed at the South Central Coast Information Center (SCCIC), located on the campus of California State University, Fullerton. The CHRIS record search results provided by the SCCIC included their collection of mapped built, prehistoric and historic archaeological resources; Department of Parks and Recreation site records; technical reports; archival resources; and ethnographic references. Dudek archaeologists reviewed the SCCIC records to determine whether the implementation of the proposed Project would have the potential to impact known and unknown archaeological resources.

Archival, Topographic Map and Aerial Photo Review

Historic topographic maps and aerial photographs were consulted through the Nationwide Environmental Title Research LLC to better understand any natural or human-made changes. A review of all available historic aerial

photographs was conducted and included the following years: 1927, 1928, 1933, 1934, 1937, 1938, 1941, 1947, 1952, 1953, 1954, 1963, 1972, 1980, 1985, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2002, 2003, 2004, 2005, 2009, 2010, 2012, 2014, 2016, 2018, and 2020 (NETR 2023a; UCSB 2023). Through careful comparative review of historic aerials, changes to the landscape of a study area may be revealed. Disturbance to the study area is specifically important as it helps determine if soils within the study area are capable of sustaining intact archaeological deposits. Additionally, historic aerials have the potential to reveal whether a study area was subjected to alluvial deposits by way of flooding, debris flows or mudslides, as well as placement of artificial or foreign fill soils that may have buried intact archaeological deposits. A review of available topographic maps was conducted and included the following years: 1852, 1863, 1872, 1880, 1885, 1891, 1892, 1896, 1899, 1905, 1907, 1910, 1914, 1916, 1922, 1923, 1924, 1925, 1926, 1927, 1928, 1930, 1931, 1932, 1934, 1939, 1941, 1942, 1944, 1948, 1952, 1953, 1957, 1959, 1965, 1966, 1975, 1982, 2012, 2015, 2018, and 2021 (NETR 2023b). Topographic maps depict not only elevation of the study area as well as the areas surrounding it, but they also illustrate the location of roads and some buildings. Although topographic maps are not comprehensive, they are another tool in determining whether a study area has been disturbed and sometimes to what approximate depth.

1938 Kirkman-Harriman Historical Map

Dudek archaeologists also reviewed pertinent academic and ethnographic literature for information pertaining to historic use of the proposed Project area and vicinity, including sources commonly identified through Tribal consultation, notably the 1938 Kirkman-Harriman Historical Map. It should be noted that this map is highly generalized due to scale and age and may be somewhat inaccurate with regards to distance and location of mapped features. Additionally, this map was prepared based on review of historic documents and notes more than 100 years following secularization of the missions (in 1833). Although the map contains no specific primary references, it matches with the details documented by the Gaspar de Portolá expedition (circa 1769–1770). The map is a valuable representation of post-colonization mission history; however, it is limited to a specific period of Native American history and substantiation of the specific location and uses of the represented individual features should be verified by archaeological records and/or other primary documentation.

A review of each of the seven unincorporated communities that make up the proposed South Bay Area Plan, including the Alondra Park/El Camino Village Community, Del Aire/Wiseburn Community, Hawthorne Island, La Rambla Community, Lennox Community, West Carson Community, and Westfield/Academy Hills Community, are summarized below and further discussed in greater detail within Section 4.5 Cultural Resources.

Results: Records Search Results, 1938 Kirkman-Harriman Historical Map, Topographic Map and Aerial Photo Review

Results of the Topographic Map and Aerial Photo Review are provided in Section 4.5 Cultural Resources, subsection 4.5.2.4, Impacts Analysis. Results of the SCCIC CHRIS Database Records Search relevant to TCRs and the results of the 1938 Kirkman-Harriman Historical Map is provided below.

Alondra Park/El Camino Village

SCCIC CHRIS Database Records Search. As a result of the CHRIS records search, no archaeological resources have been identified as existing within the Alondra Park/El Camino Village community area. Seven (7) previously conducted studies have been undertaken within the community area, between 1990 and 2011 addressing 100 percent of the community area although only less than 2 percent of the community area has been subjected to

pedestrian surveys. No formal or informal cemeteries or Native American burials were identified within the community area as a result of reviewing historic maps and photographic aerials, County records, historic archives and the CHRIS database and the NAHC SLF.

1938 Kirkman-Harriman Historical Map. Review of the 1938 Kirkman-Harriman Historical Map revealed that no Native American villages are shown to have existed within the community area and the nearest village is illustrated to have existed approximately 2.1 miles east. Additionally, the map illustrates the existence of the “New Salt Road 1848-1878” within the southern half of the community area; the “Old Salt Road” approximately 1.5 miles west; the nearest water way, which connects to a slough to the south, is located approximately 1.1 miles east; the “Very ancient road” approximately 3.4 miles east; and an area labeled “Hawthorne” approximately 2.15 miles northwest.

Del Aire/Wiseburn

SCCIC CHRIS Database Records Search. As a result of the CHRIS records search, one (1) archaeological resource has been identified as existing within the Del Aire/Wiseburn community area. The resource is a historic-period resource, without a known Native American connection, and appears to have been evaluated and found not significant pursuant to CEQA and therefore not listed 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). No prehistoric resources have been identified as a result of the records search. Nine (9) previously conducted studies have been undertaken within the community area, between 1975 and 2015 addressing approximately 100 percent of the community area although only less than two percent of the community area has been subjected to pedestrian surveys. No formal or informal cemeteries or Native American burials were identified within the community area as a result of reviewing historic maps and photographic aerials, County records, historic archives and the CHRIS database.

1938 Kirkman-Harriman Historical Map. Review of the 1938 Kirkman-Harriman Historical Map revealed that no Native American villages are shown to have existed within the community area and the nearest village is illustrated to have existed approximately 3.75 miles northwest. Additionally, the map illustrates the existence of the “Old Salt Road” within the western half of the community area; the “New Salt Road 1848-1878” approximately two miles southeast; the nearest water way, which connects to a slough to the south, approximately 3.15 miles east; and an area labeled “Hawthorne” is located approximately one mile east.

Hawthorne Island

SCCIC CHRIS Database Records Search. As a result of the CHRIS records search, no archaeological resources have been identified as existing within the Hawthorne Island community area. One (1) previously conducted study, performed in 1993, has been undertaken addressing 100 percent of the community area although the study did not entail a pedestrian survey. No formal or informal cemeteries or Native American burials were identified within the community area as a result of reviewing historic maps and photographic aerials, County records, historic archives and the CHRIS database.

1938 Kirkman-Harriman Historical Map. Review of the 1938 Kirkman-Harriman Historical Map revealed that no Native American villages are shown to have existed within the community area and the nearest village is illustrated to have existed approximately 2.8 miles southeast. Additionally, the map illustrates the existence of the “New Salt Road 1848-1878” located approximately 1.5 miles south of the community area; the “Old Salt Road” approximately two miles west; the nearest water way, which connects to a slough to the south, approximately 1.5 miles southeast; the “Very ancient road” approximately 3.6 miles east; and an area labeled “Hawthorne” approximately one mile northwest.

La Rambla

SCCIC CHRIS Database Records Search. As a result of the CHRIS records search, no archaeological resources have been identified as existing within the La Rambla community area. One (1) previously conducted study, performed in 1976, has been undertaken addressing approximately 15 percent of the community area. No formal or informal cemeteries or Native American burials were identified within the community area as a result of reviewing historic maps and photographic aerials, County records, historic archives and the CHRIS database.

1938 Kirkman-Harriman Historical Map. Review of the 1938 Kirkman-Harriman Historical Map revealed that no Native American villages are shown to have existed within the community area and the nearest village is illustrated to have existed approximately 1.85 miles northeast. The map also illustrates the community area as located directly east of San Pedro Hill and a mountainous area labeled “Palos Verdes”. The closest road is illustrated as located approximately 1.3 miles east of the community area connecting it to San Pedro Bay, now known as the Port of Long Beach, which is located approximately 2.5 miles to the east.

Lennox

SCCIC CHRIS Database Records Search. As a result of the CHRIS records search, no archaeological resources have been identified as existing within the Lennox community area. Seven (7) previously conducted studies have been undertaken within the community area, between 1990 and 2006 addressing 100 percent of the community area although only less than five percent of the community area has been subjected to pedestrian surveys. No formal or informal cemeteries or Native American burials were identified within the community area as a result of reviewing historic maps and photographic aerials, County records, historic archives and the CHRIS database.

1938 Kirkman-Harriman Historical Map. Review of the 1938 Kirkman-Harriman Historical Map revealed that no Native American villages are shown to have existed within the community area and the nearest village is illustrated to have existed approximately 2.6 miles to the northeast. The map also illustrates the existence of the “Old Salt Road” along the western boundary of the community area; the “New Salt Road 1848-1878” approximately 3.25 miles southeast; the nearest water way, which is unnamed and connects to the Pacific Ocean, approximately 1.9 miles to the north; and an area labeled “Hawthorne” approximately 0.45 miles south.

West Carson

SCCIC CHRIS Database Records Search. As a result of the CHRIS records search, three (3) archaeological resources have been identified as existing within the West Carson community area; of these, two (2) are prehistoric resources and one (1) is potentially a prehistoric resource. None of the recorded resources appear to have been evaluated for significance pursuant to CEQA nor listed 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). Seventeen (17) previously conducted studies have been undertaken and submitted within the community area, between 1939 and 2014 addressing 80 percent of the community area although only less than 15 percent of the community area has been subjected to pedestrian surveys. No formal or informal cemeteries or Native American burials were identified within the community area as a result of reviewing historic maps and photographic aerials, County records, historic archives and the CHRIS database.

1938 Kirkman-Harriman Historical Map. Review of the 1938 Kirkman-Harriman Historical Map revealed that no Native American villages are shown to have existed within the West Carson community area and the nearest village is illustrated to have existed approximately 1.4 miles north. The map also illustrates the “Old Stage Rd.” as bisecting the community area from southwest to northeast and the “New Salt Road” approximately 0.25 miles south. The

nearest body of water is a slough located approximately 0.25 miles east of the community area and there are two specific locale designations, one labeled “Torrance” located along the western boundary of the community area and the other labeled “Lamita” located approximately 0.5 miles west.

Westfield/Academy Hills

SCCIC CHRIS Database Records Search. As a result of the CHRIS records search, no archaeological resources have been identified as existing within the proposed Westfield/Academy Hills community area. Eight (8) previously conducted studies have been undertaken within the community area, between 1988 and 2005 addressing approximately 30 percent of the community area although only approximately 15 percent of the community area has been subjected to pedestrian surveys. No formal or informal cemeteries were identified within the community area as a result of reviewing historic maps and photographic aerials, County records and historic archives.

1938 Kirkman-Harriman Historical Map. Review of the 1938 Kirkman-Harriman Historical Map revealed that no Native American villages are shown to have existed within the community area and the nearest village is illustrated to have existed approximately 2.25 miles northwest. The community area is located within a mountainous area labeled “Palos Verdes” with “Pt. Vicente” illustrated approximately 3 miles southwest. The nearest water way, an unnamed tributary, is located 1.5 miles northeast of the community area and the closest road, the “Old Salt Road”, approximately 1.15 miles north.

4.18.2 Environmental Impacts

4.18.2.1 Methodology

As described in Chapter 3, Project Description, the South Bay Area Plan is a policy document that does not include or propose any site-specific development that could directly result in construction or operational impacts to the environment. However, implementation of the South Bay Area Plan would encourage development in a manner consistent with the South Bay Area Plan, which would facilitate additional future development. Therefore, this Draft PEIR does not assess the site-specific construction and operation details of each future development within the Project area. Rather, it assesses the impacts associated with changes to existing land uses and the associated overall effects of buildout of the South Bay Area Plan through 2045, where reasonably foreseeable physical changes to the environment could occur. Analysis at a parcel or site-specific level was not conducted because, unless otherwise noted within this assessment, the actual locations of project development (and its chronologic sequence or concurrence) that may be implemented in the future are speculative.

The following analysis considers the existing environmental setting and regulatory environment applicable to the Project area. This analysis considers the County’s CEQA Guidelines (listed under subsection 4.18.1.1) in determining whether implementation of the Project, including the additional housing, commercial uses, and ACUs, could adversely affect tribal cultural resources the Project area communities.

Key Concepts and Terminology

A search of the Native American Heritage Commission’s (NAHC) Sacred Land Files (SLF), to determine the presence of any Native American cultural resources within the Project area was completed on October 23, 2023, by Andrew Green, Cultural Resources Analyst and resulted in negative results. The SLF record is maintained at a public land survey system (PLSS) Section level, which indicates a recorded sacred site could be anywhere within one square mile area of a Project area and as such, the NAHC did not specify whether Native American resources were located

within the Project areas only within the general vicinity. The NAHC suggested contacting eleven (11) Native American individual representatives of local Tribes who would potentially have specific knowledge as to whether or not Native American cultural resources are identified within or near the Project areas that could be at-risk. The Project is subject to compliance with AB 52 (PRC Section 21074) and SB 18 (Government Code Section 65352.3). As outlined below, the County conducted all tasks required by both AB 52 and SB 18; nonconfidential documents related to these efforts are included in Appendix I-1 of this PEIR.

It is important to consider that the SLF, maintained by the NAHC, represents a curation of “ancient places of special religious or social significance to Native Americans and known ancient graves and cemeteries of Native Americans on private and public lands in California” (NAHC 2021) provided by Tribal entities and Native American representatives. For various reasons, Tribal entities and Native American representatives do not always report sacred lands or TCRs to the NAHC; as such, the NAHC’s SLF is not necessarily a comprehensive list of known TCRs and searches of the SLF must be considered in concert with other research and not used as a sole source of information regarding the presence of TCRs. Additionally, SLF results relate to the general regional area within and surrounding the South Bay Planning Area and don’t necessarily equate to the existence of resources within the specific Project area.

Approach

Assembly Bill 52 Consultation

The Project is subject to compliance with AB 52 (PRC 21074), which requires consideration of impacts to TCRs as part of the CEQA process, and that the lead agency provide notification of the Project and pertinent details to California Native American Tribal representatives (that have requested notification), who are traditionally or culturally affiliated with the geographic area of the Project. Pursuant to AB 52, eleven (11) NAHC-listed California Native American Tribal representatives were sent letters via certified USPS mail, by the County on October 28, 2023. The letters contained a project description, outline of AB 52 timing, an invitation to consult, and contact information for the appropriate lead agency representative. AB 52 allows tribes 30 days after receiving notification to request consultation. If a response is not received within the allotted 30 days, it can be assumed that consultation is declined.

Senate Bill 18 Consultation

The Project is also subject to compliance with SB 18 (Government Code Section 65352.3), which requires local governments to invite California Native American Tribal representatives to participate in consultation regarding proposed General Plan and Specific Plan adoptions or amendments. The NAHC identified eleven (11) representatives from California Native American Tribes who would potentially have specific knowledge of the cultural resources identified within the Project, all of whom were also notified pursuant to AB 52. All eleven (11) California Native American Tribal representatives provided by the NAHC were sent notification letters via certified USPS mail, by the County on October 28, 2023. SB 18 allows tribes 90 days after receiving notification to request consultation. If a response is not received within the allotted 90 days, it can be assumed that consultation is declined. At the close of both allotted 30-day (AB 52) and 90-day (SB 18) response periods, one (1) tribe, the Gabrieleno Band of Mission Indians – Kizh Nation, notified by the County pursuant to AB 52 and pursuant to SB 18 has responded. An account of all communication can be found in Table 4.18-1. Confidential documents related to AB 52 and SB 18 consultation are on file with the County (Appendix I-2).

Table 4.18-1. Tribal Communications Log

Native American Tribal Representatives	Method and Date of Notification	Response to County Notification Letters	Consultation Date
Gabrieleno Band of Mission Indians - Kizh Nation (Kizh Nation); Andrew Salas, Chairperson	<p>AB 52: October 28, 2023, Letters sent via certified mailing to Chairman Andrew Salas</p> <p>SB 18: October 28, 2023, Letters sent via certified mailing to Chairman Andrew Salas</p>	<p>AB 52: November 3, 2023 - email from the Gabrieleno Band of Mission Indians - Kizh Nation (Tribe) stated that the Tribe is in agreement with the General Plan Amendment and requested consultation for any future projects involving ground disturbance within the Project area.</p> <p>SB 18: November 3, 2023 - email from the Gabrieleno Band of Mission Indians - Kizh Nation (Tribe) stated that the Tribe is in agreement with the General Plan Amendment and requested consultation for any future projects involving ground disturbance within the Project area.</p>	Not requested
Gabrieleno Band of Mission Indians - Kizh Nation (Kizh Nation); Christina Swindall Martinez, Secretary	<p>AB 52: October 28, 2023, Letters sent via certified mailing to Secretary Christina Swindall Martinez</p> <p>SB 18: October 28, 2023, Letters sent via certified mailing to Secretary Christina Swindall Martinez</p>	<p>AB 52: N/A (see response above correspondence with Mr. Salas)</p> <p>SB 18: N/A (see response above correspondence with Mr. Salas)</p>	N/A (see response above correspondence with Mr. Salas)
Gabrieleno/Tongva San Gabriel Band of Mission Indians; Anthony Morales, Chairperson	<p>AB 52: October 28, 2023, Letters sent via certified mailing to Chief Anthony Morales</p> <p>SB 18: October 28, 2023, Letters sent via certified mailing to Chief Anthony Morales</p>	<p>AB 52: No response</p> <p>SB 18: No response</p>	N/A
Gabrielino/Tongva Nation; Sandonne Goad, Chairperson	<p>AB 52: October 28, 2023, Letters sent via certified mailing to Sandonne Goad</p> <p>SB 18: October 28, 2023, Letters sent via certified mailing to Sandonne Goad</p>	<p>AB 52: No response</p> <p>SB 18: No response</p>	N/A

Table 4.18-1. Tribal Communications Log

Native American Tribal Representatives	Method and Date of Notification	Response to County Notification Letters	Consultation Date
Soboba Band of Luiseno Indians; Jessica Valdez, Cultural Resource Specialist	AB 52: October 28, 2023, Letters sent via certified mailing to Jessica Valdez SB 18: October 28, 2023, Letters sent via certified mailing to Jessica Valdez	AB 52: No response SB 18: No response	N/A
Soboba Band of Luiseno Indians; Joseph Ontiveros	AB 52: October 28, 2023, Letters sent via certified mailing to Joseph Ontiveros SB 18: October 28, 2023, Letters sent via certified mailing to Joseph Ontiveros	AB 52: No response SB 18: No response	N/A
Gabrielino Tongva Indians of California Tribal Council; Robert Dorame, Chairperson	AB 52: October 28, 2023, Letters sent via certified mailing to Robert Dorame SB 18: October 28, 2023, Letters sent via certified mailing to Robert Dorame	AB 52: No response SB 18: No response	N/A
Gabrielino Tongva Indians of California Tribal Council; Christina Conley, Tribal Consultant and Administrator	AB 52: October 28, 2023, Letters sent via certified mailing to Christina Conley SB 18: October 28, 2023, Letters sent via certified mailing to Christina Conley	AB 52: No response SB 18: No response	N/A
Santa Rosa Band of Cahuilla Indians; Lovina Redner, Tribal Chair	AB 52: October 28, 2023, Letters sent via certified mailing to Christina Conley SB 18: October 28, 2023, Letters sent via certified mailing to Lovina Redner	AB 52: No response SB 18: No response	N/A
Gabrielino-Tongva Tribe; Charles Alvarez, Chairperson	AB 52: October 28, 2023, Letters sent via certified mailing to Christina Conley SB 18: October 28, 2023, Letters sent via certified mailing to Charles Alvarez	AB 52: No response SB 18: No response	N/A
Gabrielino-Tongva Tribe; Sam Dunlap, Cultural Resource Director	AB 52: October 28, 2023, Letters sent via certified mailing to Christina Conley SB 18: October 28, 2023, Letters sent via certified mailing to Sam Dunlap	AB 52: No response SB 18: No response	N/A

4.18.2.2 Thresholds of Significance

In accordance with the County's Environmental Checklist Form (Initial Study) and Appendix G of the State CEQA Guidelines, the applicable thresholds of significance with regard to tribal cultural resources are listed below. A project may have a significant impact if it would:

- Threshold 4.18-1:** 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:
- i. 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
 - ii. 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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

4.18.2.3 Land Use Changes, Goals, and Policies

As discussed in Section 3.3.3, Project-Related Growth, in Chapter 3, Project Description of this Draft PEIR, implementation of the Project would encourage future development in a manner consistent with the South Bay Area Plan (County of Los Angeles 2024), which would facilitate additional residential, commercial, and mixed-use development based on the following:

1. The Project would redesignate parcels within the Project-area communities of Alondra Park/El Camino Village, Del Aire/Wiseburn, Lennox, La Rambla, and West Carson to allow for residential development at higher densities than currently permitted. Under existing conditions, the sites affected are primarily designated as residential or commercial, and nearly all are occupied by existing development. The Project would facilitate development of approximately 9,853 additional dwelling units within the Project area. The proposed General Plan land use redesignations are illustrated in the following figures in Chapter 3, Project Description, of this Draft PEIR: Figure 3-1a, Proposed General Plan Land Use, Alondra Park/El Camino Village; Figure 3-1b, Proposed General Plan Land Use, Del Aire/Wiseburn; Figure 3-1d, Proposed General Plan Land Use, La Rambla; Figure 3-1e, Proposed General Plan Land Use, Lennox; and Figure 3-1f, Proposed General Plan Land Use, West Carson.
2. The Project would amend applicable sections of the County Code to allow for the development of neighborhood-scale commercial uses (i.e., Accessory Commercial units [ACUs]) on corner lots within the Project area's residential-only zones. The ACUs would be an accessory use to a primary residence and would be limited to one ACU per corner-residential lot. It is projected that approximately 12 parcels in the Project area may develop ACUs, totaling an estimated 10,200 square feet of ACUs. For a distribution of the residential zones within the Project area where ACUs would be permitted on corner lots, please refer to the following figures in Chapter 2, Environmental Setting of this Draft PEIR: Figure 2-4a, Existing Zoning, Alondra Park/El Camino Village; Figure 2-4b, Existing Zoning, Del Aire/Wiseburn; Figure 2-4c, Existing Zoning,

Hawthorne Island; Figure 2-4d, Existing Zoning, La Rambla; Figure 2-4e, Existing Zoning, Lennox; Figure 2-4f, Existing Zoning, West Carson; and Figure 2-4g, Existing Zoning, Westfield/Academy Hills.

3. The Project would redesignate parcels in the communities of Alondra Park/El Camino Village, Del Aire/Wiseburn, Lennox, La Rambla, and West Carson to facilitate new commercial development. In total, the proposed land use changes would facilitate approximately 777,697 square feet of additional commercial use.

The South Bay Area Plan does not propose any land use or zoning changes to parcels currently zoned or designated as open space. Instead, the Project would facilitate changes to development type/intensity (e.g., from commercial to mixed-use and residential to more dense residential, potentially with ACUs) on parcels that already support and/or are zoned/designated for development. Potential future development would predominantly consist of infill development within previously disturbed and/or developed parcels.

The South Bay Area Plan's areawide and community-specific goals and policies presented below are tailored towards the unique geographic, demographic, and social diversity in the unincorporated communities of the South Bay Planning Area and are consistent with the General Plan goals and policies applicable to the topics of tribal cultural resources listed in Section 4.18.1.1, above.

Areawide Goals and Policies

- Policy LU 3.6** Cultural and Architectural Elements. Whenever possible, encourage defining cultural, historical, and architectural elements and visual interest in new development and renovations to existing structures, including renovating long expanses of windowless walls along the street frontage.
- Policy LU 6.2** Oil Well Sites. Prioritize the remediation and redevelopment of oil well sites, ensuring proper cleanup of site prior to construction, in partnership with community and tribal engagement.
- Goal HP 1** Preserved historic resources in the Planning Area that support community character and identity.
 - Policy HP 1.1** Property/District Nomination and Evaluation. Increase County designations by encouraging community stakeholders in the Planning Area to nominate properties/districts and provide technical assistance to help them through the nomination process with special attention to properties identified in the South Bay Area Historic Context Statement Study List.
 - Policy HP 1.2** Historic Resources Survey. Prioritize historic resources survey efforts in Lennox as it is experiencing the most rapid change and with the greatest number of resources that may be at risk for demolition.
 - Policy HP 1.3** Focused Historic Context Statements. Streamline the nomination process for historic resources that share common themes or geographies by the preparation of focused Historic Context Statements.

Policy HP 1.4 Steward Existing Historic Resources. Work with owners of designated or eligible properties in the Planning Area, particularly Alpine Village, to best accommodate new land uses while maintaining integrity and character-defining features.

Goal HP 2 A Planning Area with a sense of place, identity, and history.

Policy HP 2.1 Sense of Place. Encourage a sense of place in the Planning Area through prioritizing initiatives for signage programs and design standards that bolster community identity and communicate historic significance.

Policy HP 2.2 Historical Interpretation. Through public outreach, identify commercial or industrial corridors, residential streets, and individual sites that may not retain sufficient integrity or garner enough owner support to warrant designation as individual landmarks or historic districts but may still warrant historical interpretation.

Community-Specific Goals and Policies

Alondra Park/El Camino Village

Goal 2 A community where arts and culture are celebrated, and the public realm is vibrant and supportive.

Policy 2.2 Arts and Culture. Support new businesses that contribute to the cultural and artistic vibrancy of the neighborhood, including art galleries, performance spaces, small studios, etc.

Lennox

Policy 4.3 Cultural Programming and Community Events. Continue to utilize Lennox Park as a central community gathering space for cultural programming and community events.

Westfield/Academy Hills

Goal 3 A history of Westfield/Academy Hills that is celebrated and protected.

Policy 3.1 Potential Historic District. Conduct a study of Ranch and Contemporary Homes in the community for a potential historic district.

4.18.2.4 Impact Analysis

Threshold 4.18-1 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:

- (i) 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)?

- (ii) 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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Significant and Unavoidable Impact. The Project is intended to guide regional-level growth and development within the identified communities in the Project area and focuses on land use and policy issues that are specific to the unique characteristics of each community. No direct development is proposed, and the Project would not directly destroy or adversely change the significance of a tribal cultural resource. However, implementation of South Bay Area Plan would result in changes to land use designations, which would facilitate additional future development. Some of the future projects that would be facilitated by the Project would involve the earthwork to demolish, renovate, and construct on properties within the Project area. Such activities could require grading and/or construction in native soils, such as earthwork for ground preparation, construction of foundations and driveways and installation trenching for utilities and landscaping. It is not expected that all of these activities would occur in engineered fill and/or previously disturbed soils, and this analysis anticipates that native/undisturbed soils would be impacted by future development activities. Therefore, there is a potential to cause a substantial adverse change in the significance of both known and unknown tribal cultural resources, that are either listed or eligible for listing in the California Register, or listed in a local register of historical resources, or if the County determined, in its discretion and supported by substantial evidence, to treat the resources as a tribal cultural resource.

In accordance with AB 52 and SB 18 requirements, the County sent the Project notification letters via USPS Certified Mail to the California Native American Tribes on October 28, 2023, respectively, formally inviting Tribes to consult with the County on the Project. The County received a response from one California Native American Tribe, the Kizh Nation via email on November 3, 2023 stating that the Kizh Nation is in agreement with the General Plan Amendment and requested consultation for any future projects involving ground disturbance within the Project area. On January 9, 2024, after receiving information about the Project and how it would be a policy document to guide future development, the Kizh Nation responded that since there would not be any type of ground disturbance taking place, there would be no need for consultation. No other Tribes responded to the County's notification letters.

As described in Section 4.18.2.1, Methodology, archival research did not result in the identification of tribal cultural resources eligible for listing in the California Register of Historical Resources, or in a local register of historical resources within the community areas of Alondra Park/El Camino Village, Del Aire/Wiseburn, Hawthorne Island, La Rambla, Lennox, West Carson. and Westfield/Academy Hills. Two (2) prehistoric archaeological resources, which could include tribal cultural resources, were identified as existing within the northeast portion of the West Carson community area. However, based on the site record description, neither resource appears significant pursuant to CEQA nor eligible for listing in the California Register of Historical Resources, nor in a local register of historical resources. As described in Section 4.18.1.1, Land Use Changes, Goals and Policies, Goals HP 1 and HP2 and Policies HP 1.1, 1.3, 1.3, 1.2, 2.1, and 2.2 would aim to preserve historic resources in the Project area; however, these policies would not result in the identification of all potential TCRs and would not reduce potential impact to less than significant. Therefore, future development projects that involve ground-disturbing activities have a potential to cause a substantial adverse change in the significance of unknown TCRs.

MM-4.18-1 would require the County to obtain appropriate records search and comply with all applicable requirements of AB 52 during subsequent project-level environmental review. Pursuant to AB 52, the County must provide formal notification of applicable future development projects to designated contact of each traditionally and culturally affiliated California Native American tribe that has requested notice. Additionally, the County must

begin the consultation process within 30 days after receiving a tribe's request for consultation. If the future project's impacts to TCRs are determined to be potentially significant, the County would require the project to incorporate appropriate measures to avoid or minimize impacts to TCRs. Appropriate measures would be determined in consultation with the California Native American Tribe and consistent with MM-4.5-2 in Section 4.5, Cultural Resources section of this Draft EIR. Measures may include an Archaeological Resources Work Plan (ARWP), construction worker archaeological/tribal cultural resources sensitivity training, tribal monitoring, and/or protocols for archaeological/tribal cultural resources discoveries. In addition, MM-4.5-2 would require all ground-disturbing activities within 50 feet of the find to cease if TCRs are encountered during construction. The evaluation and treatment of the discovered resources must be completed according to the protocol outlined in MM-4.5-2. Furthermore, all applicable requirements set forth in MM-4.15-2 must also be performed in coordination and consultation with the local Native American Tribes. The County would consider tribal preferences when deciding on the disposition of Native American archaeological resources, which may include curation at an accredited or nonaccredited repository; onsite or offsite reburial; and/or donation to a local tribe or public, nonprofit institution with a research interest in the materials, or local school or historical society in the area for educational purposes.

While background research, pedestrian surveys, TCR assessments, evaluations, and avoidance are common mitigation measures for impacts to known TCRs, these measures do not assure that all impacts would be mitigated to a level of less than significant for those tribal cultural resources not yet identified. Future non-discretionary projects that would be implemented under the South Bay Area Plan would be subject to the federal, state and local regulations mentioned above; however, these non-discretionary projects would not necessarily be subject to CEQA review, additional environmental assessments, or mitigation measures. As such, even with implementation of existing regulations, applicable South Bay Area Plan goals and policies, and MM-4.5-2 and MM-4.18-1, impacts relative to tribal cultural resources could still occur and potential impacts would be significant and unavoidable.

4.18.2.5 Cumulative Impact Analysis

Where a lead agency concludes that the cumulative effects of a project, taken together with the impacts of other closely related past, present, and reasonably foreseeable future projects are significant, the lead agency then must determine whether the project's incremental contribution to such significant cumulative impact is "cumulatively considerable" (and thus significant in and of itself). The cumulative study area used to assess potential cumulative cultural resources impacts includes the entirety of Los Angeles County and considers the future buildout of applicable local and regional plans. The full list of related plans applicable to the Project's cumulative analyses is provided in Section 2.5, Cumulative Impact Analysis, in Chapter 2, Environmental Setting of this Draft PEIR.

Threshold 4.18-1. The development of cumulative projects has the potential to cumulatively affect known and unknown tribal cultural resources. Development of related projects can affect tribal cultural resources if such projects adversely alter or destroy tribal cultural resources, such as tribal cultural resources that could contribute to understanding of an overall tribal cultural landscape. Over time, population growth and its accompanying development throughout Los Angeles County has resulted in the destruction of tribal cultural resources during the early settlement days of the region and continuing to this day. Because all tribal cultural resources are unique and nonrenewable members of finite classes of resources that represent time periods, cultural landscapes, projects that destroy or alter certain tribal cultural resources have the potential to limit or eliminate an opportunity for a comprehensive understanding of the time periods and cultural landscapes a tribal cultural resource belongs and could result in a cumulatively significant effect on tribal cultural resources. Therefore, implementation of potential projects under the South Bay Plan area could result in a cumulatively significant effect on tribal cultural resources. Even with existing state, and local regulations in place designed to protect tribal cultural resources, individual tribal

cultural resources would still have the potential to be impacted or degraded from destruction, relocation, or alteration as a result of new private or public development or redevelopment allowable under cumulative projects.

Therefore, impacts to tribal cultural resources as a result of Project implementation, in combination with other development that would occur in the region, would have the potential to result in a significant cumulative impact to tribal cultural resources. Even with implementation of MM-4.5-2 and MM-4.18-1, impacts relative to tribal cultural resources could still occur, and the Project's incremental contribution would be cumulatively considerable.

4.18.2.6 Mitigation Measures

MM 4.18-1 Tribal Cultural Resources. During subsequent project-level environmental review, the County shall obtain a State of California Native American Heritage Commission (NAHC) Sacred Land Files Search, as appropriate, and comply with all applicable requirements of AB 52. Pursuant to AB 52, the County shall provide formal notification of the project to designated contact of each traditionally and culturally affiliated California Native American Tribe that has requested notice. The County shall begin the consultation process within 30 days after receiving a Tribe's request for consultation. The County shall consider all relevant information available for the property to identify potential tribal cultural resources in the project area, evaluate the project's potential impacts to tribal cultural resources, and mitigate those potential impacts.

If project impacts to tribal cultural resources are determined to be potentially significant, the County shall require the project to incorporate appropriate measures to avoid or minimize impacts to tribal cultural resources, including but not limited to, the measures recommended in Public Resources Code Section 21084.3, tribal monitoring, or other alternative measures identified in consultation with the California Native American Tribe.

If an archaeological resource that is Native American in origin is identified in the preparation of a Phase I Archaeological Report (see MM-4.5-2) or Native American archaeological resources are encountered during construction, the County shall consult and coordinate with the California Native American Tribal representatives who are traditionally or culturally affiliated with the geographic area of the development project to evaluate and mitigate impacts in accordance with the requirements set forth in MM-4.5-2.

4.18.2.7 Significance Conclusion

Threshold 4.18-1. Even with implementation of MM-4.18-1 and MM-4.5-2, the Project has the potential to 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 impacts would be **significant and unavoidable** and cumulatively considerable.

4.18.3 References

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4.19 Utilities and Service Systems

This section of the Draft PEIR evaluates the potential impacts from the implementation of the South Bay Area Plan (Project) on utilities and service systems, including the potential impacts to water, wastewater, storm drain, electric power, natural gas, telecommunication conveyance capacity, as well as impacts to water supply, wastewater treatment, and solid waste disposal capacity. A discussion of the existing utilities and service systems in the unincorporated communities of the South Bay Planning Area (Project area) and surrounding areas is also included in this section to present the environmental baseline for the Project. The analysis is based, in part, on information provided in various County of Los Angeles (County) planning documents, as well as information from the California Public Utilities Commission, Los Angeles County Sanitation Districts, Los Angeles County Public Works (Public Works), and the California Department of Water Resources. A full list of references is provided in Section 4.19.3, References.

Comments received in response to the Notice of Preparation (NOP) are summarized in Table 1-1, Notice of Preparation and Comment Letters Summary, included in Chapter 1, Introduction, of this Draft PEIR. A copy of the NOP is included in Appendix A-1 and the comment letters received in response to the NOP are included in Appendix A-2 of this Draft PEIR.

4.19.1 Environmental Setting

4.19.1.1 Regulatory Setting

Federal

Safe Drinking Water Act

The United States Environmental Protection Agency (USEPA) administers the Safe Drinking Water Act, which is the primary federal law that regulates the quality of drinking water and establishes standards to protect public health and safety. The Department of Health Services (DHS) implements the requirements of the Act and oversees public water system quality statewide. DHS establishes legal drinking water standards for contaminants that could threaten public health.

Clean Water Act

The federal Clean Water Act, United States Code, Title 33, Sections 1251 et seq. requires that wastewater be treated prior to being discharged to waters of the United States. The Clean Water Act is described in further detail in Section 4.10, Hydrology and Water Quality, of this Draft PEIR.

State

Porter-Cologne Water Quality Control Act

In California, the State Water Resources Control Board and nine Regional Water Quality Control Boards (RWQCBs) are responsible for implementing the Clean Water Act and the California Porter-Cologne Water Quality Control Act (Porter-Cologne Act). The Porter-Cologne Act authorizes the State Water Resources Control Board to implement programs to control polluted discharges into state waters. In compliance with the Porter-Cologne Act, the nine

RWQCBs establish the wastewater concentration limits for a number of specific hazardous substances in treated wastewater discharge.

California Urban Water Management Planning Act of 1983

The California Urban Water Management Planning Act (Assembly Bill [AB] 797, Water Code Division 6, Part 2.6, Section 10610-10656) requires that every urban water supplier that annually serves 3,000 or more customers, or provides more than 3,000 acre-feet (AF) of water, must prepare and adopt an Urban Water Management Plan (UWMP). UWMPs provide a description and evaluation of water supplies, reclamation programs, and conservation activities. Based on land use plans provided by local governments, population projections or other inputs, the UWMP calculates the projected water demand for the district and compares this demand against current and anticipated water supplies. These UWMPs, which must be updated every five years, are provided to local governments to help inform decisions on development proposals. UWMPs serve as building blocks for Integrated Regional Water Management Plans, which define a clear vision and strategy for the sustainable management of water resources within a specific region delineated by one or more watersheds.

Sustainable Groundwater Management Act

On September 16, 2014, Governor Jerry Brown signed into law a three-bill legislative package—AB 1739 (Dickinson), SB 1168 (Pavley), and SB 1319 (Pavley)—collectively known as the Sustainable Groundwater Management Act (SGMA). SGMA requires governments and water agencies of high- and medium-priority basins to halt overdraft and bring groundwater basins into balanced levels of pumping and recharge. Under SGMA, these basins should reach sustainability within 20 years of implementing their sustainability plans. For critically overdrafted basins, sustainability should be achieved by 2040. For the remaining high- and medium-priority basins, 2042 is the deadline. Through SGMA, the California Department of Water Resources provides ongoing support to local agencies through guidance, financial assistance, and technical assistance. SGMA empowers local agencies to form Groundwater Sustainability Agencies to manage basins sustainably, and requires those Groundwater Sustainability Agencies to adopt Groundwater Sustainability Plans for crucial groundwater basins in California.

Model Water Efficient Landscape Ordinance

The Model Water Efficient Landscape Ordinance (California Code of Regulations [CCR] Title 23, Division 2, Chapter 2.7, Section 490) adopts water efficiency standards for new and retrofitted landscapes and encourages the use of more efficient irrigation systems, graywater usage, and on-site storm water capture, and limits the portion of landscapes that can be covered in turf. Encourages local agencies to designate the necessary authority that implements and enforces the provisions of the ordinance or its local landscape ordinance.

California Water Resources Control Board Low Impact Development Policy

The State Water Resources Control Board (SWRCB) adopted the Low Impact Development (LID) Policy which, at its core, promotes the idea of “sustainability” as a key parameter to be prioritized during the design and planning process for future development. The SWRCB has directed its staff to consider sustainability in all future policies, guidelines, and regulatory actions. LID is a proven approach to manage stormwater. The RWQCBs are advancing LID in California in various ways, including provisions for LID requirements in renewed Phase I municipal stormwater NPDES permits.

Executive Order B-40-17

On April 7, 2017, the Governor issued Executive Order B-40-17, which lifted the January 17, 2014 drought emergency except in the counties of Fresno, Kings, Tulare, and Tuolumne, where emergency drinking water projects continue to address diminished groundwater supplies, and retains prohibitions on wasteful practices. Executive Order B-40-17 builds on actions taken in Executive Order B-37-16—which remains in effect—to continue making water conservation a way of life in California. Under this executive order, permanent restrictions shall prohibit wasteful practices such as hosing off sidewalks, driveways, and other hardscapes; washing automobiles with hoses not equipped with a shut-off nozzle; using non-recirculated water in a fountain or other decorative water feature; watering lawns in a manner that causes runoff or within 48 hours after measurable precipitation; and irrigating ornamental turf on public street medians. The Department of Water Resources will continue to work with the California Water Board to develop standards that urban water suppliers will use to set new urban water use efficiency targets, as directed by Executive Order B-37-16. The Water Board will also adopt urban water use efficiency standards that include indoor use, outdoor use, and leaks, as well as performance measurements for commercial, industrial, and institutional water use. The order also rescinds two emergency proclamations from January and April 2014 and four drought-related executive orders issued in 2014 and 2015.

Sanitary Sewer General Waste Discharge Requirements

On May 2, 2006, the State Water Resources Control Board adopted a General Waste Discharge Requirement (Order No. 2006-0003) for all publicly owned sanitary sewer collection systems in California with more than 1 mile of sewer pipe. The order provides a consistent statewide approach to reducing sanitary sewer overflows by requiring public sewer system operators to take all feasible steps to control the volume of waste discharged into the system in order to prevent sanitary sewer waste from entering the storm sewer system, and to develop a Sewer System Management Plan. The General Waste Discharge Requirements also requires that storm sewer overflows be reported to the State Water Resources Control Board using an online reporting system.

California Green Building Standards Code

Effective January 1, 2020, Section 5.408 of the 2019 California Green Building Standards Code (Part 11 of California Code of Regulations Title 24) requires that at least 65% of the nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse, or that the conditions of a local construction and demolition waste management ordinance are met, whichever is more stringent.

California Public Utilities Commission

California Public Utilities Commission (CPUC) General Order 112E, which is based upon the Federal Department of Transportation Guidelines contained in Part 192 of the Federal Code of Regulations, specifies a variety of design, construction, inspection, and notification requirements. The CPUC conducts annual audits of pipeline operations to ensure compliance with these safety standards. In addition, the Southern California Gas Company (SoCalGas) has a safety program which has reduced the risk of gas distribution fires by improving welds on the larger diameter (24- to 30-inch) pipelines and by replacing old distribution pipes with flexible plastic pipes. According to SoCalGas staff, high-pressure gas mains are common in developed areas throughout the country, and SoCalGas lines are inspected regularly and must comply with CPUC mandated safety requirements.

Assembly Bill 1890 (1996)

The CPUC regulates investor-owned electric power and natural gas utility companies in the State of California. Assembly Bill 1890, enacted in 1996, deregulated the power generation industry, allowing customers to purchase electricity on the open market. Under deregulation, the production and distribution of power that was under the control of investor-owned utilities (e.g., Southern California Edison) was decoupled. All new construction in the State of California is subject to the energy conservation standards set forth in Title 24, Part 6, Article 2 of the California Administrative Code. These are prescriptive standards that establish maximum energy consumption levels for the heating and cooling of new buildings. The utilization of alternative energy applications in development projects (including the Project), while encouraged, is not required as a development condition. Such applications may include installation of photovoltaic solar panels, active solar water heating systems, or integrated pool deck water heating systems, all of which serve to displace consumption of conventional energy sources (i.e., electricity and natural gas). Incentives, primarily in the form of state and federal tax credits, as well as reduced energy bills, provide a favorable basis.

California Energy Commission

The California Energy Commission (CEC) was created as the state's principal energy planning organization in 1974, in order to meet the energy challenges facing the state in response to the 1973 oil embargo. The CEC is charged with six basic responsibilities when designing state energy policy:

- Forecasting statewide electricity needs;
- Licensing power plants to meet those needs;
- Promoting energy conservation and efficiency measures;
- Developing renewable energy resources and alternative energy technologies;
- Promoting research, development, and demonstration; and
- Planning for and directing state response to energy emergencies.

Title 24, California Code of Regulations, Part 6: Energy Efficiency Standards for Buildings

Title 24, Part 6, of the California Code of Regulations contains the CEC's Energy Efficiency Standards for Residential and Nonresidential Buildings. Title 24 was first established in 1978 in response to a legislative mandate to reduce California's energy consumption. Since that time, Title 24 has been updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods.

Title 20, California Code of Regulations, Sections 1601 et seq: Appliance Efficiency Regulations

The 2012 Appliance Efficiency Regulations (Title 20, CCR Sections 1601 through 1608) took effect February 13, 2013. The regulations include standards for both federally regulated appliances and non-federally regulated appliances.

California Integrated Waste Management Act and Solid Waste Diversion Mandates

The California Integrated Waste Management Act of 1989 (Assembly Bill [AB] 939) was enacted to reduce, recycle, and reuse solid waste generated in the state to the maximum extent feasible. Specifically, the act required city and county jurisdictions to identify an implementation schedule to divert 50% of the total waste stream from landfill disposal by the year 2000. The act also required each city and county to promote source reduction, recycling, and safe disposal or transformation. AB 939 further required each city to conduct a Solid Waste Generation Study and

to prepare a Source Reduction and Recycling Element to describe how it would reach the goals. The Source Reduction and Recycling Element contains programs and policies for fulfillment of the goals of the act, including the above-noted diversion goals, and must be updated annually to account for changing market and infrastructure conditions. As projects and programs are implemented, the characteristic of the waste stream, the capacities of the current solid waste disposal facilities, and the operational status of those facilities are upgraded, as appropriate. California cities and counties are required to submit annual reports to CalRecycle (formerly the County Integrated Waste Management Board) to provide an update on their progress toward the AB 939 goals.

AB 939, as amended, requires that the 50% solid waste diversion goal continue be achieved by jurisdictions annually. Subsequent legislation establishing solid waste diversion mandates applicable to the Project is discussed below.

- Mandatory Commercial Recycling (AB 341): Under commercial recycling law (Chapter 476, Statutes of 2011), AB 341 directed the California Department of Resources Recycling and Recovery (CalRecycle) to develop and adopt regulations for mandatory commercial recycling. CalRecycle initiated formal rulemaking with a 45-day comment period beginning October 28, 2011. The final regulation was approved by the Office of Administrative Law on May 7, 2012. AB 341 declared a policy goal of the state that no less than 75% of solid waste generated be source reduced, recycled, or composted by the year 2020. The 75% diversion rate applies to all businesses that generate four cubic yards or more of commercial solid waste per week or any multifamily unit dwelling that consists of five or more dwelling units. Other applicable diversion mandates include the following:
- Mandatory Commercial Organics Recycling (AB 1826): AB 1826 (2014) requires certain businesses to set up recycling services for recyclables and organic waste. The laws also require the County to implement a commercial solid waste recycling program and an organic waste recycling program that is designed specifically to divert commercial solid waste and organic waste generated by businesses. Failure to comply may subject the city or county to fines of up to \$10,000 per day.
- Short-Lived Climate Pollutants: Organic Waste Methane Emissions Reductions (SB 1383): SB 1383 (2016) requires the County to provide and enforce mandatory organic waste recycling services to all waste generators, including residents, businesses, and County facilities. Failure to comply will subject Los Angeles County to fines up to \$10,000 per day.

California Solid Waste Reuse and Recycling Act

The California Solid Waste Reuse and Recycling Act of 1991 (AB 2176) was enacted to assist local jurisdictions with accomplishing the goals of AB 939. In accordance with AB 2176, any application submitted for a building permit must include adequate, accessible areas for the collection and loading of recyclable materials. Furthermore, the areas to be used must be demonstrated as adequate in capacity, number, and distribution to serve the proposed program. Moreover, the collection areas are to be situated as close as possible to existing exterior refuse collection areas.

Public Resources Code Sections 41813 and 41850(a)

CalRecycle has statutory requirements under Public Resources Code Sections 41813 and 41850(a) to enforce the provisions of AB 939 if a local jurisdiction fails to submit an adequate element or plan or if a local jurisdiction fails to implement its Source Reduction and Recycling Element or Household Hazardous Waste Element. Administrative civil penalties of up to \$10,000 per day may be imposed on local jurisdictions until the element or plan is submitted to CalRecycle and is deemed adequate or until the element or plan is implemented.

Local

Water Quality Control Plans (Basin Plans)

The Porter-Cologne Act, Section 13000, directs each RWQCB to develop a water quality control plan (Basin Plan) for all areas within its region. The Basin Plan is the basis for each RWQCB's regulatory program. The Project area is within the purview of the Los Angeles RWQCB (Region 4), and the Project must comply with applicable elements of the Basin Plan for Region 4. The Basin Plan gives direction on the beneficial uses of state waters, describes the water quality that must be maintained, and provides programs necessary to achieve the standards established in the Basin Plans.

County Sanitation Districts of Los Angeles County – Sewer Connection Fees

Capital improvements to Los Angeles County Sanitation Districts (LACSD) water reclamation plants are funded from connection fees charged to new developments, redevelopments, and expansions of existing land uses. The connection fee is a capital facilities fee used to provide additional conveyance, treatment, and disposal facilities (capital facilities) required by new users connecting to the LACSD sewerage system or by existing users that significantly increase the quantity or strength of their wastewater discharge.

Los Angeles County Zero Waste Plan

On October 21, 2014, the County Board of Supervisors adopted the Roadmap to a Sustainable Waste Management Future, which established a goal to divert 80% of solid waste generated in the unincorporated County areas from landfills by 2025, 90% by 2035, and 95% or more by 2045. Since 2014, significant developments impacting waste management such as restrictions on the exporting of recyclables and organic waste diversion mandates, among others, required updating this planning document, which is now referred to as the Zero Waste Plan. The County's efforts to achieve waste diversion are guided by the new waste management paradigm, which places a greater emphasis on source reduction, reuse, recycling, and otherwise maximizing the benefits and use of materials over disposal. The continued implementation of the Zero Waste Plan's initiatives over the next few years (such as organic waste recycling) and proposed revisions to the Construction and Demolition Debris Recycling and Reuse Ordinance (discussed below) will help the County continue to make strides towards achieving the Zero Waste Plan's goal of 80% diversion by 2025.

Los Angeles County Countywide Integrated Waste Management Plan

The California Integrated Waste Management Act of 1989 (AB 939) requires that the responsibility for solid waste management be shared between state and local governments and mandates jurisdictions to meet a goal of at least 50% waste diversion from landfills (e.g., through recycling, reuse, or composting). The State of California has directed the County to prepare and implement a local integrated waste management plan in accordance with AB 939. The Countywide Integrated Waste Management Plan (IWMP) is comprised of the County's (and its cities') solid waste reduction planning documents, an Integrated Waste Management Summary Plan, and a Countywide Siting Element. The IWMP 2021 Annual Report on the Countywide Summary Plan and Countywide Siting Element (IWMP Annual Report) provides an annual update to the approved Integrated Waste Management Summary Plan and Countywide Siting Element. The IWMP Annual Report presents the Countywide goals and objectives for integrated solid waste management and describes the County's system of governmental solid waste management infrastructure and the current system of solid waste management in the cities and unincorporated areas of the County. The IWMP Annual Report also describes the County's approach to dealing with a broad range of solid waste issues, including profiles of permitted solid waste disposal facilities (i.e., Class III [non-hazardous materials])

landfills, transformation facilities, and out-of-County landfills), recent legislation, markets for recyclable materials, development of alternative technology facilities, diversion credit for such facilities, and the state's 75% recycling goal. This document also includes the IWMP's strategies to maintain adequate solid waste disposal capacity through 2036.

According to the IWMP Annual Report, a shortfall in permitted solid waste disposal capacity within the County is not anticipated to occur within the next 15 years (County of Los Angeles 2022a). However, to meet disposal capacity needs, jurisdictions in the County must further increase their waste reduction and diversion efforts, continue to encourage the development of alternative technologies, support the exportation of waste to out-of-County facilities (including waste-by-rail), and, if found to be environmentally sound and technically feasible, expand in-County landfill capacity (County of Los Angeles 2022a).

Los Angeles County Countywide Organic Waste Management Plan

In April 2018, Los Angeles County published its Countywide Organic Waste Management Plan (Organics Plan), which is intended to identify and determine whether there is adequate compostable organic waste processing facility infrastructure and processing capacity to meet the demand for organic waste that is projected to be diverted due to the newly enacted legislation. The Organics Plan provides an estimate of the total organic waste processing capacity currently available in Los Angeles County and the neighboring counties in the Southern California region. An analysis of the additional processing capacity needed to handle organic waste recycling is also included in the Organics Plan. The County also publishes an annual report on the Organics Plan to identify and determine whether there is an adequate amount of organic waste processing facility infrastructure and capacity to meet the demand for organic waste that is currently projected to be disposed and must be diverted as a result of the SB 1383 disposal reduction targets.

Construction and Demolition Debris Recycling and Reuse Ordinance

The County Board of Supervisors adopted the Construction and Demolition Debris Recycling and Reuse Ordinance on January 4, 2005. The ordinance added Chapter 20.87 to the Los Angeles County Code (County Code), which requires projects in the unincorporated areas to recycle or reuse 50% by weight of all construction and demolition debris removed from a site. Its purpose is to increase the diversion of construction and demolition debris from disposal facilities, which will assist the County in meeting the state's waste reduction mandates. The code also requires submission of a recycling and reuse plan and associated annual reporting to demonstrate compliance with the plan.

In January 2011, the County adopted the Green Building Standards Code, which also sets forth recycling requirements for construction and demolition projects in the unincorporated areas of Los Angeles County. The provisions of the Green Building Standards Code are more stringent than those of the Construction and Demolition Debris Recycling and Reuse Ordinance that was adopted in 2005. Currently, for non-residential construction projects, 65% of the debris generated (by weight) must be recycled. However, Public Works is proposing to revise the County's Construction and Demolition Debris Recycling and Reuse Ordinance to make the County ordinance consistent with the recycling requirements in the latest California Green Building Standards, to help achieve the waste diversion targets in the County's Zero Waste Plan, and to help the County better address illegal dumping of soil and construction and demolition debris in the unincorporated County areas and allow the disposal of soil at certain gravel pits and quarries to facilitate future development of those sites. The proposed revisions will include increasing the minimum required construction and demolition recycling rate to 70% (Public Works 2023a).

Los Angeles County Standard Urban Storm Water Mitigation Plan

The Los Angeles County Standard Urban Storm Water Mitigation Plan (SUSWMP) provides drainage regulations for specific types of development projects, which include:

- Ten or more unit homes (includes single-family homes, multi-family homes, condominiums, and apartments);
- Automotive service facilities;
- Restaurants;
- Any commercial or industrial development that creates at least 100,000 square feet of impermeable area, including parking;
- Retail gasoline outlet;
- Parking lots 5,000 square feet or more of surface area or with 25 or more parking spaces;
- Redevelopment projects in subject categories that meet redevelopment thresholds (County of Los Angeles 2000).

Development projects included in the list above would be required to comply with the County SUSMP submittal requirements, as listed below:

- Provide a hydrology analysis to determine the design flow rate (QPM) or Volume (VM) for the first 3/4-inch of rainfall that must be treated.
- Submit site specific hydraulic calculations along with the recommended structural BMP manufacturer's product specifications to verify the BMP will adequately handle the minimum design flow required for treatment.
- Show locations of best management practices (BMPs) on building/drainage plans.
- Determine and provide the pre and post development pervious and impervious areas created by the proposed development.
- Submit Operation and Maintenance Guidelines that include the designated responsible party to manage the SUSMP devices, employee's training program and duties, operating schedule, maintenance frequency, routine service schedule, specific maintenance activities, and copies of resource agency permits. Inspection and servicing of all SUSMP devices must occur on an annual basis at a minimum.

The County includes example BMPs within the SUSWMP to be implemented on sites that would aid in stormwater drainage; examples of these include using minimum pavement widths and permeable pavement, directing of rooftop runoff to pervious areas, and including vegetated swales and strips and infiltration basins throughout the development (County of Los Angeles 2000).

County of Los Angeles Hydrology Manual

The County of Los Angeles Hydrology Manual provides information relevant to conducting hydrologic study within the County of Los Angeles. This manual provides examples and methods to explain the steps involved in converting rainfall to runoff flow rates and volumes using Public Works' standards. In addition, this manual contains procedures and standards developed and revised by the Water Resources Division of Public Works based on historic rainfall and runoff data collected within the County. The techniques in this manual apply to the design of local storm drains, retention and detention basins, pump stations, and major channel projects. The techniques also apply to storm drain deficiency and flood hazard evaluations. Low flow hydrology methods related to water quality standards are also discussed.

County of Los Angeles Public Works Green Infrastructure Guidelines

In 2008, the County Board of Supervisors adopted three green ordinances (Green Building, Drought-Tolerant Landscaping, and Low-Impact Development [LID]) that require developers to implement sustainable practices in their projects to protect natural resources within the County. The Board of Supervisors also requested that County of Los Angeles Public Works establish Green Infrastructure Guidelines for its own infrastructure projects. The purpose of the Green Infrastructure Guidelines is to provide options to incorporate LID concepts and other sustainable practices into the design, construction, and operation of Public Works' infrastructure with the goal of improving management of stormwater runoff.

Title 27, Electrical Code

Title 27 of the County Code adopts and incorporates by reference the California Electric Code and provides minimum standards to safeguard the public's safety and welfare by regulating the design, construction, installation, quality of materials, use, location, operation and maintenance of electrical systems, equipment and appliances. The provisions of the Electrical Code apply to the construction, alteration, moving, repair and use of any electrical wiring on any premises within the unincorporated area of the County (Title 27 Section 80-3, Scope).

Los Angeles County 2035 General Plan

The Public Services and Facilities Element of the Los Angeles County 2035 General Plan (General Plan) provides the following goals and policies potentially relevant to the Project. The South Bay Area Plan would support and/or would not conflict with the implementation of the following goals and policies (County of Los Angeles 2015):

Goal PS/F 1 A coordinated, reliable, and equitable network of public facilities that preserves resources, ensures public health and safety, and keeps pace with planned development.

- Policy PS/F 1.1** Discourage development in areas without adequate public services and facilities.
- Policy PS/F 1.2** Ensure that adequate services and facilities are provided in conjunction with development through phasing or other mechanisms.
- Policy PS/F 1.3** Ensure coordinated service provision through collaboration between County departments and service providers.
- Policy PS/F 1.4** Ensure the adequate maintenance of infrastructure.
- Policy PS/F 1.5** Focus infrastructure investment, maintenance and expansion efforts where the General Plan encourages development.
- Policy PS/F 1.7** Consider resource preservation in the planning of public facilities.

Goal PS/F 2 Increased water conservation efforts

- Policy PS/F 2.1** Support water conservation measures
- Policy PS/F 2.2** Support educational outreach efforts that discourage wasteful water consumption.

Goal PS/F 3 Increased local water supplies through the use of new technologies

- Policy PS/F 3.1** Increase the supply of water through the development of new sources, such as recycled water, gray water, and rainwater harvesting.

- Policy PS/F 3.2** Support the increased production, distribution and use of recycled water, gray water, and rainwater harvesting to provide for groundwater recharge, seawater intrusion barrier injection, irrigation, industrial processes and other beneficial uses.

- Goal PS/F 4** Reliable sewer and urban runoff conveyance treatment systems

- Policy PS/F 4.1** Encourage the planning and continued development of efficient countywide sewer conveyance treatment systems.

- Policy PS/F 4.2** Support capital improvement plans to improve aging and deficient wastewater systems, particularly in areas where the General Plan encourages development, such as Transit Oriented Districts.

- Policy PS/F 4.3** Ensure the proper design of sewage treatment and disposal facilities, especially in landslide, hillside, and other hazard areas.

- Policy PS/F 4.4** Evaluate the potential for treating stormwater runoff in wastewater management systems or through other similar systems and methods.

- Goal PS/F 5** Adequate disposal capacity and minimal waste and pollution

- Policy PS/F 5.1** Maintain an efficient, safe, and responsive waste management system that reduces waste while protecting the health and safety of the public.

- Policy PS/F 5.2** Ensure adequate disposal capacity by providing for environmentally sound and technically feasible development of solid waste management facilities, such as landfills and transfer/processing facilities.

- Policy PS/F 5.5** Reduce the County’s waste stream by minimizing waste generation and enhancing diversion.

- Policy PS/F 5.7** Encourage the recycling of construction and demolition debris generated by public and private projects.

- Policy PS/F 5.8** Ensure adequate and regular waste and recycling collection services.

- Policy PS/F 5.9** Encourage the availability of trash and recyclables containers in new developments, public streets, and large venues.

- Goal PS/F 6** A County with adequate public utilities

- Policy PS/F 6.1** Ensure efficient and cost-effective utilities that serve existing and future needs.

- Policy PS/F 6.4** Protect and enhance utility facilities to maintain the safety, reliability, integrity and security of utility services.

Existing Plans and Programs

West Carson Transit Oriented District Specific Plan. Chapter 5, Infrastructure, of the West Carson TOD Specific Plan includes a discussion on existing and future utility infrastructure needs to support water, sewer, storm drain, and other systems (County of Los Angeles 2018). The plan also includes development standards related to utilities. For example, all utility lines serving a new development in the West Carson TOD Specific Plan area, with the exception of interim uses, must be placed underground by the developer in accordance with the County's policies for locating utilities underground. Furthermore, all utility line and connection costs to the backbone infrastructure/utility system in the West Carson TOD Specific Plan area (including water supply, sanitary sewer facilities, reclaimed water supply, storm drainage, and other utilities) needed to serve individual projects are the responsibility of the new user/owner, or as otherwise determined as a result of a negotiated development agreement or lease (County of Los Angeles 2018). The West Carson TOD Specific Plan also recommends that all new development projects that involve the construction of new roadway projects conform to the Green Infrastructure Guidelines (discussed above) as set forth by Public Works. Further, all new development projects in the West Carson TOD Specific Plan area must incorporate best management practices as identified by the Green Infrastructure Guidelines, including incorporation of permeable surfaces (e.g., permeable pavement), vegetation, and landscaping (County of Los Angeles 2018).

Vision Lennox Plan. Vision Lennox envisions developing a funding program to underground utility lines throughout the Lennox community beginning with major corridors and then moving on to residential areas. According to the Plan, to the extent feasible, the undergrounding of utilities should be coordinated in conjunction with major streetscape improvement (County of Los Angeles 2010).

Alondra Park Multi-Benefit Stormwater Capture Program. The Alondra Park Multi-Benefit Stormwater Capture Park (Multi-Benefit Project), located in Alondra Park/El Camino Village (3850 Manhattan Beach Blvd, Lawndale, CA 90260), will revitalize an existing park with new stormwater infrastructure, new soccer and multi-purpose turf fields, and two rehabilitated baseball fields. The Multi-Benefit Project will capture and treat dry-weather and stormwater runoff from a 4,495-acre drainage area, with up to 40 acre-feet of runoff during a single storm event, by retaining runoff in a subsurface storage system. Captured runoff will be diverted to the sewer system during off peak hours and excess flows will be treated and released back into the storm drain system. The Multi-Benefit Project will capture flows from the cities of El Segundo, Hawthorne, Lawndale, Manhattan Beach, and Redondo Beach, along with unincorporated County areas. The Multi-Benefit Project also includes nature-based solutions with the planting of native and drought-tolerant vegetation and trees, bio-swales, and permeable pavements that mimic natural processes, which will improve stormwater quality by preventing stormwater pollutants from ultimately discharging into to the Dominguez Channel (Public Works 2023b).

4.19.1.2 Existing Environmental Conditions

Regional Utilities and Service Systems

The following is a summary of the regional utilities and service systems setting common to the Project-area communities.

Stormwater Service

Drainage facilities in Project-area communities are provided and maintained by the LACFCD and the California State Department of Transportation (Caltrans). LACFCD is responsible for regional flood control protection within the County.

Sewer Service

The Project area is located within the LACSD jurisdictional boundaries of District Nos. 05, 08 and 09. The LACSD provides wastewater treatment services for most Project-area communities except for the community of La Rambla where treatment services are provided by the City of Los Angeles via local sewer lines, which are not maintained by LACSD. LACSD own, operate, and maintain the large trunk sewers that form the backbone of the wastewater conveyance system in the Project area. Local collector and/or lateral sewer lines are the responsibility of the jurisdiction in which they are located. The wastewater generated by the Project area communities is treated at the Joint Water Pollution Control Plant, located in the City of Carson, and the City of Los Angeles Terminal Island Water Reclamation Plant, located in City of San Pedro.

The Joint Water Pollution Control Plant (the LACSD’s largest wastewater treatment plant) has a capacity of 400 million gallons per day (mgd) and currently processes an average flow of approximately 243.1 mgd (LACSD 2023a). The Terminal Island Water Reclamation Plant has a capacity of 30 mgd and currently processes an average flow of approximately 15 mgd (LASAN 2023). Therefore, the current average total sewage flow to these wastewater treatment plants is approximately 258.1 mgd and the combined total treatment capacity is approximately 430 mgd. Accounting for the existing average sewage flow, the remaining treatment capacity is approximately 171.9 mgd. The Project-area communities are located within the LACSD districts listed in Table 4.19-1.

Table 4.19-1. Los Angeles County Sanitation Districts

South Bay Area Plan Community	LACSD District No(s).
Lennox	5
Del Aire/Wiseburn	5
West Carson	5 & 8
Alondra Park/El Camino Village	5
Hawthorne Island	5
Westfield/Academy Hills	5
La Rambla	9

Source: LACSD 2022

The County’s Sewer Maintenance Districts, managed by the Los Angeles County Public Works (Public Works) Sewer Maintenance Division (SMD), are primarily responsible for operation and maintenance of sewer collection and conveyance systems, including sewer mains, pump stations, and manhole structures. The Sewer Maintenance Districts are made up of the Marina Sewer Maintenance District, the Consolidated Sewer Maintenance District (CSMD), and its nine zones (Public Works 2018). The CSMD is responsible for overseeing sewer conveyance systems the Project area (Public Works 2023c). At the regional level, the Sewer Maintenance Districts serve over two million people within incorporated and unincorporated areas of the County. The SMD is responsible for overseeing operation and maintenance of over 4,600 miles of sanitary sewers (e.g., sewer mains in streets and easements), 104,151 manhole structures, 155 pump stations, and 4 wastewater treatment plants (Public Works 2023d). About 95% of sewage flows from the Sewer Maintenance Districts’ local collection and conveyance systems discharge into the LACSD facilities for treatment and disposal (Public Works 2018).

Water Supply and Wastewater Generation

Estimated potable water demand per person (in units of gallons per capita per day [gpcd]) is listed in the 2020 UWMPs for the Project-area retail water purveyors. The per capita water demand for the Project-area retail water purveyors ranges from 84 gpcd to 229 gpcd. These values were multiplied by the population and employment

values for each Project-area community to estimate the existing potable water demand of the Project area, as detailed in Table 4.19-2. The estimated sewer load for each Project area community is also shown in Table 4.19-2.

Table 4.19-2. Estimated Existing Sewer Loads

SBAP Community	Est. Existing Residential Population ¹	Est. Existing Employees ²	Total Est. Existing Population and Employees	UWMP 2020 Actual gpcd ³	Est. Average Water Demand (mgd) ⁴	Est. Average Sewer Load (mgd) ⁵
Lennox	20,008	2,032	22,040	84	1.85	1.11
Del Aire/ Wiseburn	10,060	1,514	11,574	84	0.97	0.58
West Carson	22,991	8,384	31,375	157	4.93	2.96
Alondra Park/ El Camino Village	8,520	2,313	10,833	84	0.91	0.55
Hawthorne Island	2,533	146	2,679	84	0.23	0.14
Westfield/ Academy Hills	2,158	444	2,602	229	0.60	0.36
La Rambla	2,005	498	2,503	106	0.27	0.16
Plan Area Total	68,275	15,331	83,606	-	9.75	5.85

Source: County of Los Angeles 2023a; U.S. Census 2020; GSWC 2020; Cal Water 2020a; Cal Water 2020b; LADWP 2020.

Notes: UWMP = urban water management plan; gpcd = gallons per capita per day; mgd = million gallons per day.

- ¹ Existing population was derived from County estimates based on U.S. Census data (County of Los Angeles 2023a).
- ² Employment data was estimated for the Project area and each Project-area community using the U.S. Census Bureau's "OnTheMap", a web-based mapping and reporting application that shows where workers are employed. Estimates provided in this table reflect employment data from 2020, which was the most recent year for which data was available and compatible with OnTheMap application at the time of NOP publication for this Draft PEIR (U.S. Census 2020).
- ³ The actual gallons per capita per day (gpcd) rates are derived from applicable 2020 urban water management plans (UWMPs), which are the Golden State Water Company Southwest Area UWMP (Lennox, Del Aire/Wiseburn, Alondra Park/El Camino Village, and Hawthorne Island), California Water Service Dominguez District UWMP (West Carson), California Water Service Palos Verdes District UWMP (Westfield/Academy Hills), and Los Angeles Department of Water and Power UWMP (La Rambla) (GSWC 2020; Cal Water 2020a; Cal Water 2020b; LADWP 2020).
- ⁴ Value estimated based on 2020 per capita water demand from UWMPs.
- ⁵ Assumes sewer return rate of 60% of the water demand.

The Southern California Metropolitan Water District (MWD) is a water wholesaler to its member agencies, which in turn distribute the water to end users. MWD sources much of its water from the Colorado River and the State Water Project (i.e., surface water sources). In the Project area, MWD provides water to the West Basin Municipal Water District (WBMWD) and Los Angeles Department of Water and Power (LADWP). The WBMWD in turn wholesales potable water to six of the seven Project area communities. WBMWD does not serve potable water to the La Rambla community. WBMWD is the wholesaler for two retail water purveyors within the Project area, including the California Water Service Company (Cal Water) and Golden State Water Company. The primary sources of water for the WBMWD are the MWD (i.e., imported water) and local groundwater, with recycled water also representing a portion of the supply (WBMWD 2020). The community of La Rambla is served by the LADWP with primary sources of water from the Los Angeles Aqueducts, local groundwater, and MWD (LADWP 2020).

The Project-area communities each derive a portion of their water supply from groundwater. Over the last five years, WBMWD has sourced approximately 15-20% of its total water supply from the West Coast Groundwater Basin (West Basin) and Central Groundwater Basin (Central Basin), while the LADWP has sourced approximately 8% of its total water supply from the San Fernando Basin, Sylmar Basin, Eagle Rock Basin, and West Coast Basin (WMMWD 2020;

LADWP 2020). All of the groundwater basins supplying water to the Project areas are adjudicated basins.¹ In accordance with their respective adjudicated water rights, the WBMWD and its retail water purveyors can pump a combined total of 50,850 acre-feet per year (AFY) of groundwater, while the LADWP can pump a total of 109,809 AFY of groundwater (WBMWD 2020; LADWP 2020). SGMA groundwater basin designations do not apply to adjudicated basins.

Metropolitan Water District of Southern California. MWD provides water to approximately 19 million people via 26 member water agencies. MWD sources much of its water from the Colorado River and the State Water Project (i.e., surface water sources). The State Water Project on average supplies 30% of the water used in southern California. However, due to anticipated drought conditions, initial allocation estimates for MWD deliveries from the State Water Project have been reduced to only 10% of full allocations for the beginning of 2024 (MWD 2023a). MWD has been working in partnership with its member agencies since 2021 to provide communities dependent on State Water with new access to Colorado River water or other supplies. MWD also continues to explore additional engineering and infrastructure improvements to improve the resiliency and flexibility of the region's water delivery system. MWD is also investing in drought-proof, climate change-resilient water supplies, such as recycled water.

California Water Service Company. Cal Water, which provides water to West Carson (Dominguez District) and Westfield/Academy Hills (Palos Verdes District), derives its water supplies from groundwater from the West Coast Basin and Central Basin, imported water from WBMWD, and recycled water from WBMWD (Cal Water 2020a). Cal Water is currently in the process of developing multiple regional water supply reliability studies using integrated resource planning practices to create a long-term supply reliability strategy through 2050, for Cal Water districts throughout California. The studies will create long-term strategies to address a wide range of water supply challenges including climate change, new regulatory requirements, and potential growth in demands due to new development. These water supply reliability studies will be completed on a rolling basis over the next several years, with all studies anticipated to be complete by 2024. Cal Water also has its own aggressive and comprehensive water conservation program that has and will continue to reduce per-capita usage and therefore demands on critical water sources. Cal Water is committed to helping its customers use water efficiently and has developed a range of water conservation programs to support this goal. To ensure that it is providing the right mix of programs in the most cost-effective manner possible, Cal Water routinely conducts comprehensive conservation program analysis and planning. This is done on a five-year cycle in tandem with the urban water management plans for each service area. Cal Water also maintains a Water Shortage Contingency Plan to address potential water shortage conditions resulting from any cause (e.g., droughts, impacted distribution system infrastructure, regulatory-imposed shortage restrictions, etc.). The Water Shortage Contingency Plan for each service area (included in the 2020 Urban Water Management Plans for the Dominguez District and Palos Verdes District) identifies a variety of actions that Cal Water will implement to reduce demands in the event of supply shortages of different magnitudes (Cal Water 2020a, 2020b).

Golden State Water Company. The Golden State Water Company (Golden State), which provides water to Lennox, Del Aire/Wiseburn, Alondra Park/El Camino Village, and Hawthorne Island, derives its water supplies from groundwater from the Central and West Coast groundwater basins, purchased water from the Central Basin Municipal Water District and WBMWD, and recycled water from WBMWD (for irrigation, commercial/industrial uses, groundwater banking, and injections to reduce seawater intrusion). Golden State maintains a Water Shortage Contingency Plan to address potential water shortage conditions resulting from any cause (e.g., droughts, impacted distribution system infrastructure, regulatory-imposed shortage restrictions, etc.). The Water Shortage Contingency

¹ A water right adjudication is the legal process to resolve conflict and competition on a water source. Adjudication legally determines whether each water right on a source is legal, how much water can be used, and its priority during shortages.

Plan, included as Chapter 6 of the Golden State 2020 Urban Water Management Plan (Southwest Service Area), identifies a variety of actions that Golden State will implement to reduce demands in the event of supply shortages of different magnitudes (GSWC 2020). In general, because Golden State supplies are not overly reliant on surface water supplies, these water supplies are not heavily impacted by drought and are available to Golden State, regardless of the current year’s hydrology. Discretion over the amount of groundwater pumped and water purchased allows Golden State to match supplies and demands, resulting in zero shortfalls or surpluses.

Los Angeles Department of Water and Power. The LADWP provides water supply services to the Project-area community of La Rambla. Primary sources of water for the LADWP service area are the Los Angeles Aqueducts, local groundwater, and MWD (i.e., State Water Project and Colorado River Aqueduct) (LADWP 2020). The LADWP also uses recycled water for irrigation, industrial, and environmental beneficial uses (LADWP 2020). Demographic projections for the LADWP service area are based on the SCAG demographic growth forecast (LADWP 2020). As required by California Water Code Section 10632, LADWP has developed Water Shortage Contingency Plan, included as Appendix I of the 2020 Urban Water Management Plan, which outlines the decision making process LADWP utilizes each year to determine its water supply availability. The Water Shortage Contingency Plan outlines how LADWP will perform an annual water supply and demand assessment to identify potential water shortage levels and corresponding shortage response actions (LADWP 2020). LADWP’s water shortage response actions include a mix of prohibitions on end use, demand reduction methods, and supply augmentation. The Water Shortage Contingency Plan also lists re-evaluation and improvement procedures LADWP will use to ensure shortage risk tolerance is adequate and appropriate water shortage mitigation strategies are implemented as needed (LADWP 2020).

Solid Waste

Public Works manages the collection of solid waste for residents and businesses in the Project area. Table 4.19-3 lists the permitted solid-waste disposal facilities in the County serving the Project area, along with location, materials accepted, and an estimate of remaining capacity and lifetime (County of Los Angeles 2022a). Table 4.19-3 does not include inert landfills or debris disposal sites that do not currently accept municipal solid waste.

Table 4.19-3. Solid-Waste Disposal Facilities in Los Angeles County

Class III Landfills					
Facility Name	Permit No.	Address	Materials Accepted	Remaining Capacity (million tons)	Remaining Life (years)
Antelope Valley Public Landfill	19-AA-5624	1200 West City Ranch Road, Palmdale, CA 93551	Agricultural, Asbestos, Construction / Demolition, Contaminated Soil, Green Materials, Industrial, Inert, Mixed Municipal	9.24	11
Chiquita Canyon Sanitary Landfill	19-AA-0052	29201 Henry Mayo Drive, Castaic, CA 91384	Mixed Municipal, Green Materials, Construction / Demolition, Industrial, Inert	51.48	26

Table 4.19-3. Solid-Waste Disposal Facilities in Los Angeles County

Lancaster Landfill and Recycling Center	19-AA-0050	600 East Avenue F, Lancaster, CA 93535	Agricultural, Construction/demolition, Industrial, Mixed municipal, Tires, Inert, Green Materials, Asbestos, Sludge (BioSolids), Contaminated Soil	9.87	66
Pebbly Beach	10-AA-0061	1 Dump Road, Avalon, CA 90704	Asbestos, Green Material, Household Trash, Inert; Metals, Municipal Sludge	0.03	5
Sunshine Canyon City/County Landfill	19-AA-2000	14747 San Fernando Road, Sylmar, CA 91342	Construction/demolition, Green Materials, Industrial, Inert Materials, Mixed municipal	55.64	16
Total Remaining Landfill Capacity				126.26	—
Transformation Facilities					
Facility Name	Permit No.	Address	Materials Accepted	Average Available Daily Capacity (tons per day)	
Southeast Resource Recovery Facility ¹	19-AK-0083	120 Henry Ford Avenue, Long Beach, CA 90802	Green Materials, Household Trash	1,370	—

Source: County of Los Angeles 2022a

Notes:

¹ The Southeast Resource Recovery Facility is a “waste-to-energy” facility where solid waste is burned and used to generate electricity.

In 2021, the total amount of solid waste disposed of at in-County Class III landfills, transformation facilities, and out-of-County landfills was approximately 11.1 million tons (County of Los Angeles 2022a). Active in-County landfills that have a Waste Plan Conformance Agreement with the County include Chiquita Canyon, Lancaster, and Sunshine Canyon City/County Landfills. Together, these landfills handle approximately 70% of the in-County solid waste (County of Los Angeles 2022a). The remaining Class III landfill capacity in the County is estimated at 137.09 million tons. (County of Los Angeles 2022). As demonstrated in Table 4.19-3, for facilities processing solid waste from the Project area, the remaining landfill capacity is approximately 122.26 tons (County of Los Angeles 2022a). Solid waste materials from the Project area could also be accepted at the Southeast Resource Recovery Facility, which is permitted to process 2,240 tons of solid waste per day. In 2021, the Southeast Resource Recovery Facility had an average available solid-waste capacity of 1,370 tons per day (County of Los Angeles 2022a).

In addition to solid-waste disposal at the in-County landfills and transformer facility, the County currently relies on solid-waste exports to out-of-County landfills. The amount of waste exported to out-of-County landfills in 2021 was approximately 14,466 tons per day (which is equivalent to about 42% of the total disposal) (County of Los Angeles 2022a). The County is anticipated to continue to export waste to out-of-County landfills at a similar rate over the next 15 years (County of Los Angeles 2022a). As of 2021, there were nine out-of-County landfills available for use by the County and County jurisdictions. These facilities are in the surrounding counties of Kern, Orange, Riverside, San Bernardino, and Ventura (County of Los Angeles 2022a). Future use of the waste-by-rail system to Mesquite Regional Landfill in Imperial County is also being considered (County of Los Angeles 2022a).

Construction waste is typically disposed of at inert landfills, which are facilities that accept materials such as soil, concrete, asphalt, and other construction and demolition debris. In 2021, the amount of inert waste in the County disposed at the permitted inert waste landfill totaled 402,989 tons (County of Los Angeles 2022a). The Azusa Land Reclamation Co. in the City of Azusa is classified as an inert landfill, which has an estimated remaining capacity of 50.77 million tons.² Given the remaining permitted capacity and the average County disposal rate of 1,292 tons per day in 2021, this Azusa landfill's capacity will be exhausted in 165 years; however, based on the landfill's solid waste facility permit closure date, the landfill is expected to close in 24 years. In addition to the Azusa landfill and the facilities noted in Table 4.19-3, above, as accepting inert materials, there are other facilities in the County that only process inert waste and other construction and demolition waste. These include several facilities in City of Irwindale (e.g., Durbin Landfill; Hanon Aggregates, West Inc., Nu-Way Arrow Reclamation), as well as the Montebello Land and Water Co. in the City of Montebello, Peck Rock and Gravel Pit the City of Monrovia, and Sun Valley Landfill in the City of Sun Valley. As of 2021, these inert debris facilities (excluding Azusa Land Reclamation Co.) had a maximum daily capacity of approximately 27,130 tons per day (County of Los Angeles 2022a).

In 2022, the County adopted the Zero Waste Plan, an update to the 2014 Roadmap to a Sustainable Waste Management Future, which outlines the process by which the County can implement strategies to reduce solid waste generation in unincorporated areas and through County operations. The Project-area communities are part of the Zero Waste Plan, which includes the goal to divert 80% of solid waste generated in the unincorporated County areas from landfills by 2025, 90% by 2035, and 95% or more by 2045. As of 2020, the diversion rate for the County was 65% (County of Los Angeles 2022b).

According to the IWMP Annual Report, a shortfall in permitted solid waste disposal capacity within the County is not anticipated to occur within the next 15 years (County of Los Angeles 2022a). However, to meet disposal capacity needs, jurisdictions in the County must further increase their waste reduction and diversion efforts, continue to encourage the development of alternative technologies, support the exportation of waste to out-of-County facilities (including waste-by-rail), and, if found to be environmentally sound and technically feasible, expand in-County landfill capacity (County of Los Angeles 2022a).

Electrical Service

Electricity in the Project area is provided by Southern California Edison (SCE), a private franchise utility company and subsidiary of Sempra Energy. All standards, development requirements, and improvement strategies are set directly by SCE, with oversight by the CPUC. Electricity is transmitted by a network of aboveground and underground power lines to supply sufficient power to all locations, including streetlights and traffic signals. The existing electrical system has adequate capacity to serve the project area.

Natural Gas

Natural gas currently serving the Project area is provided by SoCalGas, which owns and operates two natural gas storage fields in southern California. These storage fields help meet peak seasonal demand and allow southern California customers to secure natural gas supplies more efficiently. SoCalGas also owns and operates four underground storage facilities located around southern California. In addition, SoCalGas owns and operates all transmission mains, distribution pipelines, and service laterals in the Project area.

² As of 2021, Azusa Land Reclamation Co. had a full solid waste facility permit, and historically accepted both inert materials and municipal solid waste. However, by Court Order, on October 2, 1996, the Los Angeles Regional Water Quality Control Board ordered the Azusa landfill to stop accepting municipal solid waste (County of Los Angeles 2022a).

Telecommunication Service

Telecommunication facilities are installed in the Project area by a variety of private utility companies, including AT&T, Cox, Crown Castle, MCI Verizon and Frontier (HighSpeedInternet 2023)

Local Utilities and Service Systems

The following is a summary of the utilities and service systems specific to each community within the Project area.

Lennox

Stormwater Drainage. LACFCD maintains a majority of the drainage system within the Lennox community. In addition, Caltrans operates and maintains several drainage facilities within state operating rights-of-way associated with the I-405 and I-105 freeways, which traverse Lennox. As detailed in Table 4.19-4, stormwater within the Lennox community flows primarily into six (6) LACFCD storm drains.

Table 4.19-4. Lennox Storm Drain Outlets

Location	Direction of Flow in Outlet Drain
S La Cienega Blvd at W Imperial Hwy	South
Felton Ave at W Imperial Hwy	South
S Inglewood Ave at W 112 th St	South
Burin Ave at W 111 th St	South
Cedar Ave	Southeast
W 106 th St	East

Source: Public Works 2023e

Wastewater Conveyance. The Lennox community has sewers that range in diameter from 10-inch to 33-inch. The Lennox community sewers flow into the four (4) LACSD trunk sewers as listed in Table 4.19-5.

Table 4.19-5. Lennox LACSD Trunk Sewer Outlets

Location	Direction of Flow in Outlet Sewer	Diameter (inch)
Imperial Hwy	East	10
S Truro Ave	South	27
S Burin Ave	South	33
S Eastwood Ave	South	33

Source: LACSD 2023b

Natural Gas. One high pressure SoCalGas distribution line is located in the Lennox community, including an east-west trending line within W 104th Street which connects to a north-south trending gas line along Aviation Boulevard (SoCalGas 2023).

Solid Waste. Lennox is in the Lennox Garbage Disposal District, which is an area within the unincorporated County where trash, recycling, organic waste collection and other waste management services are administered by the County and provided to residents and businesses through a contract with a private waste hauler (Public Works 2023f).

Del Aire/Wiseburn

Stormwater Drainage. The storm drainage system in the Del Aire/Wiseburn community consists primarily of segments that are maintained by LACFCD, and three (3) segments operated and maintained by Caltrans associated with the I-405 freeway. As detailed in Table 4.19-6, stormwater within the Del Aire/Wiseburn community flows into two (2) LACFCD storm drains and two (2) Caltrans storm drains.

Table 4.19-6. Del Aire/Wiseburn Storm Drain Outlets

Location	Direction of Flow in Outlet Drain
Inglewood Ave at W 139 th St	South
W 124 th St	East
I-405 freeway at W 118 th Pl	East
I-405 freeway at W 117 th St	East

Source: Public Works 2023e

Wastewater Conveyance. The Del Aire/Wiseburn community has sewers that range in diameter from 10-inch to 18-inch. The Del Aire/Wiseburn community sewers flow into the four (4) LACSD trunk sewers listed in Table 4.19-7.

Table 4.19-7. Del Aire/Wiseburn LACSD Trunk Sewer Outlets

Location	Direction of Flow in Outlet Sewer	Diameter (inch)
W 116 th St at Isis Ave	Northeast	10
W 120 th St at Felton Ave	East	15
N Aviation Blvd	South	18
S Inglewood Ave	East	10

Source: LACSD 2023

Natural Gas. A north-south trending SoCalGas distribution line is located along Aviation Boulevard and an east-west trending high pressure distribution line is located in the southern portion of the community along West Myrrh Street, connecting with East Cypress Street (SoCalGas 2023).

Solid Waste. Del Aire/Wiseburn is part of the South Bay Residential Trash Collection Franchise, serviced by Universal Waste Systems, Inc. Services (Public Works 2023g).

West Carson

Stormwater Drainage. The storm drainage system in the West Carson community consists of a combination of public and privately maintained drains, including a segment maintained by Caltrans within the state operating right-of-way associated with the I-110 freeway. In addition, as detailed in Table 4.19-8, three (3) channels traverse the I-110 freeway and flow into the LACFCD storm drain system.

Table 4.19-8. West Carson Storm Drain Outlets

Location	Direction of Flow in Outlet Drain
Lomita Blvd between Vernon Ave and I-110 freeway	South
I-110 freeway south of Sepulveda Blvd	Southeast
I-110 freeway north of Sepulveda Blvd	Southeast
I-110 freeway south of W Del Amo Blvd	East
I-110 freeway at W 190 th St	East

Source: Public Works 2023e

Wastewater Conveyance. The West Carson community has sewers that range in diameter from 8-inch to 90-inch. The West Carson community sewers flow into the eight (8) LACSD trunk sewers listed in Table 4.19-9.

Table 4.19-9. West Carson LACSD Trunk Sewer Outlets

Location	Direction of Flow in Outlet Sewer	Diameter (inch)
S Vermont Ave at Knox St	South	12
W Del Amo Blvd at 110 Fwy	East	15
W Torrence Blvd at 110 Fwy	East	12
W 228 th at 110 Fwy	Southeast	78
W Sepulveda Blvd at 110 Fwy	Southeast	60
W Sepulveda Blvd at 110 Fwy	Southeast	90
Canada de Los Palos Verdes Creek at 110 Fwy	Northeast	27
Canada de Los Palos Verdes Creek at 110 Fwy	Northeast	15

Source: LACSD 2023

Natural Gas. A high-pressure distribution line in addition to a transmission line run east-west along W 190th, in the northern portion of the West Carson community (SoCalGas 2023).

Solid Wast. West Carson is part of the South Bay Residential Trash Collection Franchise, serviced by Universal Waste Systems, Inc. Services (Public Works 2023g).

Alondra Park/El Camino Village

Stormwater Drainage. As detailed in Table 4.10-10, stormwater within the Alondra Park/El Camino Village community flows primarily into one large channel and one storm drain maintained by LACFCD.

Table 4.19-10. Alondra Park/El Camino Village Storm Drain Outlets

Location	Direction of Flow in Outlet Drain
W Redondo Beach Blvd	South
Crenshaw Blvd at W Redondo Beach Blvd	South

Source: Public Works 2023e

Wastewater Conveyance. The Alondra Park/El Camino Village community has sewers that range in diameter from 12-inch to 54-inch. The Alondra Park/El Camino Village community sewers flow into the four (4) LACSD trunk sewers listed in Table 4.19-11.

Table 4.19-11. Alondra Park/El Camino Village LACSD Trunk Sewer Outlets

Location	Direction of Flow in Outlet Sewer	Diameter (inch)
Redondo Beach Blvd	Southeast	42
Redondo Beach Blvd	Southeast	48
Yukon Ave at Redondo Beach Blvd	South	54
Ainsworth Ave at Redondo Beach Blvd	Southeast	54

Source: LACSD 2023

Natural Gas. Records indicate no high pressure or transmission lines in the Alondra Park/El Camino Village community (SoCalGas 2023).

Solid Waste. Alondra Park/El Camino Village is part of the South Bay Residential Trash Collection Franchise, serviced by Universal Waste Systems, Inc. Services (Public Works 2023g).

Hawthorne Island

Stormwater Drainage. As detailed in Table 4.19-12, stormwater within the Hawthorne Island community flows primarily into three LACFCD storm drains, which includes one drainage channel at Crenshaw Blvd.

Table 4.19-12. Hawthorne Island LACSD Storm Drain Outlets

Location	Direction of Flow in Outlet Drain
Cerise Ave at W 135 th St	South
W 134 th St at Crenshaw Blvd	East
Crenshaw Blvd	East

Source: Public Works 2023e

Wastewater Conveyance. The Hawthorne Island community has sewers that range in diameter from 15-inch to 39-inch. The Hawthorne Island community sewers flow into the three (3) LACSD trunk sewers listed in Table 4.19-13.

Table 4.19-13. Hawthorne Island LACSD Trunk Sewer Outlets

Location	Direction of Flow in Outlet Sewer	Diameter (inch)
W 135 th St at Crenshaw Blvd	East	15
Crenshaw Blvd at W 135 th St	South	10
Yukon Ave	South	39

Source: LACSD 2023

Natural Gas. Records indicate no high pressure or transmission lines in the Hawthorne Island community (SoCalGas 2023).

Solid Waste. Hawthorne Island is part of the South Bay Residential Trash Collection Franchise, serviced by Universal Waste Systems, Inc. Services (Public Works 2023g).

Westfield/Academy Hills

Stormwater Drainage. As detailed in Table 4.19-14, stormwater within the Westfield/Academy Hills community flows into five (5) LACFCD storm drains.

Table 4.19-14. Westfield/Academy Hills LACSD Storm Drain Outlets

Location	Direction of Flow in Outlet Drain
Eastvale Rd at Palos Verdes Dr N	Northeast
Crenshaw Blvd at Palos Verdes Dr N	Northeast
Academy Dr at Palos Verdes Dr N	East
Lariat N at Rolling Hills Rd	North
Estates Ln at Crenshaw Blvd	Northeast

Source: Public Works 2023e

Wastewater Conveyance. The Westfield/Academy Hills community has sewers that range in diameter from 10-inch to 18-inch. The Westfield/Academy Hills community sewers flow into the two (2) LACSD trunk sewers listed in Table 4.19-15.

Table 4.19-15. Westfield/Academy Hills LACSD Trunk Sewer Outlets

Location	Direction of Flow in Outlet Sewer	Diameter (inch)
Chadwick Ln at Crenshaw Blvd	Northeast	10
Crenshaw Blvd at W Estates Ln	Northeast	12

Source: LACSD 2023

Natural Gas. Records indicate no high pressure or transmission lines in the Westfield/Academy Hills community (SoCalGas 2023).

Solid Waste. Westfield/Academy Hills is part of the South Bay Residential Trash Collection Franchise, serviced by Universal Waste Systems, Inc. Services (Public Works 2023g).

La Rambla

Stormwater Drainage. The City of Los Angeles operates and maintains all drainage facilities within the La Rambla community. As detailed in Table 4.10-16, stormwater within La Rambla community flows primarily into three (3) storm drains.

Table 4.19-16. La Rambla LACSD Storm Drain Outlets

Location	Direction of Flow in Outlet Drain
6 th St at S Weymouth Ave	West
W 5 th St at S Meyler St	East
W 2 nd St at S Meyler St	East

Source: Public Works 2023e

Wastewater Conveyance. The La Rambla community primarily consists of 8-inch trunk sewers. The La Rambla community sewers flow into the three (3) City of Los Angeles trunk sewers as listed in Table 4.19-17.

Table 4.19-17. La Rambla LACSD Trunk Sewer Outlets

Location	Direction of Flow in Outlet Sewer	Diameter (inch)
W 7 th St at Meyler St	East	8
W 5 th St at Meyler St	East	8
W 1 st St at Meyler St	East	8

Source: Public Works 2023e

Natural Gas. Records indicate no high pressure or transmission lines in the La Rambla community (SoCalGas 2023).

Solid Waste. La Rambla is part of the South Bay Residential Trash Collection Franchise, serviced by Universal Waste Systems, Inc. Services (Public Works 2023g).

4.19.2 Environmental Impacts

4.19.2.1 Methodology

As described in Chapter 3, Project Description, of this Draft PEIR, the South Bay Area Plan is a policy document that does not include or propose any site-specific development that could directly result in construction or operational impacts to the environment. However, implementation of the South Bay Area Plan would encourage development in a manner consistent with the South Bay Area Plan, which would facilitate additional future development. Therefore, this Draft PEIR does not assess the site-specific construction and operation details of each future development within the Project area. Rather, it assesses the impacts associated with changes to existing land uses and the associated overall effects of buildout of the South Bay Area Plan through 2045, where reasonably foreseeable physical changes to the environment could occur. Analysis at a parcel or site-specific level was not conducted because, unless otherwise noted within this assessment, the actual locations of project development (and its chronologic sequence or concurrence) that may be implemented in the future are speculative.

The potential for adverse impacts on utilities and service systems has been evaluated based on information concerning current service levels and the ability of the service providers to accommodate the increased demand generated by the proposed South Bay Area Plan.

Water/Sewer Capacity

The analysis of water and sewer infrastructure capacity focuses on the projected increase in water demand and wastewater generation over the 2045-year horizon of the South Bay Area Plan, in comparison to existing conditions. Impacts are considered significant if buildout of the Project would result in the need for construction of water and wastewater facilities that could result in a significant impact on the environment.

Storm Drain Capacity

The analysis of storm drain capacity focuses on the potential increase in stormwater generation that is anticipated to occur from buildout of the South Bay Area Plan, in comparison to existing conditions. Impacts would be considered significant if the Project would result in a substantial increase in stormwater generation, which would necessitate construction or expansion of drainage facilities that could cause a significant impact on the environment.

Energy System Capacity

A number of factors are considered when weighing whether a project would use a proportionately large amount of energy (i.e., electricity and natural gas) that could result in energy capacity problems to existing infrastructure and requiring the expansion of infrastructure or energy supplies. Impacts would be considered significant if the Project would result in a substantial increase in energy demand that would necessitate construction or expansion of energy facilities that could cause a significant impact on the environment.

Water Supply

The water supply analysis focuses on the potential increased demand associated with buildout of the South Bay Area Plan. The primary resources used for this analysis include the respective UWMPs for each retail water supplier, including Cal Water, Golden State Water Company, and the Los Angeles Department of Water and Power (GSWC 2020; Cal Water 2020a; Cal Water 2020b; LADWP 2020). The projected increase in water demand over the 2045-year horizon of the South Bay Area Plan is compared to future available supplies. The demand generated by the South Bay Area Plan at buildout compared to existing water supplies determines whether an impact from implementation of the South Bay Area Plan would occur. If buildout of the South Bay Area Plan would result in new or expanded water supply entitlements, a significant impact could occur.

Wastewater Treatment

The analysis of wastewater treatment capacity focuses on the magnitude of the change in demand for wastewater treatment from buildout of the South Bay Area Plan, based on the projected increase in water demand and wastewater generation over the 2045-year horizon of the South Bay Area Plan. Impacts are considered significant if buildout of the South Bay Area Plan would necessitate construction or expansion of wastewater facilities that could result in a significant impact on the environment.

Landfill Capacity

The analysis of landfill capacity focuses on whether existing and projected landfill capacity in the greater Los Angeles region will be sufficient to accommodate increased construction and operational waste generation associated with buildout of the South Bay Area Plan. Impacts would be considered significant if the Project would result in a substantial increase in solid waste that would affect landfill capacity to the extent that a new or expanded landfill facility would be required, the development of which could result in an impact on the environment.

Solid Waste Regulations

The analysis of compliance with solid waste regulations considers how future development under the South Bay Area Plan would be consistent with management and reduction statutes and regulations related to solid waste. Impacts would be considered significant if implementation of the South Bay Area Plan would be in conflict with federal, state, or local statutes or regulations related to solid waste, to the extent that an impact on the environment could result.

4.19.2.2 Thresholds of Significance

In accordance with the County's Environmental Checklist Form (Initial Study) and Appendix G of the State CEQA Guidelines, the applicable thresholds of significance with regard to utilities and service systems are listed below. The Project may have a significant impact if it would:

- Threshold 4.19-1:** Require or result in the relocation or construction of new or expanded water, wastewater treatment, storm water drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects.
- Threshold 4.19-2:** Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years.
- Threshold 4.19-3:** Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments.
- Threshold 4.19-4:** 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.
- Threshold 4.19-5:** Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

4.19.2.3 Land Use Changes, Goals, and Policies

As discussed in Section 3.3.3, Project-Related Growth, in Chapter 3, Project Description, of this Draft PEIR, implementation of the South Bay Area Plan (County of Los Angeles 2024) would encourage future development in a manner consistent with the South Bay Area Plan, which would facilitate additional residential, commercial, and mixed-use development based on the following:

1. The Project would redesignate parcels within the Project-area communities of Alondra Park/El Camino Village, Del Aire/Wiseburn, Lennox, La Rambla, and West Carson to allow for 9,853 additional dwelling units, which would result in approximately 30,745 additional Project-area residents. Under existing conditions, the sites affected are primarily designated as residential or commercial, and nearly all are occupied by existing development. The proposed General Plan land use redesignations are illustrated in the following figures in Chapter 3, Project Description, of this Draft PEIR: Figure 3-1a, Proposed General Plan Land Use, Alondra Park/El Camino Village; Figure 3-1b, Proposed General Plan Land Use, Del Aire/Wiseburn; Figure 3-1d, Proposed General Plan Land Use, La Rambla; Figure 3-1e, Proposed General Plan Land Use, Lennox; and Figure 3-1f, Proposed General Plan Land Use, West Carson.
2. The Project would allow for the development of accessory commercial units (ACUs) on corner lots in residentially zoned areas as an accessory use to a primary residence within the Project area. It is projected that approximately 12 residentially-zoned corner lots in the Project area may develop ACUs (approximately 10,200 square feet), which would generate approximately 23 new jobs. For a distribution of the residential zones within the Project area where ACUs would be permitted on corner lots, please refer to the following figures in Chapter 2, Environmental Setting of this Draft PEIR: Figure 2-4a, Existing Zoning, Alondra Park/El Camino Village; Figure 2-4b, Existing Zoning, Del Aire/Wiseburn; Figure 2-4c, Existing Zoning, Hawthorne Island; Figure 2-4d, Existing Zoning, La Rambla; Figure 2-4e, Existing Zoning, Lennox; Figure 2-4f, Existing Zoning, West Carson; and Figure 2-4g, Existing Zoning, Westfield/Academy Hills.
3. The Project would redesignate parcels in the communities of Alondra Park/El Camino Village, Del Aire/Wiseburn, Lennox, La Rambla, and West Carson to facilitate new commercial development. In total, these proposed land use changes would facilitate approximately 777,697 square feet of additional commercial use and 1,417 new employees.

The South Bay Area Plan does not propose any land use or zoning changes to parcels currently zoned or designated as open space. Instead, the Project would facilitate changes to development type/intensity on parcels that already support and/or are designated/zoned for development. Potential future development would predominantly consist of infill development within previously disturbed and/or developed parcels.

The South Bay Area Plan’s areawide and community-specific goals and policies presented below are tailored towards the unique geographic, demographic, and social diversity in the unincorporated communities of the South Bay Planning Area and are consistent with the Los Angeles County General Plan goals and policies applicable to the topic of utilities and service systems listed in Section 4.19.1.1 above.

Areawide Goals and Policies

Policy LU 3.7	Underground Utilities in New Development. Explore incentives for developers to underground utility wires as part of new developments during the site design and planning phase of a project to improve aesthetics and infrastructure resilience.
Goal PS 1	Growth closely coordinated with infrastructure and public facility needs to ensure adequate capacity and a high level of service for existing and future development.
Policy PS 1.1	Capital Projects and Infrastructure. Ensure new growth is closely coordinated with the demand for new or upgraded capital projects and infrastructure to support capacity needs for existing and new development, prioritizing disproportionately affected communities.
Policy PS 1.2	Adequate Utility Availability. Ensure adequate utilities are available for future development given constraints on water supplies and existing infrastructure.
Goal PS 2	Public services and facilities that are equitably invested in and distributed throughout the Planning Area, allowing access, amenities, and safety for all community members.
Policy PS 2.3	Conversion of Underutilized Spaces. Promote the conversion of underutilized spaces, including those within the public right-of-way such as alleys, utility corridors, freeway underpasses, and remnant spaces adjacent to freeways, into walking paths, parks, community gardens, and other green space, where feasible and appropriate.
Goal PS 3	Sustainable and resilient public services, facilities, and other infrastructure that meets the needs of the SBAP communities while benefiting the environment and improving aesthetics.
Policy PS 3.1	Greening in Infrastructure. Support the integration of street trees, sustainable pavements, bioretention, bioswales, and other “green streets” components within the public right-of-way to improve efficiencies and enhance climate resilience.
Policy PS 3.2	Greening in County Projects. Implement greening through County-led and funded projects, such as new and upgraded parks, vegetation, bioswales, permeable pavements, green alleys, and green roofs and walls.

- Policy PS 3.3** Multi-benefit Projects. Encourage the development of multi-benefit projects as part of new public facilities and services or upgrades to existing areas to improve water quality and support resilience while also enhancing communities.
- Policy PS 3.5** Public-Private Partnerships. Promote the development of new green infrastructure projects through public-private partnerships, ensuring they align with sustainable practices and meet the evolving needs of the community.
- Policy PS 3.7** Underground Utilities in Roadway Improvements. Consider the undergrounding of utility wires as part of applicable public roadway improvement projects to improve aesthetics and enhance resilience.

Community-Specific Goals and Policies

There are no proposed community-specific goals or policies applicable to the topics of utilities and service systems.

4.19.2.4 Impact Analysis

Threshold 4.19-1 Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment, storm water drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?

Significant and Unavoidable Impact. For the reasons discussed below, the Project would require or result in the relocation or construction of new or expanded water, wastewater treatment, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects. The following mitigation measures could apply to future construction activities: MM 4.3-1 (Construction Emissions), MM 4.4-1 (Habitat Assessment), MM 4.5-1 (Historic Architectural Resources), MM 4.5-2 (Archaeological Resources), MM 4.5-3 (Paleontological Resources), MM-4.9-1 (Environmental Site Assessment [ESA]), MM 4.13-2 (Construction Noise), MM 4.13-3 (Construction Vibration), and MM 4.18-1 (Tribal Cultural Resources). However, even with the incorporation of mitigation measures, impacts would remain significant and unavoidable.

Wastewater Treatment

As presented in Table 4.19-18, based on the projected population and employment growth in the Project area and using the average per capita water use factor, the results estimate that sewage loads will increase by approximately 2.17 mgd, a 37% increase over existing sewage loads (see Table 4.19-2 in Section 4.19.1.2, Existing Environmental Conditions, above, for existing estimated sewage loads for the Project area). The LACSD Joint Water Pollution Control Plant and Terminal Island Water Reclamation Plant have an additional 171.9 mgd of available, unused treatment capacity before they reach their permitted design capacity of 430 mgd. While it is not possible to fully evaluate future treatment capacity without also fully understanding the potential increase in sewage loads across all of the Joint Water Pollution Control Plant and Terminal Island Water Reclamation Plant's collection areas, the collective Project-area population increase constitutes less than 2% of the Joint Water Pollution Control Plant and Terminal Island Water Reclamation Plant's combined additional treatment capacity.

Table 4.19-18. Projected Project-Related Increase in Sewer Loads

SBAP Community	Increase in Residential Population ^{1, 2}	Increase in Commercial Employees ²	Increase in ACU ³ Employees	Total Increase in Population and Employees ⁴	UWMP 2020 Actual gpcd ⁵	Est. Increased Average Water Demand (mgd) ⁶	Est. Increased Average Sewer Load (mgd) ⁷
Lennox	2,962	53	5	3,020	84	0.25	0.15
Del Aire/ Wiseburn	3,183	11	4	3,198	84	0.270	0.16
West Carson	9,370	1,293	2	10,665	157	1.67	1.00
Alondra Park/ El Camino Village	9,876	50	4	9,930	84	0.83	0.50
Hawthorne Island	—	—	4	4	84	—	—
Westfield/ Academy Hills	—	—	2	2	229	—	—
La Rambla	5,354	10	2	5,366	106	0.57	0.34
Plan Area Total	30,745	1,417	23	32,185	—	3.59	2.15

Source: GSWC 2020; Cal Water 2020a; Cal Water 2020b; LADWP 2020.

Notes: ACU = accessory commercial use; UWMP = urban water management plan; gpcd = gallons per capita per day; mgd = million gallons per day.

- Population growth is calculated by multiplying the additional units accommodated by the proposed Project by an “Assumed PPH” of 3.12 persons per household. An “Assumed PPH” of 3.12 is used for all communities which is derived from the average persons per household calculation for the South Bay Area Plan communities. There would be no residential population increases in the communities of Hawthorne Island or Westfield/Academy Hills.
- As indicated by “—” there would be no Project-related population or commercial employment increases in the communities of Hawthorne Island or Westfield/Academy Hills.
- Accessory Commercial Units (ACUs) employment refers to employment associated with new ACUs, which would include corner markets, cafes, and/or in-home businesses on corner lots in residential zones within the Project area.
- Numbers may not sum precisely due to rounding.
- The actual gallons per capita per day rates are derived from applicable 2020 urban water management plans (UWMPs), which are the Golden State Water Company Southwest Area UWMP (Lennox, Del Aire/Wiseburn, Alondra Park/El Camino Village, and Hawthorne Island), California Water Service Dominguez District UWMP (West Carson), California Water Service Palos Verdes District UWMP (Westfield/Academy Hills), and Los Angeles Department of Water and Power UWMP (La Rambla) (GSWC 2020; Cal Water 2020a; Cal Water 2020b; LADWP 2020).
- The estimated increased water demand was based on the total increase in population/employees times the 2020 actual rate in gallons per capita per day. As indicated by “—”, the numbers for Hawthorne Island and Westfield/Academy Hills are not shown due to rounding. Hawthorne Island increased average water demand = 336 gallons per day. Westfield/Academy Hills increased average water demand = 458 gallons per day.
- Assumes sewer return rate of 60% of the water demand.

Because the collective Project-related population increase would constitute less than 2% of the Joint Water Pollution Control Plant and Terminal Island Water Reclamation Plant’s combined remaining treatment capacity for their service area, it is anticipated that adequate treatment capacity will be available to accommodate the increased sewage loads associated with future development accommodated by the Project. As such, additional treatment capacity would not be required, and impacts would be less than significant.

Stormwater Drainage

Conversion of existing lawn areas on single-family lots to impervious surfaces for mixed use or medium- to high-density residential developments would increase stormwater runoff as a result of completion of individual developments. However, because the Project area is predominantly developed with impervious surfaces, future development completed in accordance with the Project is expected to generate a minimal overall increase in runoff. In addition, the County LID Standards Manual and Green Infrastructure Guidelines require the use of stormwater control measures to reduce the potential for increased runoff and associated downstream flooding. These measures include the use of retention, biofiltration, vegetation-based, and/or treatment-based stormwater quality measures. Because many, if not most, of the individual existing Project sites to be redeveloped as part of the Project currently lack drainage improvements that are in compliance with the County LID Standards Manual and Green Infrastructure Guidelines, Project related redevelopment would improve drainage conditions by decreasing off-site flow and reducing potential downstream flooding. Such improved drainage conditions would be considered a beneficial impact. An exception would be conversion of lawn areas on existing single-family lots to impervious surfaces. However, in general, drainage improvements completed during redevelopment projects would decrease runoff in comparison to existing conditions, as a result of implementation of the County LID Standards Manual and Green Infrastructure Guidelines. Additionally, in accordance with proposed goals and policies related to “green infrastructure” and multi-benefit projects (e.g., Goal PS 3, Policy PS 3.1, Policy PS 3.2, and Policy 3.3) and existing plans and programs, such as the West Carson TOD Specific Plan and Alondra Park Multi-Benefit Stormwater Capture Park (discussed above in Section 4.19.1.1, Regulatory Setting), the County will continue to explore opportunities to add green space within communities, including green infrastructure, in appropriate Project-area locations. Green infrastructure is a stormwater management approach that incorporates vegetation (e.g., perennials, shrubs, trees), soil, and engineered systems (e.g., permeable pavements) to slow, filter, and cleanse stormwater runoff from impervious surfaces (e.g., streets, sidewalks). Implementation of these policies, plans, and programs through future development will minimize potential impacts to the stormwater system by reducing surface flows. As a result, it is not anticipated that the Project would require substantial construction or upgrades of existing drainage facilities that would result in significant environmental impacts. Impacts would be less than significant.

Other Infrastructure

Wastewater Conveyance. According to the LACSD, no deficiencies currently exist in LACSD facilities that serve the Project area (LACSD 2023a). Regarding local conveyance systems and segments that may be required to carry additional wastewater loads resulting from increases in density and intensification of Project land uses, it is assumed that Public Works would assist with the identification of any system deficiencies during individual plan check reviews prior to grading and building permit issuance. Per the Public Works Building and Safety Division Plumbing Code Fee Schedule (Title 28 – Los Angeles Code, Ord. No. 2013-0050), as new South Bay Area Plan developments are designed and built over time, individual permit applicants will be required to pay sewer fees to connect to Public Works sewers. These fees in turn fund capacity improvements to the local Public Works sewer collection and conveyance system. Additionally, because future South Bay Area Plan development projects would involve infill development within existing urbanized areas, it is reasonable to assume that sewer collection system improvements would occur within existing street rights-of-way and therefore, would not result in new areas of disturbance.

Individual projects to be developed within the Project area would be required to undergo project-level plan checks prior to issuance of a grading and/or building permit, pay associated sewer fees, and prepare a project-level sewer area study by a California Registered Civil Engineer (if determined it is required by County Public Works during the plan check process), to identify any existing system deficiencies to ascertain if the local conveyance system could

accommodate the proposed increase in wastewater loads. To date, detailed conveyance system information has not been documented for all seven communities within the Project area; therefore, deficiencies within local conveyance systems may exist at the time individual projects are proposed with the Project area. If an individual project or multiple projects would have the potential to exceed existing wastewater conveyance system capacities, the Project could require the relocation or construction of new or expanded wastewater conveyance facilities, the construction or relocation of which could cause significant environmental effects.

Water Conveyance. The Project communities are served by several retail water purveyors, including Cal Water, Golden State Water Company, and the Los Angeles Department of Water and Power. Retail water purveyors charge meter connection fees for all new customers connecting to their potable water transmission and distribution facilities. For example, Cal Water requires new customers to submit a signed agreement and fee for installing a meter connected to their system (Cal Water 2017). Meter connection fees would fund capacity improvements (if necessary) to the potable water facilities. Upgrades would likely be completed by either trenchless technology³ or open trenching, to the depth of the underground water lines. Impacts associated with construction of water laterals and upgraded water mains would be temporary and would be subject to all applicable regulatory requirements.

Increases in density as a result of Project build-out would result in a projected increased water demand of approximately 3.62 mgd (Table 4.19-19). The demand would be highest where land use changes would convert single-family residential properties into mixed use and medium- to high-density residential developments. Local water infrastructure deficiencies may exist in Project area communities. If an individual project or multiple projects would have the potential to exceed existing water conveyance system capacities, the Project could require the relocation or construction of new or expanded water conveyance facilities, the construction or relocation of which could cause significant environmental effects.

Electric Power. The existing system supplies a sufficient level of electrical service to the Project area. Electric supply and demand are generally determined on a case-by-case basis. In accordance with the County's Electrical Code (County Code Title 27) Section 82-3 (Work Requiring a Permit), any electrical connections or installation of electrical wiring, devices, appliances, or apparatuses would require a permit from the County's Chief Electrical Inspector. New development or redevelopment would be responsible for upgrades and undergrounding as determined by SCE, in coordination with Public Works after building plan submittal. Underground electricity is more reliable, safer, and more aesthetically pleasing. Ultimately, Public Works, SCE, and CPUC will determine which overhead sections will be relocated underground. Project-related development would generally consist of infill development in urban/suburban areas with existing access to electrical infrastructure. As such, upgrades would be likely be confined to new wires, replacement utility poles, and lateral connections to the future project site, and not any centralized facilities. For any required connections to underground powerlines, upgrades would likely be completed by either trenchless technology or open trenching, to the depth of the underground utilities. The construction of the laterals to existing underground or overhead utility infrastructure would be temporary and would be subject to all applicable regulatory requirements discussed above in Section 4.19.1.1, Regulatory Setting, including Article 83 (Requirements for Installation—Methods and Materials) and Section 82-3 of County Electrical Code. Growth facilitated by the Project would also be subject to Part 6 of Title 24 of the California Code of Regulations, requiring energy efficient technologies be incorporated as part of new development, which would reduce electricity demand associated with the Project (see Section 4.6, Energy, of this Draft PEIR for further discussion of energy-saving requirements applicable to the Project). Furthermore, MM-4.8-1, Energy Conservation, discussed in Section 4.8, Greenhouse Gas Emissions, of this Draft PEIR, would require individual projects to submit building plans that include energy conservation measures, such as installation of solar

³ "Trenchless technology" is a process of installing and rehabilitating underground utilities like water, sewer & gas pipelines, electricity & communication cables, and other underground facilities. This technique minimizes or eliminates the need for excavation of the open cut trenches.

voltaic rooftop systems, use Energy Star appliances, and use of LED or other high efficiency lightbulbs. However, if an individual project or multiple projects would have the potential to exceed existing electric power system capacities, the Project could require the relocation or construction of new or expanded electric power facilities, the construction or relocation of which could cause significant environmental effects.

Telecommunication. The telecommunication provider chosen for individual projects would assess demand for services and the ability to serve new developments on a case-by-case basis after building plans are submitted by developers. The provider would pay for any assessed upgrades or new services and recoup the cost later with the additional revenue from new customers. As Project-related development would generally consist of infill development in urban areas, existing telecommunications and wireless infrastructure exists to serve the Project areas. Telecommunications upgrades, including wireless facility upgrades, would likely be confined to local connections and/or improvements on the individual project sites or within the public rights-of way, and would not require large-scale improvements to any centralized facilities. The small cell wireless communication facilities that may be required to boost local cellular signals in service of the Project would typically be attached to existing buildings or utility infrastructure (e.g., streetlights, utility poles). These types of facilities would typically qualify for a Class 2 Categorical Exemption under CEQA and would require approval of a conditional use permit in compliance with Title 22 County Code standards. Conditional use permits for wireless communications facilities expire 10 years from the date of approval unless amended or extended by the planning commission or hearing officer. Other required upgrades related to telecommunication facilities would likely be completed by either trenchless technology (e.g., horizontal drilling for fiber-optic cables, etc.), completion of open trenching to the depth of the underground utilities, or aboveground connections to overhead utility lines. The construction associated with these improvements would be temporary and would be subject to all applicable regulatory requirements, including Public Works' design standards and permitting process for small cell wireless facilities located in the public rights of way. However, if an individual project or multiple projects would have the potential to exceed existing telecommunications system capacities, the Project could require the relocation or construction of new or expanded telecommunications facilities, the construction or relocation of which could cause significant environmental effects.

Natural Gas. The analysis and decision on capacity to meet future demand under buildout of the South Bay Area Plan would be conducted by the Southern California Gas Company in coordination with Los Angeles County at the time building plans are submitted and development occurs. The developers would be responsible for the cost of required upgrades and new or relocated services for new development or redevelopments. Natural gas upgrades would be confined to the lateral connections to the Project site and not any centralized facilities, as Project related development would consist of infill development. Upgrades would likely be completed by either trenchless technology or completion of open trenching, to the depth of the underground utilities. However, if an individual project or multiple projects would have the potential to exceed existing natural gas system capacities, the Project could require the relocation or construction of new or expanded natural gas facilities, the construction or relocation of which could cause significant environmental effects.

Conclusion for Other Infrastructure

If an individual project or multiple projects would have the potential to exceed existing wastewater conveyance system capacities, water conveyance system capacities, electric or natural gas system capacities, and/or telecommunication system capacities, the Project could require the relocation or construction of new or expanded facilities, the construction or relocation of which could cause significant environmental effects. Future construction-related impacts associated with the potential facility upgrades would be reduced with the incorporation of Project mitigation measures, which are discussed throughout this Draft PEIR. The following mitigation measures could apply to future construction activities: MM 4.3-1 (Construction Emissions), MM 4.4-1 (Habitat Assessment), MM

4.5-1 (Historic Architectural Resources), MM 4.5-2 (Archaeological Resources), MM 4.5-3 (Paleontological Resources), MM-4.9-1 (Environmental Site Assessment [ESA]), MM 4.13-2 (Construction Noise), MM 4.13-3 (Construction Vibration), and MM 4.18-1 (Tribal Cultural Resources). However, even with the incorporation of mitigation measures, at this programmatic level of review and without project-specific development plans, potential physical impacts associated with future wastewater conveyance system, water conveyance system, electric or natural gas system, and/or telecommunication system infrastructure upgrades required to support future projects would remain significant. Implementation of these measures do not ensure that all impacts from future infrastructure projects would be mitigated to a level of less than significant. Even with implementation of mitigation, potential impacts relative to infrastructure improvements could still occur and potential impacts would therefore be significant and unavoidable.

Threshold 4.19-2 Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less Than Significant Impact. Implementation of the Project would include infill and redevelopment that would accommodate population and employment growth; thereby increasing demand on water supplies. Increases in residential density, as well as employment associated with ACUs and other commercial uses facilitated by the Project, would result in increased potential water usage, including potable water and fire prevention demand.

As detailed in Table 4.19-19, future development accommodated as a result of Project implementation would result in a total increase in population and employees of 32,185. As a result, the estimated water usage would increase by approximately 3.59 mgd, or approximately 4,024 AFY, a 37% increase over existing conditions for the Project area, which are shown in Table 4.19-2 (i.e., a total existing demand of 9.75 mgd or approximately 10,929 AFY).

Table 4.19-19. Projected Project-Related Increase in Water Demand

Project-Area Community	Increase in Residential Population ¹	Increase in Commercial Employees	Increase in ACU ³ Employees	Total Increase in Population and Employees ⁴	UWMP 2020 Actual GPCD ⁵	Est. Increased Average Water Demand (mgd) ⁶
Lennox	2,962	53	5	3,020	84	0.25
Del Aire/ Wiseburn	3,183	11	4	3,198	84	0.27
West Carson	9,370	1,293	2	10,665	157	1.67
Alondra Park/ El Camino Village	9,876	50	4	9,930	84	0.83
Hawthorne Island	-	-	4	4	84	-
Westfield/ Academy Hills	-	-	2	2	229	-
La Rambla	5,354	10	2	5,366	106	0.57
Project Area Total	30,745	1,417	23	32,185	-	3.59

Sources: GSWC 2020; Cal Water 2020a; Cal Water 2020b; LADWP 2020.

Notes: ACU = accessory commercial use; UWMP = urban water management plan; gpcd = gallons per capita per day; mgd = million gallons per day.

¹ Population growth is calculated by multiplying the additional units accommodated by the proposed Project by an “Assumed PPH” of 3.12 persons per household. An “Assumed PPH” of 3.12 is used for all communities which is derived from the average persons

per household calculation for the South Bay Area Plan communities. There would be no residential population increases in the communities of Hawthorne Island or Westfield/Academy Hills.

2. As indicated by “—” there would be no Project-related commercial employment increases in the communities of Hawthorne Island or Westfield/Academy Hills.
3. Accessory Commercial Units (ACUs) employment refers to employment associated with new ACUs, which would include corner markets, cafes, and/or in-home businesses on corner lots in residential zones within the Project area.
4. Numbers may not sum precisely due to rounding.
5. The 2020 urban water management plan (UWMP) actual gallons per capita per day (GPCD) rates are derived from applicable UWMPs, which are the Golden State Water Company Southwest Area UWMP (Lennox, Del Aire/Wiseburn, Alondra Park/El Camino Village, and Hawthorne Island), California Water Service Dominguez District UWMP (West Carson), California Water Service Palos Verdes District UWMP (Westfield/Academy Hills), and Los Angeles Department of Water and Power UWMP (La Rambla) (GSWC 2020; Cal Water 2020a; Cal Water 2020b; LADWP 2020).
6. The estimated increased water demand was based on the total increase in population/employees times the 2020 actual rate in gallons per capita per day (GPCD). As indicated by “—”, the numbers for Hawthorne Island and Westfield/Academy Hills are not shown due to rounding. Hawthorne Island increased average water demand = 336 gallons per day. Westfield/Academy Hills increased average water demand = 458 gallons per day.

As discussed in Section 4.19.1.2, Existing Environmental Conditions, MWD provides water to the WBMWD and LADWP. The WBMWD wholesales potable water to six of the seven Project area communities. WBMWD does not serve potable water to the La Rambla. WBMWD is the wholesaler for two retail water purveyors within the Project area, including Cal Water and the Golden State Water Company. LADWP directly provides water supply services to La Rambla.

Metropolitan Water District of Southern California

According to the MWD’s 2020 Urban Water Management Plan, estimates for water demand in 2045 are based on population growth estimates from Southern California Association of Governments (SCAG) and the San Diego Association of Governments (MWD 2020). The MWD’s population estimates used in their water supply availability assessment anticipate a population increase of approximately 2,991,00 people between 2020 and 2045. The total anticipated increase in service area population for the Project is 32,185 people, which is within the MWD’s growth estimate. According to Table 2-5 of MWD’s 2020 Urban Water Management Plan, MWD is projected to have a 675,000 AFY multiple dry year surplus in 2045 within its service area. The increase of 4,024 AFY as a result of the Project constitutes 0.6% of MWD’s projected dry year supply. While it is not possible to fully evaluate the future supply condition without also understanding the total potential increase in demand across all of MWD’s service area, given that the Project area estimated water usage increase would constitute less than 1% of MWD’s projected 2045 surplus and MWD can deliver water to the entire Project area, it is anticipated that projected water supply from MWD would be sufficient to accommodate the Project area’s water demand increase at Project buildout.

California Water Service Company (Dominguez District)

Cal Water provides water supply services to West Carson within the Dominguez District service area. Cal Water estimates that water demand will decrease slightly from 2025 to 2045 (34,048 acre feet to 34,014 acre feet for multiple dry years) as a result of ongoing effects of appliance standards and plumbing codes, conservation and customer assistance programs, and growth in the inflation-adjusted cost of water service and household income. These factors, in combination, are projected to attenuate the projected increase in water use associated with projected service and population growth. Projected population and service connections are based on census tract level population, housing, and employment projections developed by SCAG. As shown in Table 4.19-19, the Project-related increase in water demand within the Cal Water (Dominguez District) service area would be approximately 1.67 mgd for West Castron, or approximately 1,872 AFY, which represents less than 6% of the total anticipated dry year supply in 2045 (i.e., 34,024 acre feet). Cal Water estimates that it will have sufficient water supplies to serve West Carson during normal, single dry year, and multiple dry years, through 2045 (Cal Water 2020a).

California Water Service Company (Palos Verdes District)

Cal Water provides water supply services to Westfield/Academy Hills within its Palos Verdes service area. Cal Water estimates that water demand will increase from 2025 to 2045 (18,476 acre feet to 19,113 acre feet for multiple dry years) (Cal Water 2020b). Projected population and service connections are based on census tract level population, housing, and employment projections developed by SCAG (Cal Water 2020b). As shown in Table 4.19-19, the Project-related increase in water demand within the Cal Water (Palos Verdes) service area would be approximately 458 gallons per day for Westfield/Academy Hills, or approximately 0.51 AFY, which represents less than 0.003% of the total anticipated multiple dry year supply in 2045 (i.e., 19,113 acre feet). Cal Water estimates that it will have sufficient water supplies to serve Westfield/Academy Hills during normal, single dry year, and multiple dry years, through 2045 (Cal Water 2020b).

Golden State Water Company

Within the Project area, Golden State provides water to Lennox, Del Aire/Wiseburn, Alondra Park/El Camino Village, and Hawthorne Island. Golden State estimates an increase in water demand from 2025 to 2045, from 29,992 acre feet to 31,469 acre feet under multiple dry year scenarios. Similar to Cal Water growth estimates, projected population and service connections in the Golden State service areas are based on census tract level population, housing, and employment projections developed by SCAG (GSWC 2020). The estimated Project-related increase in water demand for the communities within Golden State's Southwest Service Area (i.e., Lennox, Del Aire/Wiseburn, Alondra Park/El Camino Village, and Hawthorne Island) is approximately 1.35 mgd or approximately 1,513 AFY, which is within the projected water supply estimates for the Southwest Service Area and would represent less than 5% of the total anticipated multiple dry year supply in 2045 (i.e., 31,469 acre feet) (GSWC 2020). Golden State estimates that it will have sufficient water supplies to serve the Southwest Service Area during normal, single dry year, and multiple dry years, through 2045 (GSWC 2020).

Los Angeles Department of Water and Power

The LADWP provides water supply services to the Project-area community of La Rambla. LADWP estimates an increase in water demand from 2025 to 2045, from 661,700 acre feet to 731,500 acre feet under multiple dry year scenarios. Demographic projections for the LADWP service area are based on the SCAG demographic growth forecast (LADWP 2020). The estimated Project-related increase in water demand for La Rambla, which is within LADWP's service area, is 0.57 mgd or approximately 639 AFY, which is within the projected water supply estimates for the LADWP service area and would represent approximately 0.09% of the total anticipated multiple dry year supply in 2045 (i.e., 731,500 acre feet) (LADWP 2020). LADWP estimates that it will have sufficient water supplies to serve La Rambla during normal, single dry year, and multiple dry years, through 2045 (LADWP 2020).

Adjudicated Groundwater Basins

Each of the retail water purveyors described above derive a portion of their water supply from groundwater from local groundwater basins, including the West Coast Basin, Central Basin, San Fernando Basin, Sylmar Basin, Eagle Rock Basin, all of which are adjudicated basins. SGMA groundwater basin designations do not apply to adjudicated groundwater basins. Rather, the Water Replenishment District of Southern California (WRD) regulates the West Coast and Central Basin, while the Upper Los Angeles River Area (ULARA) Administrative Committee and Watermaster regulate the San Fernando Basin, Sylmar Basin, Eagle Rock Basin.

The WRD was created in 1959, primarily out of cooperation between the West Coast Basin Water Association and the Central Basin Water Association, with the directive to facilitate artificial replenishment of the two basins as a

means of eliminating groundwater overdraft and halting seawater intrusion. As the regional groundwater management agency, the WRD plays an integral role in overall water resource management in southern Los Angeles County. The 420 square mile service area uses about 250,000 AFY of groundwater, which equates to nearly 40% of the total demand for water. The WRD ensures that a reliable supply of high quality groundwater is available through its clean water projects, water supply programs, and effective management principles (Cal Water 2020a). The LADWP's groundwater rights in the San Fernando Basin, Sylmar Basin, and Eagle Rock Basin are recognized by judicial decree in the ULARA Judgement (LADWP 2020). The ULARA Judgement requires safe yield operations for each of the basins to ensure groundwater extractions over the long term do not create a condition of overdraft in any one of the basins (LADWP 2020).

Conclusion

Water supplies for the Project would be sourced from purchased MWD imported water, groundwater from local groundwater basins, and recycled water. MWD is a wholesale water provider of imported surface water for the Project retail water purveyors, deriving its water from the State Water Project and Colorado River. Based on 2020 UWMPs completed by MWD and the retail water purveyors in the Project area, adequate water supplies are available to serve the anticipated Project related increases in population, during normal, single dry, and multiple dry year scenarios. In addition, because groundwater withdrawals from the West Coast Basin, Central Basin, San Fernando Basin, Sylmar Basin, Eagle Rock Basin are limited based on an adjudication process, compliance with the applicable judgments that set pumping rights would eliminate the potential for the water agencies that will serve anticipated Project-related growth to substantially impact the groundwater aquifers. Furthermore, MM-4.5-3, Water Conveyance, discussed in Section 4.8, Greenhouse Gas Emissions of this Draft PEIR, would require that during subsequent project-level review, individual projects submit building plans that include water conservation measures such as low water-use appliances and fixtures, water-sensitive urban design practices, or rainwater collection systems. Existing regulations would also serve to facilitate installation of water efficient fixtures with new development. For example, the California Green Building Standards Code requires 20% reduction in indoor water use relative to specified baseline levels. As a result, it is anticipated that sufficient water supplies would be available to serve the reasonably foreseeable future development as a result of Project implementation, during normal, dry, and multiple dry years. As such, impacts would be less than significant, and no mitigation is required.

Threshold 4.19-3 Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less Than Significant Impact. See impact analysis regarding wastewater treatment as provided under Threshold 4.19-1. Because the collective Project-related increase in sewage generation would constitute less than 3% of the Joint Water Pollution Control Plant and Terminal Island Water Reclamation Plant's combined additional treatment capacity, it is anticipated that adequate treatment capacity will be available to accommodate the increased sewage loads within the Project area at full plan buildout. As such, additional treatment capacity would not be required, and impacts would be less than significant, and no mitigation is required.

Threshold 4.19-4 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?

Less Than Significant Impact. Implementation of the South Bay Area Plan's proposed land use changes and amendments to the County Code would result in increases in population density, dwelling units, and commercial square footage. The anticipated population growth and intensification of land uses would result in an increase of solid waste generation within the Project area. Table 4.19-21 outlines the anticipated increase in solid waste for each Project-area community. As shown in Table 4.19-21, implementation of the Project would result in an approximate net increase of approximately 8,588 tons per year of solid waste compared to existing conditions; however, compliance with the average County diversion rate of 65% would reduce the Project's net solid waste generation to approximately 3,006 tons per year.

Table 4.19-21. Project Net Increase in Solid Waste Generation

Community and Land Uses ¹	Solid Waste Generation (tons per year) ¹
Lennox	
Residential	741
Commercial	53
ACUs	3
<i>Subtotal</i>	797
Del Aire/Wiseburn	
Residential	886
Commercial	13
ACUs	2
<i>Subtotal</i>	901
West Carson	
Residential	2,329
Commercial	708
ACUs	1
<i>Subtotal</i>	3,037
Alondra Park/El Camino Village	
Residential	2,469
Commercial	34
ACUs	2
<i>Subtotal</i>	2,505
Hawthorne Island	
Residential	—
Commercial	—
ACUs	2
<i>Subtotal</i>	2
Westfield/Academy Hills	
Residential	—
Commercial	—
ACUs	1

Table 4.19-21. Project Net Increase in Solid Waste Generation

Community and Land Uses ¹	Solid Waste Generation (tons per year) ¹
<i>Subtotal</i>	<i>1</i>
La Rambla	
Residential	1,339
Commercial	6
ACUs	1
<i>Subtotal</i>	<i>1,345</i>
Project-Area Total²	8,588
Post-Diversion Total³	3,006

Source: Appendix D (California Emissions Estimator Model (CalEEMod), Version 2022.1, Table G-36, Solid Waste Disposal Rates by Analysis Level and Land Use Subtype).

Note: ACUs = accessory commercial units; Totals may not sum due to rounding.

- ¹ Statewide and Los Angeles County average disposal rates were applied based on CalEEMod default values for “Apartment Mid Rise” (Los Angeles County–South Coast) dwelling units designation for residential land uses, “Regional Shopping Center” (Statewide) for commercial uses, and “Strip Mall” (Statewide) for ACUs.
- ² For the purpose of solid waste generation modeling, the anticipated buildout of the Project was assumed to be approximately 9,951 additional dwelling units, 12 additional ACUs (net increase of 10,200 square feet of ACUs) and 775,519 square feet of commercial building square footage. Since completion of the solid waste generation modeling, the anticipated buildout of the Project has been revised to approximately 9,853 additional dwelling units (representing a reduction of approximately 98 dwelling units), 10,200 additional square feet of ACUs (no change), and 777,697 additional square feet of commercial use (representing an increase of approximately 2,178 square feet). A dwelling unit is assumed to be approximately 1,000 square feet, on average. Therefore, since completion of the solid waste generation modeling, the net total buildout for the Project has been reduced by approximately 95,822 square feet. Solid waste generation from the Project has a linear correlation with the total buildout of the Project. Thus, because the total anticipated building square footage of the Project has decreased, solid waste generation would also decrease compared to what is shown in this analysis. Therefore, this analysis provides a conservative estimate of potential solid waste generation as a result of the Project.
- ³ As of 2020, the diversion rate for the County was 65% (County of Los Angeles 2022b). Thus, it is reasonable to assume that only 35% of the total generated waste would be deposited at landfills.

Construction waste is typically disposed at inert landfills, which are facilities that accept materials such as soil, concrete, asphalt, and other construction and demolition debris. According to the 2021 IWMP Annual Report, the County currently has adequate permitted inert waste landfill capacity (County of Los Angeles 2022a). As discussed above in Section 4.19.1.2, Existing Environmental Conditions, the Azusa Land Reclamation Co. inert landfill has an estimated remaining capacity of 50.77 million tons. In addition to the Azusa landfill, and as discussed above in Section 4.19.1.2, there are also several additional facilities in the County that process inert waste and would have the existing capacity to meet the construction and demolition debris disposal demands of the Project (County of Los Angeles 2022a).

In 2022, the County adopted the Zero Waste Plan, outlining the process by which the County can implement strategies to reduce solid waste generation in unincorporated areas and through County operations. The South Bay Area Plan communities are part of this plan, which includes goals of reducing solid waste destined for landfills by 80% by 2025, 90% by 2030, and 95% or more by 2040. As indicated in Table 4.19-3, numerous regional landfills have adequate capacity to support current solid waste disposal in the County. However, according to the 2021 IWMP Annual Report, reliance on existing permitted in-County landfills and transformation facilities alone will not be sufficient to meet the County’s solid-waste disposal demand over the next 15 years. Increases in population and economic activity in the County’s unincorporated areas—including growth attributed to the Project—will require jurisdictions to continue development of waste reduction and diversion efforts to avoid shortfalls in landfill capacity and meet Zero Waste Plan goals. With continued reliance on solid-waste exports to out-of-County landfills and successful implementation of programs identified in the County’s IWMP Annual Report and Zero Waste Plan, which

would help the County meet or exceed state-mandated waste diversion targets, the County's solid waste disposal infrastructure would have sufficient capacity to serve the Project. Furthermore, MM-4.8-3, Solid Waste Reduction, discussed in Section 4.8, Greenhouse Gas Emissions, of this Draft PEIR, would require that, during subsequent project-level environmental review, individual projects submit building plans that include solid waste conservation measures, such as storage areas for recyclables and green waste or onsite composting.

Therefore, based on current landfill capacity for construction waste and operational (i.e., ongoing daily) solid waste, in combination with implementation of the Zero Waste Plan and future and continued reliance on solid-waste exports to out-of-County landfills, implementation of the South Bay Area Plan would not 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. Impacts would be less than significant, and no mitigation is required.

Threshold 4.19-5 Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact. The South Bay Area Plan would result in new infill development and redevelopment of land uses that would generate solid waste. All solid waste-generating activities in the County are subject to the requirements set forth in the Green Building Standards Code, which requires diversion of a minimum of 65% of construction and demolition debris; however, proposed revisions to the County's Construction and Demolition Debris Recycling and Reuse Ordinance would increase the minimum required construction and demolition recycling rate to 70%. In addition, commercial development projects pursuant to the South Bay Area Plan would be required to divert 75% of solid waste, pursuant to AB 341. Currently, the solid waste diversion rate for all land uses in the County is 65%; however, the South Bay Area Plan is included in the Los Angeles County Zero Waste Plan program and as such would implement the goals of reducing solid waste for landfills by 80% by 2025, 90% by 2030, and 95% or more by 2040. The continued implementation of the Zero Waste Plan's initiatives over the next few years (such as organic waste recycling) and proposed revisions to the Construction and Demolition Debris Recycling and Reuse Ordinance will help the County continue to make strides towards achieving the Zero Waste Plan's goal of 80% diversion by 2025. Furthermore, MM-4.8-3, Solid Waste Reduction, discussed in Section 4.8, Greenhouse Gas Emissions, of this Draft PEIR, would require that, during subsequent project-level environmental review, individual projects submit building plans that include solid waste conservation measures, such as storage areas for recyclables and green waste or onsite composting.

As discussed above in Threshold 4.19-4, existing landfills would be able to accommodate solid waste generated by buildout of the South Bay Area Plan and impacts to solid waste management facilities would be less than significant. Disposal of waste generated from implementation of the South Bay Area Plan would be consistent with all state and local regulations, including the policies in the IWMP. Future development under the South Bay Area Plan would be required to comply with all solid waste statutes and regulations discussed in Section 4.19.1.1, Regulatory Setting. Therefore, impacts would be less than significant, and no mitigation is required.

4.19.2.5 Cumulative Impact Analysis

Where a lead agency concludes that the cumulative effects of a project, taken together with the impacts of other closely related past, present, and reasonably foreseeable future projects are significant, the lead agency then must determine whether the project's incremental contribution to such significant cumulative impact is "cumulatively considerable" (and thus significant in and of itself). The cumulative study area used to assess potential cumulative impacts to utilities and service systems includes the entirety of Los Angeles County and considers the future buildout of applicable local and

regional plans. The full list of related plans applicable to the Project's cumulative analyses is provided in Section 2.5, Cumulative Impact Analysis, in Chapter 2, Environmental Setting of this Draft PEIR.

Threshold 4.19-1 (Wastewater Treatment). Cumulative growth as a result of buildout of related plans would further increase the demand for wastewater treatment. Cumulative wastewater treatment requirement impacts are considered on a system-wide basis and are associated with operations at the LACSD Joint Water Pollution Control Plant and Terminal Island Water Reclamation Plant. Cumulative developments in the areas served by these wastewater treatment facilities would consist of infill and redevelopment projects that could include those that would be implemented by the Project. The LACSD Joint Water Pollution Control Plant and Terminal Island Water Reclamation Plant have an additional 171.9 mgd of available, unused treatment capacity before they reach their permitted design capacity of 430 mgd. As presented in Table 4.19-18, based on the projected population and employment growth in the South Bay Area Plan communities, sewage loads are expected to increase by approximately 2.15 mgd. As such, approximately 169.75 mgd of available, unused treatment capacity would remain to serve cumulative projects that may require wastewater treatment at the Joint Water Pollution Control Plant and Terminal Island Water Reclamation Plant.

Additionally, pursuant to Implementation Program PS/F-1, Planning Area Capital Improvement Plans, as required under the County of Los Angeles General Plan, Part IV, General Plan Implementation, the County Department of Regional Planning and Department of Public Works are directed to jointly secure sources of funding and set priorities for preparing studies to assess infrastructure needs for the 11 Planning Areas in the County (County of Los Angeles 2015). Pursuant to Implementation Program PS/F-1, the County will prepare a Capital Improvement Plan (CIP) for each of the 11 Planning Areas, including the South Bay Planning Area. Each CIP will include a comprehensive sewer capacity study which will evaluate sewer system infrastructure needs and treatment capacity to ensure adequate capacity is available to accommodate future growth, along with a Planning Area-specific Implementation Program and Financing Plan. Therefore, with the available, unused 169.75 mgd treatment capacity remaining at the Joint Water Pollution Control Plant and Terminal Island Water Reclamation Plant following Project implementation to service cumulative projects; and the long-range planning, evaluation and funding that would be developed under the County's Planning Area Capital Improvement Plans as required per the County's General Plan, it is anticipated that adequate treatment capacity will be available to accommodate the increased sewage loads associated with cumulative development.

Additionally, cumulative projects would include infill and redevelopment of existing urban land uses that are not expected to discharge wastewater that would exceed contaminant levels beyond the regulations of the Los Angeles RWQCB, and all effluent would be required to comply with the wastewater treatment standards of the RWQCB. Therefore, the Project would not result in a cumulatively considerable impact.

Threshold 4.19-1 (Stormwater Drainage). The geographic context for analysis of stormwater drainage is the Dominguez Channel and Los Angeles Harbor Watershed, as runoff from the Project and cumulative projects would drain into this watershed. The Project area is generally covered with impervious surfaces. Development of future projects pursuant to the South Bay Area Plan would not substantially increase the amount of impervious surfaces and runoff to the extent that the capacity of existing storm drains would be exceeded, as all development projects would be required to comply with the County LID Standards Manual and Green Infrastructure Guidelines. These guidelines require the use of stormwater control measures, including stormwater retention and biofiltration, to reduce the potential for increased runoff and associated downstream flooding. Cumulative project development would similarly be required to comply with County and other local regulations regarding stormwater retention, such that post-construction runoff rates would be less than or equal to existing conditions. As a result, Project related

infill development/redevelopment would not result in cumulatively considerable impact related to stormwater drainage.

Threshold 4.19-1 (Wastewater Conveyance). Cumulative wastewater infrastructure impacts are considered on a system-wide basis and are associated with the capacity of existing and planned sewer infrastructure. Cumulative development in the wastewater service areas would include infill and redevelopment projects completed as part of the Project, as well as within portions of the service areas located outside of the Project area. Each of these cumulative projects could result in the need for new or upgraded sewer infrastructure. Similar to the Project, a potential lack of sufficient wastewater infrastructure to accommodate cumulative project development would result in significant impacts; therefore, impacts would potentially be cumulatively considerable.

Threshold 4.19-1 (Water Conveyance). Cumulative water infrastructure impacts are considered on a system-wide basis and are associated with the capacity of existing and planned infrastructure. The cumulative system evaluated includes the infrastructure systems of Cal Water, Golden State Water Company, and LADWP, which are currently serving the Project area communities. Cumulative development in the water service areas would include infill and redevelopment projects completed as part of the Project, as well as within portions of the service areas located outside of the Project area. Each of these cumulative projects could result in the need for new or upgraded water infrastructure. Similar to the Project, a potential lack of sufficient water infrastructure to accommodate cumulative project development would result in significant impacts; therefore, the Project impacts would be cumulatively considerable.

Threshold 4.19-1 (Electric Power, Natural Gas, and Telecommunication). The geographic context for cumulative impacts related to electric power, natural gas, and telecommunication is southern California, as these utilities are regionally distributed. Completion of Project-related infill development/redevelopment would require installation of new electric power, natural gas, and telecommunication infrastructure in roadways, rights-of-way, and on individual lots. Similarly, cumulative project development would occur incrementally on a project-by-project basis. Trenching and excavations completed for new connections and utility upgrades could result in potential short-term soil erosion, as excavated and temporarily stockpiled soils would be susceptible to rainfall. Standard BMPs and pollutant control measures would be employed during Project construction to minimize pollutants, including erosion-induced siltation of downstream drainages and incidental spills of petroleum products from construction equipment. Individual projects would be required to provide for specific project needs. However, given that future specific development projects are unknown at this time, the analysis concludes that the physical impacts associated with installation of and/or improvements to dry utilities infrastructure could potentially be significant. As a result, Project impacts associated with upgrades of electric, natural gas, and telecommunication facilities would be cumulatively considerable.

Threshold 4.19-2. The geographic context for cumulative impacts related to water supply is the service areas of wholesale water purveyors MWD, Central Basin Municipal Water District, and WBMWD; the service areas of retail water purveyors Cal Water, Golden State Water Company, and LADWP; as well as the local groundwater basins (i.e., the West Coast Basin, Central Basin, Sylmar Basin, San Fernando Basin, and Eagle Rock Basin). Water supplies for the Project would be sourced from purchased imported water, local groundwater basins, and recycled water. Based on 2020 UWMPs completed by the retail water purveyors in the Project area, adequate water supplies are available to serve the anticipated Project related increases in population, during normal, single dry, and multiple dry year scenarios.

Because groundwater withdrawals from the local groundwater basins are limited based on an adjudication process, compliance with the judgment that set pumping rights would eliminate the potential for the water agencies that will serve anticipated Project- and cumulative project-related growth that derive water from these basins to substantially

impact the groundwater aquifers. In addition, increased reliance on recycled water for irrigation, commercial/industrial uses, groundwater banking/replenishment, and injections to reduce seawater intrusion will contribute to less reliance on imported water supplies.

However, as a result of recent drought conditions, MWD deliveries from the State Water Project have been well below the Table A Allocations, which is the allocation of water from MWD storage conditions that are made throughout the year to meet State Water Project contractual and regulatory obligations. The extraordinary rainfall of 2023 allowed for the first time that 100% of Table A Allocations have occurred since 2006. However, the “mega-drought” that began in 2000 continues to affect the southwestern region of the United States, and the availability of surface and ground water supplies does not meet the expected demand. The Table A Allocations for 2024 are only 10% of full allocations, which is a marked reduction from allocations from pre-drought conditions (e.g., 75% in 1996; 70% in 1997; 40% in 1998; and 55% in 1999) (MWD 2023a, MWD 2023b). In addition, the Bureau of Reclamation has announced cutbacks of Colorado River water due to drought, which will affect southern California water users that depend on Colorado water deliveries. These cutbacks would not affect MWD water deliveries to southern California for the next 2 to 3 years; however, beyond that time period it is uncertain how water deliveries would be affected. Growth associated with South Bay Area Plan in the context of the additional population growth anticipated in the countywide Housing Element Update, as well as the population growth anticipated by other jurisdictions within Los Angeles County, constitutes cumulative development that would not have been anticipated in the applicable UWMPs. For southern California, UWMPs are reliant predominantly on surface water (i.e., State Water Project and Colorado River water). Therefore, it is anticipated that the Project’s water demands would contribute to a cumulative impact related to water supply. Although MM-4.8-2, Water Conservation (discussed in Section 4.8, Greenhouse Gas Emissions, of this Draft PEIR), would reduce project-level water demand for certain discretionary projects implemented under the South Bay Area Plan, other non-discretionary projects would not necessarily be subject CEQA review or require mitigation measures. Thus, based on the substantial population growth anticipated as a result of Project implementation, the Project’s incremental contribution would be cumulatively considerable.

Threshold 4.19-3. See the cumulative analysis provided above under Threshold 4.19-1 (Wastewater Treatment). With the available, unused 169.75 mgd treatment capacity remaining at the Joint Water Pollution Control Plant and Terminal Island Water Reclamation Plant following Project implementation to service cumulative projects; and the long-range planning, evaluation and funding that would be developed under the County’s Planning Area Capital Improvement Plans as required per the County’s General Plan, it is anticipated that adequate treatment capacity will be available to accommodate the increased sewage loads associated with cumulative development. As such, Project impacts related to wastewater treatment capacity would not be cumulatively considerable.

Threshold 4.19-4. The geographic context for cumulative impacts related to solid waste is the greater Los Angeles region, as solid waste from the Project and cumulative projects would be diverted to a number of solid waste facilities throughout the region. The County is committed to maintaining 15 years’ worth of identified disposal capacity in conformance with AB 939, as identified in the 2021 IWMP Annual Report (County of Los Angeles 2022a). According to the IWMP Annual Report, a shortfall in permitted solid waste disposal capacity within the County is not anticipated to occur within the next 15 years (County of Los Angeles 2022a). However, to meet disposal capacity needs, jurisdictions in the County must further increase their waste reduction and diversion efforts, continue to encourage the development of alternative technologies, support the exportation of waste to out-of-County facilities (including waste-by-rail), and, if found to be environmentally sound and technically feasible, expand in-County landfill capacity (County of Los Angeles 2022a). As such, the existing cumulative conditions (without the Project) may require the expansion of in-County landfills.

Future development under the Project would generate a net increase of approximately 8,588 tons of solid waste per year beyond existing conditions; however, according to the 2021 IWMP Annual Report, a combination of in-County and out-of-County landfills currently have adequate capacity to support ongoing solid waste disposal generated from the Los Angeles County region. Class III landfills accepting non-hazardous waste from the Project area have a remaining capacity of approximately 126 million tons (County of Los Angeles 2022a). For inert waste (e.g., construction and demolition debris), the Azusa Land Reclamation Co. landfill alone has an estimated remaining capacity of 50.77 million tons (County of Los Angeles 2022a). Moreover, future development under the Project would be required to comply with state-mandated municipal waste diversion and organic waste reduction targets, including continued diversion efforts to achieve a countywide diversion rate of 65% (County of Los Angeles 2022a). As of 2020, the County was achieving a diversion rate of 65% (County of Los Angeles 2022b). Thus, the annual increase in disposed solid waste as a result of Project implementation would be reduced to 3,006 tons per year. Additionally, future development under the Project and within the County as a whole would be required to comply with the County's Zero Waste Vision Plan and would be subject to the goals to divert 80% of solid waste generated in the unincorporated County areas from landfills by 2025, 90% by 2035, and 95% or more by 2045. For these reasons, the Project's contribution to cumulative impacts on the capacities of the landfill facilities would not be cumulatively considerable.

Threshold 4.19-5. Disposal of solid waste generated by cumulative development as well as the Project would be subject to the requirements set forth in the California Green Building Standards Code, AB 939, AB 341, and the policies in the IWMP. Moreover, cumulative projects would be required to comply with the Los Angeles County Zero Waste Plan. Future programs would be subject to the goals to divert 80% of solid waste generated in the unincorporated county areas from landfills by 2025, 90% by 2035, and 95% or more by 2045 per the plan. Further, as set forth in the IWMP Annual Report, the County is committed to maintaining 15 years' worth of identified disposal capacity in conformance with AB 939. As such, Project and cumulative projects would comply with applicable regulations related to management and reduction of solid waste. As a result, the Project's contribution to cumulative impacts would not be cumulatively considerable.

4.19.2.6 Mitigation Measures

Existing regulations and the Project's goals and policies would help to reduce potential impacts. The incorporation of mitigation measures discussed throughout this Draft PEIR would help reduce construction-related impacts, including: MM-4.3-1 (Construction Emissions), MM-4.4-1 (Habitat Assessment), MM-4.5-1 (Historic Architectural Resources), MM-4.5-2 (Archaeological Resources), MM-4.5-3 (Paleontological Resources), MM-4.9-1 (Environmental Site Assessment [ESA]), MM-4.13-2 (Construction Noise), MM-4.13-3 (Construction Vibration), and MM-4.18-1 (Tribal Cultural Resources). Furthermore, MM-4.8-1 (Energy Conservation), MM-4.8-2 (Water Conservation), and MM-4.8-3 (Solid Waste Reduction), would reduce impacts related to energy demand, water demand, and solid waste generation. However, even with the incorporation of mitigation measures, no other feasible mitigation measures are available to reduce the significant impacts identified above for other infrastructure under Threshold 4.19-1.

4.19.2.7 Significance Conclusion

Threshold 4.19-1. The Project could require or result in the relocation or construction of new or expanded water, wastewater treatment, storm water drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects. Even with implementation of MM 4.3-1, MM 4.4-1, MM 4.5-1, MM 4.5-2, MM 4.5-3, MM 4.9-1, MM 4.13-2, MM 4.13-3, and MM 4.18-1, potential impacts related to infrastructure capacity would be **significant and unavoidable** and **cumulatively considerable**.

Threshold 4.19-2. The Project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years; however, cumulative project development outside of the Project area would include future cumulative development that could be affected by continued water supply cutbacks from the State Water Project and Colorado River. As a result, cumulative project development reliant predominantly on surface water (i.e., State Water Project and Colorado River water) could potentially result in cumulatively considerable water supply impacts. Therefore, while project level impacts would be **less than significant**, cumulative impacts for water supply would be **cumulatively considerable**, even with implementation of MM-4.8-2.

Threshold 4.19-3. The Project would not result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments and impacts would be **less than significant**. Impacts would not be cumulatively considerable.

Threshold 4.19-4. The Project would not 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 impacts would be **less than significant**. Impacts would not be cumulatively considerable.

Threshold 4.19-5. The Project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste and impacts would be **less than significant**. Impacts would not be cumulatively considerable.

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4.20 Wildfire

This section of the Draft PEIR analyzes the potential impacts from the implementation of the South Bay Area Plan (Project) on wildfire and contribution to regional wildfire conditions, including potential impacts to an adopted emergency response or evacuation plan, exacerbation of wildfire risks, requirement for infrastructure that may result in impacts to the environment, and exposure of people or structures to significant risks due to slope instability or drainage changes due to wildland fires. The analysis is based, in part, on information provided in the following resources: the Los Angeles County General Plan 2035 (General Plan)—including the Conservation and Natural Resources Element and the Safety Element—the General Plan Update Environmental Impact Report, California Department of Forestry and Fire Protection Fire Hazard Severity Zones Viewer and Geographic Information Systems (GIS) data files, and County of Los Angeles Enterprise GIS Fire Hazard Severity Zones data files. These resources, along with all other relevant sources, are listed below in Section 4.20.3, References.

4.20.1 Environmental Setting

4.20.1.1 Regulatory Setting

Federal

National Fire Protection Association Codes, Standards, Practices, and Guides

National Fire Protection Association codes, standards, recommended practices, and guides are developed through a consensus standards development process approved by the American National Standards Institute. This process brings together professionals representing varied viewpoints and interests to achieve consensus on fire and other safety issues. National Fire Protection Association standards are recommended guidelines and nationally accepted good practices in fire protection but are not laws or codes unless adopted as such or referenced as such by the California Fire Code (CFC) or the local fire agency.

Federal Response Plan

The Federal Response Plan of 1999 is a signed agreement among 27 federal departments and agencies, including the American Red Cross, that provides the mechanism for coordinating delivery of federal assistance and resources to augment efforts of state and local governments overwhelmed by a major disaster or emergency; supports implementation of the Robert T. Stafford Disaster Relief and Emergency Act, as well as individual agency statutory authorities; and supplements other federal emergency operations plans developed to address specific hazards. The Federal Response Plan is implemented in anticipation of a significant event likely to result in a need for federal assistance or in response to an actual event requiring federal assistance under a presidential declaration of a major disaster or emergency (County of Los Angeles 2014).

International Fire Code

Created by the International Code Council, the International Fire Code (IFC) is not a federal regulation but provides important guidance regarding a wide array of conditions hazardous to life and property including fire, explosions, and hazardous materials handling or usage. The International Fire Code places an emphasis on prescriptive and performance-based approaches to fire prevention and fire protection systems. Updated every 3 years, the International Fire Code uses a hazards classification system to determine the appropriate measures to incorporate into the building and design of new structures or improvement of existing structures in order to protect life and

property (often times these measures include construction standards, specialized equipment, and performance requirements). The IFC uses a permit system (based on hazard classification) to ensure that required measures are instituted.

State

California Department of Forestry and Fire Protection

The California Department of Forestry and Fire Protection (CAL FIRE) protects the people of California from fires, responds to emergencies, and protects and enhances forest, range, and watershed values providing social, economic, and environmental benefits to rural and urban citizens. CAL FIRE is the primary emergency response agency responsible for fire suppression and prevention within State Responsibility Areas (SRAs). CAL FIRE's firefighters, fire engines, and aircraft respond to an average of more than 5,600 wildland fires each year. The Office of the State Fire Marshal supports CAL FIRE's mission by focusing on fire prevention. It provides support through a wide variety of fire safety responsibilities including by regulating buildings in which people live, congregate, or are confined; by controlling substances and products which may, in and of themselves, or by their misuse, cause injuries, death, and destruction by fire; by providing statewide direction for fire prevention in wildland areas; by regulating hazardous liquid pipelines; by reviewing regulations and building standards; and by providing training and education in fire protection methods and responsibilities.

California Government Code

California Government Code Sections 51175 through 51189 guide the classification of lands in California as fire hazard areas and include requirements for management of property within those lands. CAL FIRE is responsible for classifying Fire Hazard Severity Zones (FHSZs) based on statewide criteria and makes the information available for public review. Further, local agencies must designate, by ordinance, Very High Fire Hazard Severity Zones (VHFHSZs) within their jurisdiction based on the recommendations of CAL FIRE.

California Public Resources Code

California Public Resources Code Sections 4201–4204 and Government Code Sections 51175–89 (discussed below) direct CAL FIRE to map areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors. These zones, referred to as FHSZs, define the application of various mitigation strategies to reduce the risk associated with wildland fires.

California Public Resource Code Section 4290 requires minimum fire safety standards related to defensible space that apply to residential, commercial, and industrial building construction in SRA lands and lands classified and designated as VHFHSZs. These regulations include road standards for fire apparatus access, standards for signs identifying roads and buildings, fuel breaks and green belts, and minimum water supply requirements. It should be noted that these regulations do not supersede local regulations which equal or exceed minimum regulations required by the state.

California Public Resource Code Section 4291 requires a reduction of fire hazards around buildings located adjacent to a mountainous area, forest-covered lands, brush-covered lands, grass-covered lands, or land that is covered with inflammable material. It is required to maintain a minimum of 100 feet of vegetation management around all buildings and is the primary mechanism for conducting fire prevention activities on private property within CAL FIRE jurisdiction. Further, California Public Resource Code Section 4291 requires the removal of dead or dying vegetative materials from the roof of a structure, and trees and shrubs must be trimmed from within 10 feet of the

outlet of a chimney or stovepipe. Exemptions may apply for buildings with an exterior constructed entirely of nonflammable materials.

In September of 2020, Assembly Bill 3074 amended Public Resource Code 42191 to require stricter standards for fuel reduction. The amendment stipulates that within the 100 feet of structures, more intense fuel reduction is to occur between 5-30 feet around the structure and within 5 feet of the structure is to be the ember resistant zone.

California Code of Regulations

Title 14 Natural Resources. CCR Title 14, Division 1.5, Chapter 7, Subchapter 3, Fire Hazard sets forth requirements for defensible space if the distances specified above cannot be met. For example, options that have similar practical effects include non-combustible block walls or fences, 5 feet of noncombustible material horizontally around the structure, installing hardscape landscaping or reducing exposed windows on the side of the structure with a less-than-30-foot setback, or additional structure hardening such as those required in the California Building Code (CBC), CCR Title 24, Part 2, Chapter 7A.

Title 19 Public Safety. In addition, CCR Title 19 addresses public safety and includes State Fire Marshal requirements (CCR, Title 19, Division 1), which incorporate general fire and safety standards regarding fire department access and egress, fire alarms, emergency planning, and evacuation procedures.

The Standardized Emergency Management System (SEMS) regulations are described in Title 19, Division 2, Chapter 1. The Emergency System is required by the California Emergency Services Act for managing multi-agency and multi-jurisdictional responses to emergencies in California and coordinating among all levels of government and affected agencies. The Emergency System unifies all elements of California's emergency management community into a single, integrated system, and standardizes key elements.

As required by state law, the County of Los Angeles (County) has adopted the SEMS. The SEMS establishes organizational levels for managing emergencies, standardized emergency management methods, and standardized training for responders and managers. When fully activated, SEMS activities occur at five levels: field response, local government, operational areas (Countywide), Mutual Aid Regions, and at the state level.

Title 24 California Building Standards Code. The California Building Standards Code (California Code of Regulations [CCR] Title 24) contains provisions for building and safety standards, including fire safety standards for new buildings that are provided in the California Building Code (CCR Title 24, Part 2) and the California Fire Code (CFC; CCR Title 24, Part 9). These standards apply to all occupancies in California, except where state agencies and local governing bodies adopt more stringent standards.

The California Building Standards Code includes several chapters relevant to fire safety and protection that address types of construction, fire and smoke protection features, construction materials and methods, and rooftop construction. Typical CFC safety requirements include fire sprinklers in all high-rise buildings; fire-resistance standards for fire doors, building materials, and particular types of construction; debris and vegetation clearance within a prescribed distance from occupied structures within wildfire hazard areas; and fire-flow requirements, fire hydrant spacing, and access road specifications.

Title 24 Part 2 California Building Code. Part 2 of Title 24 contains the California Building Code. Chapter 7A of the CBC regulates building materials, systems, and/or assemblies used in the exterior design and construction of new buildings located within a wildland-urban interface fire area. The purpose of this Chapter is to establish minimum standards for the protection of life and property by increasing the ability of a building located in any FHSZ within an

SRA or a wildland-urban interface fire area to resist the intrusion of flames or burning embers projected by a vegetation fire and to contribute to a systematic reduction in conflagration losses. New buildings located in such areas must comply with the ignition-resistant construction standards outlined in California Building Code Chapter 7A.

Title 24 Part 9 California Fire Code. Part 9 of Title 24 contains the CFC, which incorporates by adoption the IFC with necessary California amendments. The CFC establishes regulations to safeguard against the hazards of fire, explosion, or dangerous conditions in new and existing buildings, structures, and premises. The CFC also establishes requirements intended to provide safety for and assistance to firefighters and emergency responders during emergency operations. The provisions of the CFC 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 CFC 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 wildland-urban interface areas.

The CFC is updated and published every three years by the California Building Standards Commission. The 2022 CFC took effect on January 1, 2023. The County has adopted the 2022 CFC with local amendments.

2018 State Hazard Mitigation Plan

Approved by the Federal Emergency Management Agency in September 2018, as an Enhanced State Mitigation Plan, the 2018 State Hazard Mitigation Plan (SHMP) update continues to build upon California's commitment to reduce or eliminate the impacts of disasters caused by natural, technological, accidental, and adversarial/human-caused hazards, and further identifies and documents progress made in hazard mitigation efforts, new or revised state and federal statutes and regulations, and emerging hazard conditions and risks that affect the State of California. Resilience depends on the whole community and is a shared responsibility for all levels of government, private and nonprofit sectors, and individuals.

California Strategic Fire Plan

The 2018 Strategic Fire Plan for California reflects CAL FIRE's focus on fire prevention and suppression activities to protect lives, property, and ecosystem services, and natural resource management to maintain the state's forests as a resilient carbon sink to meet California's climate change goals and to serve as important habitat for adaptation and mitigation. The Strategic Fire Plan for California provides a vision for a natural environment that is more fire resilient, buildings and infrastructure that are more fire-resistant, and a society that is more aware of and responsive to the benefits and threats of wildland fire, all achieved through local, state, federal, tribal, and private partnerships (CAL FIRE 2018).

California Health and Safety Code Section 13000 et seq.

State fire regulations are set forth in Section 13000 et seq. of the California Health and Safety Code, which include regulations concerning building standards (as also set forth in the California Building Code, noted above), fire protection and notification systems, fire protection devices such as extinguishers and smoke alarms, high-rise building and childcare facility standards, and fire suppression training.

Local

Mutual Aid Agreements

In emergency services, mutual aid is an agreement among emergency responders to lend assistance across jurisdictional boundaries. 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 personnel and facilities but can give and receive help whenever needed. The County has automatic aid agreements in place with the City of Los Angeles and at least 33 other cities throughout the County to “...provide a quick and efficient response in the event of a fire or emergency medical services (EMS) incident” (County of Los Angeles 2012). County mutual aid agreements include the following:

- Los Angeles County Operational Area Mutual Aid Plan;
- California Fire Master Mutual Aid Agreement;
- California Master Cooperative Wildland Fire Management (CFMA) and Stafford Act Response Agreement
- California Fire Assistance Agreement.

The County’s Operational Area Emergency Response Plan conforms to SEMS (discussed above), which is intended to facilitate communication and coordination among all responding agencies.

Emergency Response Plans

Emergency response plans include elements to maintain continuity of emergency functions of governmental agencies, mobilization and application of resources, mutual aid, and public information. Emergency response plans are maintained at the federal, state, and local level for all types of disasters, including human-made and natural. It is the responsibility of government to undertake an ongoing comprehensive approach to emergency management to avoid or minimize the effects of hazardous events. Local governments have the primary responsibility for preparedness and response activities.

The Los Angeles County Office of Emergency Management (OEM) maintains the Los Angeles County Operational Area Emergency Response Plan and the County of Los Angeles All-Hazard Mitigation Plan. OEM leads and coordinates disaster plans and disaster preparedness exercises for all cities and 288 special districts in Los Angeles County. For a more complete discussion of emergency response services within the Project area, please refer to section 4.15, Public Services of this Draft PEIR.

Evacuation Routes

Assembly Bill 747 (Levine, 2019) requires the General Plan Safety Element to identify evacuation routes and their capacity, safety, and viability under a range of emergency scenarios. Evacuation routes are determined by emergency responders who decide at the time of the emergency the routes that should be used for evacuation after assessing the conditions and location of the emergency to avoid endangering the lives of others, personal injury, or death. Evaluating a route for safety and viability is situational, context-specific, and subject to change. The Safety Element of the General Plan identifies roads that are public, paved, and through-ways, which may be used for evacuation if they are viable routes during an actual emergency (County of Los Angeles 2022a). Possible evacuation routes for the Project area in or near a FHSZ include South Weymouth Avenue and West 1st Street in the vicinity of La Rambla (County of Los Angeles 2022a). These evacuation routes are not all inclusive and may not be the most suitable routes since actual emergency events necessitate day-of-event conditions and risks

assessments (County of Los Angeles 2022a). In addition, the Los Angeles County Operational Area Emergency Response Plan Tsunami Annex provides a list of potential tsunami evacuation sites. However, there are no tsunami evacuation sites or tsunami hazard areas within the Project area (County of Los Angeles 2006; DOC 2023).

Los Angeles Regional Interoperable Communication System (LA-RICS)

The Los Angeles Regional Interoperable Communication System (LA-RICS) is a modern, integrated wireless voice and data communication system designed and built to serve law enforcement, fire service and health service professionals throughout Los Angeles County. The LA-RICS uses the Land Mobile Radio system, which allows for basic day-to-day communications within agencies and seamless interagency communications for responding to routine, emergency, and catastrophic events.

Los Angeles County Code

Table 4.20-1 references wildfire-related land use and building regulations, including fuel modification, included in the Los Angeles County Code (County Code).

Table 4.20-1. County Code Land Use and Building Regulations Pertaining to Wildfire

Title	Section or Chapter	Summary
Title 20, Utilities	Division 1, Water	Division 1, Water, of Title 20 includes minimum requirements for water infrastructure, including minimum fire flow and fire hydrant requirements (Sections 20.16.060 and 20.16.140).
Title 22, Planning and Zoning	Chapter 22.104	Hillside Management Areas. Regulates development within areas with a natural slope gradient of 25% or steeper.
Title 26, Building	Chapter 7	Fire and Smoke Protection Features. Regulates materials, systems and assemblies used for structural fire resistance and fire-resistance-rated construction separation of adjacent spaces to safeguard against the spread of fire and smoke within a building and the spread of fire to or from buildings.
Title 32, Fire Code	Section 105.7.26.2	Land development plan review. Requires Los Angeles County Fire Department official review and approval for a variety of applications, including zone changes, design overlay review, and environmental impact review
	Section 325	Regulates clearance of brush and vegetative growth.
	Section 503	Specifications for fire access roads in developed areas, including dimensions and markings.
	Section 4908	Fuel Modification Plan. Projects located within a designated VHFHSZ are subject to County Fire Code regulations for fuel modification in fire hazard areas, including preparation of a Fuel Modification Plan.
	Appendices B and C	Sets minimum fire flow and fire hydrant location requirements.

Source: County of Los Angeles 2015; 2022.

For a discussion of County provisions related to general fire protection and prevention as well as emergency response services within the Project area, see Section 4.15, Public Services, of this Draft PEIR. Titles 32 and 22, as they pertain to wildfire hazard in the Project area, are discussed in further detail, below.

Title 32, Fire Code. The Los Angeles County Fire Code (County Fire Code) (Title 32) establishes standards for building construction and the design and distribution of fire prevention and suppression facilities. The requirements address a variety of issues related to fire protection and prevention, such as fire flow, public and private fire hydrants, the provision of roadway clearance (Title 32, Section 325.10), access roads (Title 32, Section 503.2), adequate road widths, and clearance of brush around structures located on or adjoining any mountainous or forest- or brush-covered land, or land covered with flammable growth (Title 32, Section 325.2.1).

To comply with the County Fire Code, new development within high fire hazard areas, as mapped by CAL FIRE and the County, must show proof through certification with the Los Angeles County Fire Department (LACoFD) that new development is located within a designated distance of a water source, such as water supply tanks or retention basins, for emergency firefighting purposes.

Furthermore, based on County Fire Code requirements, future development under the South Bay Area Plan also must comply with applicable regulations related to specific fire and life safety requirements during construction, and ingress/egress, which includes specifications for streets and driveways, all-weather access, access for road maintenance, maximum allowable grades, turning radii, building access, fire sprinkler systems, and fire hydrant installations. Additionally, all access devices/gates must meet requirements related to width, positioning, and type. Compliance with applicable requirements is determined and ensured through LACoFD's plan check approval process.

Title 32, Section 4908. The community of Westfield/Academy Hills is entirely within a VHFHSZ, while La Rambla is approximately 600 feet to the west of a VHFHSZ. Projects located within a designated VHFHSZ are subject to County Fire Code regulations for fuel modification in fire hazard areas, including preparation of a Fuel Modification Plan (Title 32, Section 4908). A Fuel Modification Plan must consist of a set of scaled plans, including a plot plan that shows fuel modification zones, a detailed landscape plan, and an irrigation plan, in accordance with the LACoFD's Fuel Modification Plan Guidelines. The Fuel Modification Plan must be submitted to the LACoFD's Forestry Division for review and approval prior to the issuance of building permits.

A fuel modification zone (FMZ) is a specific area where vegetation has been removed, planted, or modified to increase the likelihood that a structure will survive a wildfire; to improve defensible space around that structure needed for firefighting activities; and to prevent direct flame contact with structures. Vegetation includes native and ornamental plants, non-native naturalized annual grasses, and other invasive or naturalized species that have been modified and/or partially or totally replaced with adequately spaced drought-tolerant and fire-resistant species and thinning of existing native or ornamental species. FMZs are designed to protect structures from wildfire by limiting and reducing the amount of fuel available for a wildfire. These zones are put in place to identify the required vegetation removal and thinning on a site and to act as a guide for any currently planned or future landscaping.

An FMZ installation per the County's Fire Code consists of a 30-foot-wide Zone A, a 70-foot wide Zone B, and a 100-foot wide Zone C for the areas adjacent to natural-vegetated, open space areas, for a total of 200 feet of fuel modification. In the event the full 200 feet is not achievable onsite, LACoFD requires the neighboring property to provide brush clearance to achieve the remaining fuel modification (i.e., the onsite fuel modification is 150 feet, the neighboring property would be required to provide brush clearance for the remaining 50 feet. The only exception is if the Department of Regional Planning identifies endangered species or habitats that require protection.

Title 22, Chapter 22.104 Hillside Management Areas. Hillside Management Areas (HMAs) are defined in the General Plan as areas with a natural slope gradient of 25% or steeper (County of Los Angeles 2015). Typically, steep terrain results in faster fire spread up slope, while terrain that forms a funneling effect—such as chimneys, chutes, or saddles—on the landscape can result in especially intense fire behavior, including faster spread and higher intensity. Chapter 22.104 of Title 22 (Planning and Zoning; referred to herein as the Zoning Code) seeks to preserve and enhance the physical integrity of HMAs by locating development outside of HMAs, to the extent feasible. A Conditional Use Permit is required for development in HMAs, unless exempted under Section 22.104.030 (Permit Required). Development within HMAs is generally subject to the Hillside Design Guidelines (Appendix I of Chapter 22.104), which require “sensitive hillside design techniques” and consideration of natural environmental hazards, such as fire (County of Los Angeles 2015; 2022b).

Title 22, Chapter 22.84 Green Zone Districts. Pursuant to Zoning Code Chapter 22.84, the entire community of West Carson is considered a Green Zone District. As such, industrial and vehicle related uses proposed with a 500-foot radius of a lots containing a sensitive use (as defined in Zoning Code Chapter 22.14 [Definitions]) (e.g., residences, schools, parks, and shelters) in West Carson require a Conditional Use Permit (CUP). The specific uses requiring a CUP pursuant the Chapter 22.84 are listed in Zoning Code Section 22.84.030, Standards and Requirements for Specific Use, and include industrial uses involving the manufacture, packaging, and storage of finished or prepared materials, including on-site manufacture of raw, natural, or synthesized flammable or toxic chemicals, food processing (including breweries), laundries and cleaning services, manufacturing (e.g., fabricating, lumberyards, paint mixing, machine shops), recycling and solid waste uses, storage facilities, and welding shops, as well as vehicle related uses such as car washes, body shops, and tow yards.

Los Angeles County 2035 General Plan

The Safety Element of the General Plan includes the following goals and policies related to wildfire and/or emergency response, which would be applicable to future development in and around the Project area (County of Los Angeles 2022a). The Project would support and/or would not conflict with the implementation of the following goals and policies:

Goal S 2 An effective regulatory system that prevents or minimizes personal injury, loss of life, and property damage due to climate hazards and climate-induced secondary impacts.

Policy S 2.2 Plan for future climate impacts on critical infrastructure and essential public facilities.

Policy S 2.3 Require new residential subdivisions and new accessory dwelling units within hazard areas to meet required evacuation standards.

Policy S 2.7 Increase the capacity of frontline communities to adapt to climate impacts by focusing planning efforts and interventions on communities facing the greatest vulnerabilities and ensuring representatives of these communities have a role in the decision-making process for directing climate change response.

Goal S 3 An effective regulatory system that prevents or minimizes personal injury, loss of life, and property damage due to flood and inundation hazards.

Policy S 3.6 Infiltrate development runoff on-site, where feasible, to preserve or restore the natural hydrologic cycle and minimize increases in stormwater or dry weather flows.

- Goal S 4** An effective regulatory system that prevents or minimizes personal injury, loss of life, and property damage due to fire hazards.
- Policy S 4.1** Prohibit new subdivisions in VHFHSZs unless: (1) the new subdivision is generally surrounded by existing or entitled development or is located in an existing approved specific plan or is within the boundaries of a communities facility district adopted by the County prior to January 1, 2022, including any improvement areas and future annexation areas identified in the County resolution approving such district; (2) the County determines there is sufficient secondary egress; and (3) the County determines the adjoining major highways and street networks are sufficient for evacuation as well as safe access for emergency responders under a range of emergency scenarios, as determined by the County. Discourage new subdivisions in all other FHSZs.
- Policy S 4.2** New subdivisions shall provide adequate evacuation and emergency vehicle access to and from the subdivision on streets or street systems that are evaluated for their traffic access or flow limitations, including but not limited to weight or vertical clearance limitations, dead-end, one-way, or single lane conditions.
- Policy S 4.3** Ensure that biological and natural resources are protected during rebuilding after a wildfire event.
- Policy S 4.4** Reduce the risk of wildland fire hazards through meeting minimum state and local regulations for fire-resistant building materials, vegetation management, fuel modification, and other fire hazard reduction programs.
- Policy S 4.6** Ensure that infrastructure requirements for new development meet minimum State and local regulations for ingress, egress, peak load water supply availability, anticipated water supply, and other standards within FHSZs.
- Policy S 4.7** Discourage building mid-slope, on ridgelines and on hilltops, and employ adequate setbacks on and below slopes to reduce risk from wildfires and post-fire, rainfall-induced landslides and debris flows.
- Policy S 4.16** Require local development standards to meet or exceed SRA Fire Safe Regulations, which include visible home and street addressing and signage and vegetation clearance maintenance on public and private roads; all requirements in the California Building Code and Fire Code; and Board of Forestry Fire Safe Regulations.
- Policy S 4.17** Coordinate with agencies, including the Fire Department and ACWM,¹ to ensure that effective fire buffers are maintained through brush clearance and fuel modification around developments.
- Policy S 4.19** Ensure all water distributors providing water in unincorporated Los Angeles County identify, maintain, and ensure the long-term integrity of future water supply for fire

¹ Agricultural Commissioner/Weights and Measures

suppression needs, and ensure that water supply infrastructure adequately supports existing and future development and redevelopment, and provides adequate water flow to combat structural and wildland fires, including during peak domestic demand periods.

Goal S 7 Effective County emergency response management capabilities.

- Policy S 7.1** Ensure that residents are protected from the public health consequences of natural or manmade disasters through increased readiness and response capabilities, risk communication, and the dissemination of public information.
- Policy S 7.2** Support County emergency providers in reaching their response time goals.
- Policy S 7.3** Coordinate with other County and public agencies, such as transportation agencies, and health-care providers on emergency planning and response activities, and evacuation planning.
- Policy S 7.4** Encourage the improvement of hazard prediction and early warning capabilities.
- Policy S 7.5** Ensure that there are adequate resources, such as sheriff and fire services, for emergency response.
- Policy S 7.6** Ensure that essential public facilities are maintained during disasters, such as flooding, wildfires, extreme temperature and precipitation events, drought, and power outages.

The Conservation and Natural Resources Element of the General Plan provides the following policy related to wildfire, which is applicable to future development in and around the Project area (County of Los Angeles 2015):

Goal C/NR 13 Protected visual and scenic resources.

- Policy C/NR 13.8** Manage development in HMAs to protect their natural and scenic character and minimize risks from natural hazards, such as fire, flood, erosion, and landslides.

Existing Community-Based and Specific Plans

The West Carson Transit Oriented District Specific Plan and the Vision Lennox Plan are the only existing community-based or specific plans applicable to the Project area. The West Carson Transit Oriented District Specific Plan Area is approximately 2.9 miles northwest of the nearest FHSZ. The community of Lennox is approximately 3.4 miles southeast of the nearest FHSZ. As such, there are no community-based or specific plans applicable to future development under the South Bay Area Plan in an area in or near a FHSZ.

4.20.1.2 Existing Environmental Conditions

Wildfire is of particular concern in areas adjacent to unmanaged open space and hillside areas. These areas often have abundant vegetation that can serve as fuel for wildfires. Topography, such as hills and slopes, can accelerate the spread of fire, making it more difficult to control. Embers from wildfire can spread depending on wind condition, topography, and fuel types, and can result in secondary ignitions that are a significant threat to structures in wind-

driven fire events (NWCG 2021). Thus, homes and structures near open spaces or hillsides are at an elevated risk. As discussed in further detail below, Alondra Park/El Camino Village, Del Aire/Wiseburn, Hawthorne Island, Lennox, and West Carson are not in or near SRAs or lands classified as VHFHSZs (CAL FIRE 2023). Due to the existing physical conditions within these communities, including the urban, developed nature and mild topography, there would be minimal risk of exposure to wildfire events. However, Westfield/Academy Hills is entirely within a VHFHSZ, while the western border La Rambla is within 600 feet of a VHFHSZ (CAL FIRE 2023). While the Project area does not include large areas of unmanaged open space, pockets of unmanaged open space areas are adjacent to Westfield/Academy Hills. Furthermore, while the Project area is mostly flat to gently sloping, Westfield/Academy Hills is predominantly comprised of hillsides, including HMAs (County of Los Angeles 2015). La Rambla also includes HMAs and hillside areas throughout the community.

Because Westfield/Academy Hills is in a VHFHSZ, and La Rambla is within 600 feet of a VHFHSZ (which is within the distance for ember travel), the following section provides a discussion of the existing fire environment within and surrounding the Project area (with a focus on Westfield/Academy Hills and La Rambla), including fire history, vegetation and land cover, wildland-urban interface (WUI) areas, topography, weather, climate, and wind, and fire protection.

Fire Hazard Severity Zones

FHSZs are mapped based on fuel loading, slope, fire history, weather, and other relevant factors as directed by California Public Resources Code, Sections 4201–4204, and California Government Code Sections 51175–51189.² Fire hazard severity zone levels range from moderate to very high and are designated in three types of areas based on what level of government is financially responsible for preventing and suppressing wildfires (County of Los Angeles 2014a).

- **Federal Responsibility Areas:** Within Federal Responsibility Areas, the federal government is financially responsible for wildfire suppression. There are no Federal Responsibility Areas within or near the Project area.
- **State Responsibility Areas:** Within State Responsibility Areas (SRAs), the state is financially responsible for wildfire suppression. The FHSZs in SRAs are based on potential fuels, fire weather conditions, and terrain, and represent potential fire hazard exposure to structures and other human infrastructure assets. The FHSZ areas are adopted as a Title 14 regulation of the California Code of Regulations (CCR), and fulfill the obligations laid out in Public Resources Code (PRC) 4201-04, and are important in various fire safety regulations, building construction standards, and real estate hazard disclosure requirements (CAL FIRE 2021). SRAs are recognized by the Board of Forestry and Fire Protection as areas where the California Department of Forestry and Fire Protection (CAL FIRE) is the primary emergency response agency responsible for fire suppression and prevention. There are no SRAs within or near the Project area.
- **Local Responsibility Areas:** Within Local Responsibility Areas (LRAs), cities or counties are financially responsible for wildfire suppression. Under the authority of California Government Code 51175 thru 51180, CAL FIRE makes recommendations of FHSZs in LRAs, which the relevant local agencies are then required to designate by ordinance. The FHSZs in LRAs are based on the same hazard model used for SRAs, but only for areas that meet the criteria for the “very high” classification (i.e., VHFHSZs). These areas confer similar fire safety regulations as those required in SRA FHSZ zones. Within LRAs in Los Angeles County, the Los Angeles County Fire Department (LACoFD) is the primary emergency response agency for fire suppression and prevention. Portions of the Project area are both in and near a LRA VHFHSZ.

² These regulations are discussed in further detail, below, under the “State” designation header.

Figure 4.20-1, Fire Hazard Severity Zones, shows the Project area in relation to the surrounding FHSZs. While Alondra Park/El Camino Village, Del Aire/Wiseburn, Hawthorne Island, Lennox, and West Carson are not in or near a FHSZ, Westfield/Academy Hills is in a VHFHSZ and La Rambla is within 600 feet of the same VHFHSZ, which covers the central and western portions of the Palso Verdes Peninsula. The nearest FHSZs to each of the Project area communities are provided in Table 4.20-2, below.³

Table 4.20-2. Fire Hazard Severity Zones

Project-Area Community	Distance (miles)	Type of FHSZ	In or Near a FHSZ?
Alondra Park/El Camino Village	5.2	VHFHSZ	NO
Del Aire/Wiseburn	3.7	VHFHSZ	NO
Hawthorne Island	5.8	VHFHSZ	NO
La Rambla	0.1	VHFHSZ	Yes (Near a VHFHSZ)
Lennox	3.8	VHFHSZ	NO
West Carson	1.4	VHFHSZ	NO
Westfield/Academy Hills	—	VHFHSZ	Yes (In a VHFHSZ)

Source: County of Los Angeles 2022b

Notes: FHSZ = fire hazard severity zone; VHFHSZ = very high fire hazard severity zone.

Fire History

Fire history data provides valuable information regarding fire spread, fire frequency, ignition sources, and vegetation/fuel mosaics across a given landscape. One important use for this information is as a tool for pre-planning. It is advantageous to know which areas may have burned recently and therefore may provide a tactical defense position, what type of fire burned on the site, and how a fire may spread. The fire history information presented below comes from CAL FIRE's FRAP database. The FRAP database summarizes multi-agency fire perimeter data from the late 1800s through 2020 (CAL FIRE 2023b). Although the CAL FIRE data is incomplete as it is limited to larger fires, the data provides a summary of recorded fires and can be used to show whether large fires have occurred in or near the Project area, which indicates whether they may be possible in the future.

California fires are burning faster and hotter than in previous decades (LA Times 2021). While much of the state's extreme fire behavior can be attributed to drought, rising global temperatures characterized by more frequent extreme heat waves are also a significant factor (LA Times 2021; UNEP 2022). Available data from CAL FIRE in the FRAP database show that several historic fires have burned within a two-mile radius of the Project area since the beginning of the historical fire data record (CAL 2023b). Recorded wildfires burned portions of Westfield/Academy Hills in 1946 (384 acres) and again in 1969 (158 acres), as well as portions of La Rambla in 1953 (15 acres) (CAL FIRE 2023b). The most recent large fire to occur near the Project area was the Palos Verdes fire (234 acres), which burned in 2009 approximately 0.75-mile south of Westfield/Academy Hills (CAL FIRE 2023b).

Vegetation and Land Covers

³ The primary data for LRA and SRA FHSZ proximity was calculated by Dudek Geographic Information Systems analysts using ESRI's "Near" Analysis Tool, which measures the Euclidean distance (i.e., a straight line "as the crow flies") between the community boundaries and the nearest FHSZ boundaries. The source data files used in the analysis were provided to Dudek by the County's Department of Regional Planning (County of Los Angeles 2022b).

Wildland fire behavior is strongly influenced by vegetation (fuel) type, fuel moisture and the arrangement and continuity of fuels, and thousands of homes have been lost in Los Angeles County due to the types of vegetation around them (LACoFD 2022). The Project area communities are highly urbanized with residential and industrial land uses dominating the landscape. The Project area has been developed for decades, and the development has removed nearly all native vegetation communities. However, there are several pockets of open space within Westfield/Academy Hills, which are extensive and unmanaged enough to represent an increased hazard in the event of a wildfire (LACoFD 2022).⁴ All other vegetation in the Project area is limited to irrigated landscapes associated with development and/or park space, or if unmanaged, is either too geographically isolated or limited to be considered a viable fuel source (see Section 4.4, Biological Resources, of this Draft PEIR for further information regarding vegetation communities). Non-contiguous vegetation, such as that present throughout the Project area, limits the amount of surface fuel load available to burn, which inhibits fire spread. The Project area, including Westfield/Academy Hills and La Rambla, is also surrounded by urban development, and would not be subjected to fire prevention measures such as prescribed burns or other broadscale vegetation management protocols.

Wildland-Urban Interface

Wildfire is a continuous threat in Southern California and is particularly concerning in the wild-urban interface (WUI), the geographic area where urban development either abuts or intermingles with wildland or vegetative fuels. Westfield/Academy Hills is mapped as WUI pursuant to CAL FIRE (CALFIRE 2019). There are no WUI areas elsewhere in the Project area (CAL FIRE 2019).

Topography

Topography influences fire risk by affecting fire spread rates. Typically, steep terrain results in faster fire spread up slope and slower spread down slope. Terrain that forms a funneling effect—such as chimneys, chutes, or saddles—on the landscape can result in especially intense fire behavior, including faster spread and higher intensity. Conversely, flat terrain tends to have little effect on fire spread, resulting in fires that are driven by vegetation and wind.

Hillside areas and HMAs are located throughout Westfield/Academy Hills and La Rambla (County of Los Angeles 2023a).⁵ Although some HMAs are locally present elsewhere within the Project area, the dominant topography outside of Westfield/Academy Hills and La Rambla is flat to gently sloping.

Weather, Climate, and Wind

The following discussion of weather, climate, and wind focuses specifically on Westfield/Academy Hills and La Rambla, as these are the only communities within or near a FHSZ. Summers in Westfield/Academy Hills and La Rambla are typically warm, arid, and clear and the winters are long, cool, and partly cloudy. Over the course of the year, the temperature typically varies from 50° F to 77° F and is rarely below 44° F or above 84° F (Weather Spark 2023). Precipitation typically occurs from October through April, peaking in February with an average monthly rainfall of 3.2 inches (Weather Spark 2023).

⁴ Vegetation management, related to wildland fire, refers to the total or partial removal of high fire hazard grasses, shrubs, or trees. While the areas in Westfield/Academy Hills would not be considered completely unmanaged, they are unirrigated and ruderal, and are similar enough to wildland vegetation communities to pose a fuel risk to the surrounding areas, which include residential uses (LACoFD 2022).

⁵ As provided in Chapter 22.104, Hillside Management Areas of the Zoning Code, HMAs are defined as areas with 25% or greater natural slopes.

The Project area, like much of Southern California, is influenced by prevailing wind patterns. Prevailing winds are winds that blow from a single direction over a specific area. The prevailing wind pattern in Westfield/Academy Hills and La Rambla varies throughout the year but occurs most often from the west from February through November and from the north November through February (Weather Spark 2023). The highest wind speeds are reached from November through May, with average wind speeds exceeding 6.9 miles per hour. The wind experienced at any given location is highly dependent on local topography and other factors, and instantaneous wind speed and direction vary more widely than the averages presented above.

Fire Protection

The LACoFD provides fire and emergency medical services to the unincorporated areas of the County, including the Project area. The LACoFD operates nine divisions, 22 battalions, and 175 fire stations and has a total of 4,775 personnel (LACoFD 2021). Of the 175 LACoFD stations within Los Angeles County, only one is within the Project area boundary (specifically, Station 18 in Lennox). However, there are many other stations in the vicinity that serve the Project area. The closest LACoFD stations serving Westfield/Academy Hills and La Rambla are provided below in Table 4.20-3. (See Section 4.15, Public Services, of this Draft PEIR for further discussion the existing fire protection services setting.)

Table 4.20-3. Los Angeles County Fire Department Stations

City	Fire Station Name	Address	Closest Project-Area Community	Distance (Miles)
Rolling Hills Estates	Station 106	27413 Indian Peak Road	Westfield/Academy Hills	0.8
Rolling Hills	Station 56	12 Crest Road	Westfield/Academy Hills	0.8
Lomita	Station 6	25517 S. Narbonne Avenue	Westfield/Academy Hills	1.2
Palos Verdes	Station 2	340 Palos Verdes Drive	Westfield/Academy Hills	2.2
Rancho Palos Verdes	Station 83	83 Miraleste Plaza	La Rambla	1.1

Source: County of Los Angeles 2022b

In addition to fire suppression, the LACoFD provides fire prevention services, emergency medical services, hazardous materials services, and urban search and rescue services. Major issues associated with fire hazards include the increase in the frequency and duration of wildfires; the increasing cost and danger to residents, property, and the environment; and urban fire considerations due to the intensity of development, the number of potentially affected populations, and the difficulties of containment (County of Los Angeles 2014).

The LACoFD has several standards to maintain adequate fire protection within their service area. According to the General Plan EIR, standards for response times are as follows (County of Los Angeles 2014):

- 5 minutes or less for response times for urban areas
- 8 minutes or less for suburban areas
- 12 minutes or less for rural areas

For further details regarding fire protection and emergency services within the Project area, please refer to Section 4.15, Public Services, of this Draft PEIR.

Infrastructure

The Project area is located within an urbanized environment that has access to all necessary public serving infrastructure such as roadways and highways, electrical, wireless communication, and water/sewer, including fire hydrants. Major highways and throughways in the vicinity of Westfield/Academy Hills and La Rambla include Palos Verde Drive, Western Avenue, Pacific Coast Highway, Interstate (I-)110 and I-710.

Other Potential Hazards

As discussed in Section 4.10, Hydrology and Water Quality, of this Draft PEIR, the Project area is not within areas mapped as susceptible to downslope or downstream flooding. As discussed in Section 4.7, Geology and Soils, the only communities in the Project area that include soils susceptible to subsidence or liquefaction are West Carson and a small portion of Alondra Park/El Camino Village. However, neither of these communities are within or near a FHSZ.

4.20.2 Environmental Impacts

4.20.2.1 Methodology

As described in Chapter 3, Project Description, of this Draft PEIR, the South Bay Area Plan is a policy document that does not include or propose any site-specific development. Rather, the Project would implement land use changes and amendments to the County Code that would allow for more dense development and redevelopment to occur within the Project area. Therefore, this Draft PEIR does not assess the site-specific construction and operation details of future development projects within the Project area. Instead, it assesses the secondary impacts associated with changes to existing land uses and the associated overall effects of buildout of the South Bay Area Plan through 2045, where reasonably foreseeable physical changes to the environment could occur. Analysis at a parcel or site-specific level was not conducted because, unless otherwise noted within this assessment, the actual locations of project development (and its chronologic sequence or concurrence) that may be implemented in the future are speculative.

As discussed above, CAL FIRE is required to map areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors. These designations, referred to as FHSZs, mandate how people construct buildings and protect property to reduce risk associated with wildfire(s). The CAL FIRE designated FHSZs are generally used in CEQA to establish if a project is “located in or near state responsibility areas or lands classified as very high fire hazard severity zones”. This determination subsequently informs the applicability of thresholds listed below in Section 4.20.2.2. If it is determined that a project is not located in or near a FHSZ, the thresholds of significance for wildfire would not apply, and the project would, by default, be assumed to have a less-than-significant impact pertaining to wildfire hazards or an adopted emergency response/evacuation plan.

The Project area is urbanized, with very little remaining areas of natural open space or other known wildland fire fuel sources. However, as previously discussed, Westfield/Academy Hills is within a VHFHSZ, while La Rambla is near a VHFHSZ. Given that the Project area is spread across seven geographically separate communities, the analysis provided below focuses on Project-related impacts that could potentially occur in portions of the Project area that are in or near a FHSZ, especially in the communities of Westfield/Academy Hills and La Rambla. Because

the rest of the Project area is not located in or near a FHSZ and given the heavily developed nature of the Project area, it can be assumed that any Project-related impacts pertaining to wildfire or an adopted emergency response/evacuation plan in these areas would be less than significant. As such, the communities of Alondra Park/El Camino Village, Del Aire/Wiseburn, Hawthorne Island, Lennox, and West Carson are not discussed in any detail within the impact analysis provided below (see Section 4.20.2.4).

The analysis of impacts of the Project on wildfire hazards or an adopted emergency response/evacuation plan is based on review of the relevant plans, policies, and programs referenced above in Section 4.20.1.1, Regulatory Setting, including CAL FIRE FHSZ maps, the General Plan, the General Plan EIR, Title 32 and other applicable sections of the County Code, California Code of Regulations, California Government Code, and California Public Resources Code.

4.20.2.2 Thresholds of Significance

In accordance with the County's Environmental Checklist Form (Initial Study) and Appendix G of the State CEQA Guidelines, the applicable thresholds of significance with regard to wildfire are listed below. If located in or near SRAs or lands classified as VHFHSZs, the Project may have a significant impact if it would:

- Threshold 4.20-1:** Substantially impair an adopted emergency response plan or emergency evacuation plan.
- Threshold 4.20-2:** 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.
- Threshold 4.20-3:** 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.
- Threshold 4.20-4:** 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.
- Threshold 4.20-5:** Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

4.20.2.3 Land Use Changes, Goals, and Policies

As discussed in Section 3.3.3, Project-Related Growth, in Chapter 3, Project Description, of this Draft PEIR, implementation of the Project would encourage future development in a manner consistent with the South Bay Area Plan (County of Los Angeles 2024), which would facilitate additional residential, commercial, and mixed-use development based on the following components (as applicable to Project-area communities *within or near lands classified as a VHFHSZ*):

1. The Project would redesignate parcels within La Rambla to allow for residential development at higher densities than currently permitted. Under existing conditions, the sites affected are primarily designated as residential or commercial, and nearly all are occupied by existing development. The Project would facilitate development of approximately 1,716 additional dwelling units in La Rambla, which would result in approximately 5,534 additional residents. The proposed General Plan land use redesignations are illustrated in Figure 3-1d, Proposed General Plan Land Use, La Rambla in Chapter 3, Project Description of

this Draft PEIR. There are no General Plan land use changes proposed within Westfield/Academy Hills. As such, no additional residential development would occur in Westfield/Academy Hills as a result of Project implementation.

2. The Project would amend applicable sections of the County Code to allow for the development of neighborhood-scale commercial uses (i.e., Accessory Commercial units [ACUs]) on corner lots within the Project area's residential zones. The ACUs would be an accessory use to a primary residence and would be limited to one ACU per corner-residential lot. It is projected that approximately one parcel in La Rambla and one parcel in Westfield/Academy Hills may develop ACUs, which would generate approximately two new jobs in Westfield/Academy Hills and two new jobs in La Rambla. For a distribution of the residential zones within the Project area where ACUs would be permitted on corner lots, please refer to the following figures in Chapter 2, Environmental Setting of this Draft PEIR: Figure 2-4d, Existing Zoning, La Rambla and Figure 2-4g, Existing Zoning, Westfield/Academy Hills. An aerial review indicates that nearly all parcels affected by the proposed accommodation of ACUs currently support existing residential development.
3. The Project would redesignate parcels in La Rambla to facilitate additional commercial development. The proposed land use changes would facilitate approximately 5,768 square feet of additional commercial use and 10 new employees. An aerial review indicates that nearly all parcels affected by proposed commercial or mixed use land use changes currently support existing development. There are no General Plan land use changes proposed in the community of Westfield/Academy Hills to facilitate additional commercial uses.

Areawide Goals and Policies

There are no proposed areawide goals or policies applicable to wildfire.

Community-Specific Goals and Policies

There are no proposed community-specific goals or policies applicable to wildfire.

4.20.2.4 Impact Analysis

Threshold 4.20-1 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?

Less Than Significant Impact. As explained above in Section 4.20.2.3, Land Use Changes, Goals, and Policies, while the Project does not propose any direct development, the Project would implement land use changes and amendments to the County Code that would allow for additional future development/redevelopment to occur. The analysis provided below is focused on Project-area communities within or near a FHSZ, specifically, Westfield/Academy Hills (which is within a VHFHSZ) and La Rambla (which is approximately 600 feet east of a VHFHSZ).

The LACoFD provides fire, safety, and emergency medical services to the Project area. As established above in Section 4.20.1.2, Existing Environmental Conditions, there are five existing LACoFD fire stations located near the communities of Westfield/Academy Hills and La Rambla. The locations of the existing LACoFD fire stations indicate that emergency services are available within Project areas located within or near a VHFHSZ. In addition, the General Plan Safety Element identifies possible evacuation routes in the vicinity of La Rambla, including South Weymouth Avenue and West 1st Street.

As provided above in Section 4.20.1.1, Regulatory Setting, the emergency response plan for the Project area is the Operational Area Emergency Response Plan (Response Plan), which is prepared by the OEM (County of Los Angeles 2012). The Response Plan strengthens short- and long-term emergency response and recovery capability and identifies emergency procedures and emergency management routes in the County (County of Los Angeles 2014). As listed in Section 4.20.2, above, the Safety Element of the General Plan contains a number of goals and policies which serve to support the Response Plan. This includes Goal S 4, to provide effective County emergency response management capabilities. These goals and policies require the County to protect existing and future Project-area residents from the public health consequences of natural or man-made disasters through: (1) increased readiness and response capabilities, risk communication, and the dissemination of public information (Policy S 7.1); (2) effective coordination between County agencies and other public agencies, such as transportation agencies, and health care providers on emergency planning and response activities, and evacuation planning (Policy S 7.3); (3) maintenance of essential public facilities (Policy S 7.6), and; (4) the adequate provision and support of emergency response resources (such as sheriff and fire service) (Policies S 7.2 and S 7.5). These goals and policies have been (and will continue to be) implemented through such means as the County's mutual aid agreements, the establishment of set staffing and response times for emergency service providers, and technical improvements to multijurisdictional communication system (discussed in Section 4.20.1.1).

In support of the OEM's Response Plan and the goals and policies set forth in the Safety Element, the County has entered into various mutual aid agreements, which help ensure that adequate emergency support services are provided to all County jurisdictions if and when needed, including to the Project area (County of Los Angeles 2015). At the state or regional level, OEM's Response Plan conforms to SEMS, which incorporates the use of the ICS and other forms of multi-agency or inter-agency coordination (see Section 4.10.1.1 for further details). Locally, the County's LA-RICS uses the Land Mobile Radio system, which provides increased coverage and capacity and eliminates barriers to multijurisdictional responses by allowing police, firefighters, and paramedics in the field to communicate directly with users outside of their agency (LA-RICS 2022; County of Los Angeles 2015). The County's established mutual aid agreements, together with a streamlined communication system allowing coordination amongst emergency responders across various jurisdictions and agencies, suggest that the Project areas within or near a VHFHSZ are able to adequately access emergency services as set forth by the OEM's Response Plan, or any other adopted emergency response and/or evacuation plan applicable to the Project area. (For a more complete discussion of emergency response services within the Project area, please refer to Section 4.15, Public Services, of this Draft PEIR).

The LACoFD provides fire and emergency medical services to the unincorporated areas of the County, including the Project area. The LACoFD has several standards to maintain adequate staffing and emergency response within their service area. According to the General Plan EIR, the standard for response time in the Project area (which constitutes an "urban area") is 5 minutes (County of Los Angeles 2014). As discussed in Section 4.15, Public Services, of this Draft PEIR, according to the LACoFD, all fire stations that serve the Project area, including those near La Rambla and Westfield/Academy Hills, appear to adequately meet the minimum requirements for the staffing and response times (Appendix J).

Project facilitated development within Westfield/Academy Hills, La Rambla, and elsewhere throughout the Project area, would be subject to applicable provisions of the 2022 CFC, which establishes minimum requirements to safeguard public health, safety, and general welfare, including from the hazards of fire, explosion, or dangerous conditions in new and existing buildings, structures, and premises, and to provide safety and assistance to firefighters and emergency responders during emergency operations (Title 24, Part 9, California Building Standards Code). Compliance with applicable CFC provisions, reviewed through the County's development plan review process outlined in the County Code, would ensure that Project facilitated development within the Project areas within or

near a VHFHSZ would not substantially impair an adopted emergency response plan or emergency evacuation plan. In addition to CFC provisions, projects located within Westfield/Academy Hills (located within a VHFHSZ) would be subject to additional emergency access and defensible space requirements, as set forth in Title 32 of the County Code, which would help ensure regional emergency response and access standards are maintained.

As the Project area is highly urbanized and built out, Project facilitated development and/or redevelopment would consist entirely of infill projects in urbanized areas with established streets and infrastructure, which would not be likely to require any substantive reconfigurations, changes, or additions to the street system that could impair or otherwise effect an adopted emergency response plan or emergency evacuation plan. Due to compliance with required regulations (including applicable provision of the CFC), continued implementation of emergency response programs to support the goals and policies set forth in the General Plan, and the general location and nature of Project facilitated development (which would consist of infill development in areas with established roadway infrastructure and within existing LACoFD service areas), potential impacts to an adopted emergency response/evacuation plan associated with implementation of the Project would be less than significant. Additionally, approval of the proposed Project would not change the existing regulations and would not provide any goals, policies, or programs that would significantly impact emergency response and/or evacuation efforts. Therefore, impacts to an adopted emergency response plan or emergency evacuation plan would be less than significant.

Threshold 4.20-2 If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, due to slope, prevailing winds, and other factors, would the project exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Less Than Significant Impact. As discussed in Section 4.20.1.2 and illustrated in Figure 4.20-1, the Project area includes lands in or near a VHFHSZ, specifically, the communities of Westfield/Academy Hills and La Rambla. Therefore, Project-facilitated development in these areas could exacerbate wildfire risk and expose occupants to pollutant concentrations from a wildfire or the uncontrollable spread of a wildfire if the Project, combined with the climatic, topographic, vegetation, weather conditions, and other factors, would increase the risk of a wildfire occurring and increase the severity of such an occurrence. As explained above in Section 4.20.2.3, any future development efforts facilitated by the Project would be located in previously developed, urban areas and would consist entirely of infill activities located within previously disturbed and/or developed parcels.

Slope

As previously discussed in Section 4.20.1.2, hillside areas including HMAs (i.e., areas with a natural slope gradient of 25% or steeper) are located throughout Westfield/Academy Hills and La Rambla. The Project proposes General plan land use changes that would facilitate additional residential, commercial, and mixed use development in La Rambla, including on parcels with HMAs. The Project does not propose any General Plan land use changes in Westfield/Academy Hills; however, residential parcels within HMAs throughout Westfield/Academy Hills and La Rambla would be permitted to operate ACUs, which could generate a small increase in local employment and commercial activity. The additional residents, employees, and patrons could be exposed to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. However, regarding ACUs, these facilities are intended to be small scale and neighborhood serving, and it is unlikely that their operation would attract many employees or customers from outside of the area. The ACUs would also be located within existing residential development(s) and would not therefore convert any previously undeveloped parcels within the HMAs to active use. Furthermore, ACUs

would be subject to a Site Plan Review in accordance with Section 22.186 of the Zoning Code, which includes all necessary materials required by the Ministerial Site Plan Review Checklist, including completion of an Environmental Assessment Information form. The Environmental Assessment Information form includes required disclosure for projects in VHFHSZs and hillside areas with moderately-to-very dense vegetation in order to determine if projects would be subject to additional County or state development standards or review procedures. Based on the results of the Environmental Assessment, County Department of Regional Planning staff may request technical studies or additional items as needed on a project-by-project basis.

As set forth in the General Plan, the County is required to manage development in HMAs to minimize risks from natural hazards, such as fire (Policy C/NR 13.8) (County of Los Angeles 2015). In event that Project-facilitated development is proposed on a previously undeveloped segment of a lot with a slope gradient of 25% or steeper, existing development standards, such as those set forth in the Los Angeles County Building Code and Chapter 22.104 of the Zoning Code (including Appendix I, Hillside Management Guidelines), would require the area to be graded, thereby moderating the topography, and reducing the wildfire risk related to slope. Any development taking place would further be subject to General Plan Policy S 4.7, which discourages building mid-slope, on ridgelines and on hilltops, and requires that development employ adequate setbacks on and below slopes to reduce risk from wildfires and post-fire, rainfall-induced landslides and debris flows (County of Los Angeles 2015). Therefore, the level of risk currently associated with the existing environmental conditions would not be exacerbated.

Prevailing Winds

Prevailing winds are winds that blow from a single direction over a specific area. As previously discussed in Section 4.20.1.2, the predominant average hourly wind speed and direction throughout the Project area varies throughout the year. High wind velocities that could exacerbate wildfire risk are generally associated with downslope and canyon winds. Any future development proposed within the HMAs where exacerbating topography such as downslopes or canyons are more likely to be present would be limited to infill development, which would not involve broadscale changes to the existing topography. Changes to the topography would be limited to localized grading to moderate slopes. Furthermore, pursuant to Title 22 of the County Code, future development would be limited in height depending upon applicable zoning (e.g., 65 feet in Mixed Use [MXD] zones and 35 feet in all residential zones) and would therefore not result in tall buildings that could create wind tunnels. Therefore, the level of risk currently associated with the existing environmental conditions would not be exacerbated.

Other Factors

Other factors such as vegetation and building materials can also contribute to wildfire risk, as described in further detail below.

Vegetation. The Project area is entirely built out and urbanized; however, steep, vegetated hillside and canyon terrain is located within and adjacent to residential parcels in Westfield/Academy Hills. These vegetated open space areas are extensive enough to represent an increased hazard in the event of a wildfire event, particularly along the community's southwestern border, which is adjacent to wildland vegetation in Storm Hill Park (LACoFD 2022). All other vegetation in the Project area is limited to irrigated landscapes associated with development and/or park space, or, if unmanaged, is either too geographically isolated or limited to be of concern.

As ACU's are required to be a secondary use to a primary residential structure, any future ACU development within Westfield/Academy Hills would be limited to infill development located on previously developed residential parcels. As discussed above, ACUs would also be subject to a Site Plan Review in accordance with Section 22.186 of the

Zoning Code, which requires completion of an Environmental Assessment form to disclose if the Project is located in a VHFHSZ or a hillside area with moderate-to-dense vegetation and subject to additional development or review procedures. For example, any ACU development greater than 120 square feet within Westfield/Academy Hills would be subject to the provisions in Section 4291 of the Public Resource Code as well as the LACoFD guidelines for Fuel Modification Plans, which include requirements related to fuel modification and defensible space for fire prevention and safety.⁶ Per the Title 32, Section 4908.1- Fuel Modification Plan in Fire Hazard Severity Zones, of the County Code, site-specific fuel modification zones (FMZs) must be implemented for ACU development in Westfield/Academy Hills in accordance with a detailed Fuel Modification Plan to be reviewed and approved by the Forestry Division of the LACoFD for consistency with defensible space and fire safety guidelines. A FMZ is a strip of land where combustible vegetation has been removed and/or modified and partially or totally replaced with more adequately spaced, drought-tolerant, fire-resistant plants in order to provide a reasonable level of protection to structures from wildland fire. FMZs are designed to provide vegetation buffers that gradually reduce fire intensity and flame lengths from advancing fire by strategically placing thinning zones and irrigated zones adjacent to each other on the perimeter of natural vegetation areas and developed areas. Because of the buffer between developed areas and natural areas created by the FMZs, fires that ignite in a developed area would not easily spread through a FMZ into off site vegetated areas.

ACU development within Westfield/Academy Hills would also be subject to all applicable goals and policies pertaining to wildfire hazards set forth in the General Plan, including Policy LU 11.6 of the Land Use Element and Policies S 4.1, S 4.2, and S 4.6 of the Safety Element (see Section 4.20.1.1, Regulatory Setting, above). These standards and policies, as implemented through future development, would reduce vegetation related wildfire risk within the VHFHSZ, thereby reducing the risk of wildfire spread and/or exposure of Project area occupants to pollutant concentrations from a wildfire.

Building Materials and Setbacks. Any future development facilitated by implementation of the Project would be required to comply with the Title 32 of the County Code, which adopts the 2022 CFC and includes provisions for fire safety and fire-resistive construction. Low-ignitability buildings, as provisioned by the CFC, would reduce the wildfire threat to structures without extensive wildland fuel reduction. Any future development within the Project area would be required to comply with construction methods outlined in the County Code, the CFC, and the California Building Code, which specify requirements for materials and construction methods for fire safety. Mandatory compliance with these provisions would reduce the risk of wildfire ignition and spread (and the potential to expose Project area residents to pollutant concentrations from the ignition or spread of a wildfire) resulting from buildout of the Project.

Summary

All future development in La Rambla, Westfield Academy Hills, and elsewhere in the Project area would be required to comply with construction methods outlined in the County Code, the CFC, and the California Building Code, including provisions related to fire service features (e.g. firefighter access, water supplies), fire and smoke protection features (e.g., fire-resistance-rated construction), fire protection and life safety systems (e.g., automatic sprinkler and alarm systems), and means of egress (e.g., building exit and evacuation). With adherence to existing code standards, the limited facilitation of development to previously developed parcels within urban areas (i.e., infill development), required implementation of FMZs within the VHFHSZ, and required low ignitability of building materials, the Project would not facilitate wildfire spread or exacerbate wildfire risk or expose people or structures, indirectly or directly, to significant wildfire risk. Additionally, approval of the proposed Project would not change the

⁶ ACUs are estimated to be an average of 850 square feet.

existing regulations and would not implement any goals, policies, or programs that would exacerbate wildfire risk. As such, impacts would be less than significant.

Threshold 4.20-3 If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, 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?

Less Than Significant Impact. Through proposed land use changes, the Project would accommodate an intensity of residential, commercial, and mixed uses within La Rambla. Additionally, through proposed amendments to the County Code, the Project would facilitate ACU development in La Rambla and Westfield/Academy Hills. The Project would also facilitate an increased population (i.e., through the construction of homes and businesses) in or near lands classified as a VHFHSZ, which could increase the need and use of existing infrastructure. However, the Project, as a policy document, does not propose any direct development, including installation of roads, fuel breaks, emergency water sources, power lines, or other utilities.

Any future ACU development in the Project area would be small in scale (e.g., approximately 850 square feet per unit),⁷ would be limited in number,⁸ and would be located within existing residential lots, which have previously existing utility connections (e.g., water, wastewater, sanitary sewer, stormwater drainage, electric power, natural gas, and telecommunications services) to serve existing residents. Any new residential, commercial, and/or mixed use development within La Rambla would be located on previously developed or disturbed parcels, which would similarly have access to existing utility connections. The installation and maintenance of any associated infrastructure such as driveways, surface parking, and connections to service utilities, would presumably occur on site or adjacent to the site and would not be anticipated to result in off-site environmental impacts or exacerbate wildfire risk. As discussed above under Threshold 4.20-2, any FMZs required for ACU construction in Westfield/Academy Hills would serve to create defensible space around the structures. Defensible space adjacent to structures functions to limit the spread of fire from the built environment into off-site vegetation (Warziniack et al. 2019). Implementing defensible space would reduce the likelihood of structural ignition and support landscape-level risk reduction (Mockrin et al. 2020; Warziniack et al. 2019). All future development in La Rambla, Westfield Academy Hills, and elsewhere in the Project area would be required to comply with construction methods outlined in the County Code, the CFC, and the California Building Code, which specify requirements for materials and construction methods for fire safety.

For the reasons discussed above, the Project would not exacerbate wildfire risk or result in impacts to the environment related to the installation or maintenance of associated infrastructure. Additionally, approval of the Project would not change existing regulations and would not provide any goals, policies, or programs related to the

⁷ The Project assumes an average of 850 square feet per ACU. This is a relatively conservative estimate based on an "anticipated average" of the potential ACU spaces within the Project area. It does not necessarily reflect a maximum or minimum ACU size requirement (e.g., some ACUs may be larger than 850 square feet, and others smaller). There has been no official inventory of existing conforming and non-conforming commercial instances within residentially zoned parcels. As such, the 850 square feet average was arrived at based on (1) a review of existing case studies and (2) the size of allowable ADUs (1200 square feet) and Junior ADUs (500 square feet) where ACUs could potentially be located within the Project area (Zoning Code Section 22.140.640, Accessory Dwelling Units and Junior Accessory Dwelling Units).

⁸ A total of two new ACUs are anticipated to be constructed in La Rambla and Westfield/Academy Hills.

installation or maintenance of associated infrastructure that would exacerbate fire risk or result in impacts to the environment. As such, impacts would be less than significant.

Threshold 4.20-4 If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, 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.

Less Than Significant Impact. As discussed in Section 4.10, Hydrology and Water Quality of this Draft PEIR, the Project area is not within areas mapped as susceptible to downslope or downstream flooding. Furthermore, as discussed in Section 4.7, Geology and Soils, soils susceptible to subsidence or liquefaction in Project area are only present in West Carson, which is not within or near a VHFHSZ. As illustrated on Figure 4.7-3, Landslide Zones, in Section 4.7 of this Draft PEIR, potential landslide zones in the Project area are only present in Westfield/Academy Hills. Westfield/Academy Hills includes rolling hills with elevations that generally range between 275 and 900 feet above mean sea level. However, as previously discussed, any future development facilitated as a result of Project implementation would be infill development on previously developed parcels. Because the Project area is predominantly developed with impervious surfaces, any future development facilitated as part of the Project is expected to generate little or no increase in runoff to the existing drainage system (as discussed in Section 4.10, Hydrology and Water Quality of this Draft PEIR). Furthermore, according to available wildfire history, no wildfires have burned in Westfield/Academy Hills since 1969, minimizing the risk of post-fire slope instability.

Pursuant to Section 12.84.430 (Applicability) of Chapter 12.84, Low Impact Development Standards, of the County Code, any Project facilitated development would be required to comply with hydromodification control standards outlined in Section 12.84.445 (Hydromodification Control) requiring development projects to “incorporate properly designed, technically appropriate hydromodification control development principles and technologies” to minimize erosion and other hydrologic impacts on natural drainage systems. Compliance with applicable provisions would be ensured through the Low Impact Development (LID) Plan review process prior to issuance of grading permits. Therefore, because any future development accommodated as a result of Project implementation would be: (1) predominantly infill development and redevelopment in areas with predominantly impervious surfaces (and would not result in substantial changes to the existing drainage system); (2) would not be located in recently burned areas with post-fire slope instability; and (3) would be subject to applicable County Code provisions related to hydromodification control, the Project would not 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, and impacts would be less than significant.

Threshold 4.20-5 If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Less Than Significant Impact. As discussed above under Threshold 4.20-2, any future development accommodated as a result of Project implementation would be required to comply with County and state requirements for fire safety practices to reduce the possibility of fires during construction activities, including compliance with CFC Section 3304 (maintain precautions against fire), 3310.1 (maintain access for firefighting equipment), and 3310.1 (ensure any motorized equipment complies with fire protection regulations). Future development would be built using ignition-resistant materials pursuant to the CFC and California Building Code (Chapter 7-A – focusing on structure ignition

resistance from flame impingement and flying embers in areas designated as high fire hazard areas). The required use of low-ignitability building materials would reduce the wildfire threat to structures without extensive wildland fuel reduction. Any future development within the Project area would also be required to comply with construction methods outlined in the California Building Code, which specify requirements for construction methods for fire safety. As such, adherence to regulatory standards during Project construction would reduce the risk of wildfire ignition and spread during any future Project facilitated construction activities.

During operation, the Project would be required to adhere to the County Code and the CFC. As discussed under Threshold 4.20-2, within Westfield/Academy Hills, FMZs and other vegetation management activities that would occur prior to the start of construction and throughout the life of the Project would be designed to provide vegetation buffers that gradually reduce fire intensity and flame lengths from an advancing fire. FMZs can also facilitate fire suppression within a landscape (Braziunas et al. 2021). By reducing the potential for wildfire on parcels adjacent to open space areas, there would be a corresponding reduction in potential negative impacts on existing buildings and structures that are situated within or at the edge of adjacent open space. Consequently, new buildings and infrastructure would not exacerbate fire risk provided that FMZs and other vegetation management activities are implemented and enforced according to LACoFD requirements. The FMZs and other vegetation management activities would reduce the fire risk by thinning or removing combustible vegetation, and implementing a landscape plan with more adequately spaced, drought-tolerant, low-fuel-volume plants to provide a reasonable level of protection to structures from wildland fire. Mandatory compliance with these provisions would reduce the risk of wildfire ignition and spread resulting from buildout of the Project. ACU development within Westfield/Academy Hills would also be subject to all applicable goals and policies pertaining to wildfire hazards set forth in the General Plan, including Policy LU 11.6 of the Land Use Element and Policies S 4.1, S 4.2, and S 4.6 of the Safety Element (see Section 4.20.1.1, Regulatory Setting, above). These standards and policies, as implemented through future development, would reduce vegetation related wildfire risk within the VHFHSZ, thereby reducing the risk of wildfire spread.

As discussed above, the Project (1) would not, due to slope, prevailing winds, and other factors, exacerbate wildfire risks or expose Project occupants to pollutant concentrations from a wildfire, the uncontrolled spread of a wildfire, or significant risks associated with wildfires; (2) would not require the installation or maintenance of associated infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment, and; (3) would not expose people or structures to significant risks, including downslope or downstream flooding or landslides as a result of post-fire runoff. Additionally, approval of the proposed Project would not change existing regulations and would not provide any goals, policies, or programs that would result in the exposure of people or structures to significant wildfire related risks. Therefore, impacts associated with exposing people or structures to a significant risk of loss, injury, or death involving wildland fires would be less than significant.

4.20.2.5 Cumulative Impact Analysis

Where a lead agency concludes that the cumulative effects of past, present, and reasonably foreseeable future projects are significant, the lead agency then must determine whether the project has any contribution to the cumulative impact, and if so, whether the project's incremental effect is "cumulatively considerable." The cumulative study area used to assess potential cumulative wildfire impacts is the South Bay Planning Area (including the Project area and incorporated jurisdictions)⁹ and the surrounding areas within Los Angeles County. The full list of related plans applicable to the cumulative analyses in Chapter 4 of this Draft PEIR is provided in Section 2.5, Cumulative Impact Analysis, in Chapter 2, Environmental Setting of the Draft PEIR.

⁹ Incorporated cities within the South Bay Planning Area include Carson, Compton, El Segundo, Gardena, Hawthorne, Hermosa Beach, Inglewood, Lawndale, Lomita, Long Beach, Los Angeles, Manhattan Beach, Palos Verdes Estates, Rancho Palos Verdes, Redondo Beach, Rolling Hills, Rolling Hills Estates, and Torrance.

Threshold 4.20-1. The Project combined with planned development in the cumulative study area would increase population and/or activities and potential ignition sources in a VHFHSZ, which may increase the potential of a wildfire and/or the need for evacuations during wildfire event.

The applicable emergency response plan for the cumulative study area (which includes the Project area, other unincorporated areas, and incorporated jurisdictions within the County) is the Response Plan, prepared by OEM (County of Los Angeles 2012). The County's LA-RICS uses the Land Mobile Radio system, which provides increased coverage and capacity and eliminates barriers to multijurisdictional responses by allowing police, firefighters, and paramedics in the field to communicate directly with users outside of their agency (LA-RICS 2022; County of Los Angeles 2015). The cumulative study area is located within an urbanized environment, which has access to all necessary public serving infrastructure, including road and highway infrastructure. As provided in the General Plan Safety Element, the cumulative study area is served by multiple existing LACoFD and Los Angeles County Sheriff's Department stations (County of Los Angeles 2022a). Established mutual aid agreements, together with a streamlined communication system allowing coordination amongst emergency responders across various jurisdictions and agencies, suggest that portions of the cumulative study area in or near a VHFHSZ have adequate access to emergency services as set forth by the OEM's Response Plan. As such, there is no existing cumulative impact related to an adopted emergency response plan or evacuation plan.

Cumulative development in the Project area would be limited to infill development and redevelopment, which would not be anticipated to require reconfigurations, additions, or other changes to the roadway network that could impair or otherwise effect an adopted emergency response plan or identified emergency evacuation routes (such as South Weymouth Avenue and West 1st Street in the vicinity of La Rambla). Compliance with applicable state and County regulations (including the County Code and California Building Code) would ensure that critical components of the Response Plan, including adequate access, infrastructure, communication systems, and adequate staffing/response times, are not impaired. Therefore, the Project's incremental contribution to impacts related to an adopted emergency response plan or emergency evacuation plan would not be cumulatively considerable.

Threshold 4.20-2. The Project combined with other planned growth in the region would increase the population and/or activities and potential ignition sources in or near a FHSZ, which could increase the potential to be exposed to wildfires due to existing slopes, prevailing winds, and other factors that are conducive to the spread of a wildfire. Fires have burned in the Palos Verdes Peninsula as recently as 2009, and the existing topography of that area (including steep, vegetated hillside and canyon terrain) is conducive to wildfire events. As such, there is an existing cumulative impact affecting the area in the vicinity of Westfield/Academy Hills and La Rambla. However, the Project area is developed, and individual projects would be located on previously developed parcels and required to comply with applicable fire and building codes, including the CFC and California Building Code, which include fire prevention and protection features that reduce the likelihood of a fire igniting in a specific developed area and spreading to off-site vegetated areas. Further, any ACU development located in the VHFHSZ in Westfield/Academy Hills would be relatively minor in terms of number and scale (i.e., one ACU of approximately 850 square feet) and required to comply with vegetation clearance requirements, as outlined in the applicable fire and building codes. Applicable requirements for ACU projects within VHFHSZs (including FMZs, brush management, ensuring adequate water supply, preparation of fire protection plans, and other measures) would help protect these areas in the event of a wildfire. Although additional residential, commercial, and mixed use development would be facilitated in La Rambla, La Rambla is not within a FHSZ, and any future development would be located on previously developed parcels away from unmanaged open space areas. Therefore, the Project's incremental contribution to exacerbation of wildfire risks would not be cumulatively considerable.

Threshold 4.20-3. The Palos Verdes Peninsula includes areas of unmanaged open space. Cumulative growth and development encroaching into these areas would result in the increased potential for activities/infrastructure to

cause an ignition in or near a FHSZ. As such, there is an existing cumulative impact. However, as discussed above, the Project is located within a heavily urbanized environment, which has access to all necessary public serving infrastructure, including road and highway, electrical, wireless communication, and water/sewer, including fire hydrants. All Project development would be located on previously developed/disturbed parcels with access to existing infrastructure. Any related infrastructure facilitated by the Project (1) would be limited to on-site or site-adjacent improvement (such as connections to existing utility infrastructure), (2) would be subject to site plan and development plan review, and (3) would be required to comply with the CFC, California Building Code, and other relevant County Code requirements related to fire safety, construction, and fuel modification, as applicable. Therefore, the Project's incremental contribution to impacts related to 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 would not be cumulatively considerable.

Threshold 4.20-4. Fires have burned as recently as 2009 in the cumulative study area, which could contribute to post-fire slope instability or runoff, particularly in areas within the Palos Verdes Peninsula. As such, there is an existing cumulative impact. However, development facilitated by the Project would be located within developed urban areas and would be limited to infill development/redevelopment across primarily paved, impervious surfaces, which would not lead to substantial changes to the existing drainage patterns. Further, no recent fires have burned in the Project area that could contribute to a cumulative risk of post-fire slope instability or runoff. The Project would be subject to site plan and development review and would be required to comply with the CFC and other relevant County Code requirements related to LID (including hydromodification), site design, and building construction. Therefore, the Project's incremental contribution to impacts related to exposure of 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, would not be cumulatively considerable.

Threshold 4.20-5. As discussed above, due to the existing conditions, including topography and fire history, there is an existing cumulative impact related to wildfire in the area within and surrounding Westfield/Academy Hills. However, the fire and building codes applicable to the Project area include fire prevention and protection features that reduce the likelihood of a fire igniting in a specific project development site and spreading to off-site vegetated areas, thereby exposing people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. The Project would be subject to site plan and development review pursuant to the County Code and would be required to comply with the CFC and other relevant County Code requirements related to fire safety, building construction, fire flow, access, and fuel modification. Furthermore, any future development facilitated by the Project would be located on previously developed parcels and would not encroach into undeveloped open space areas. Therefore, the Project's incremental contribution to impacts related to the exposure of people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires, would not be cumulatively considerable.

4.20.2.6 Mitigation Measures

No mitigation measures are required.

4.20.2.7 Significance Conclusion

Threshold 4.20-1 The Project would have a **less than significant impact** related to the potential to substantially impair an adopted emergency response plan or emergency evacuation plan. Impacts would not be cumulatively considerable.

- Threshold 4.20-2** The Project would have a **less than significant impact** related to the exacerbation of wildfire risks due to slope, prevailing winds, and other factors, thereby exposing project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Impacts would not be cumulatively considerable.
- Threshold 4.20-3** The Project would have a **less than significant impact** related to 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. Impacts would not be cumulatively considerable.
- Threshold 4.20-4** The Project would have a **less than significant impact** related to the exposure of 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. Impacts would not be cumulatively considerable.
- Threshold 4.20-5** The Project would have a **less than significant impact** related to the exposure of people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. Impacts would not be cumulatively considerable.

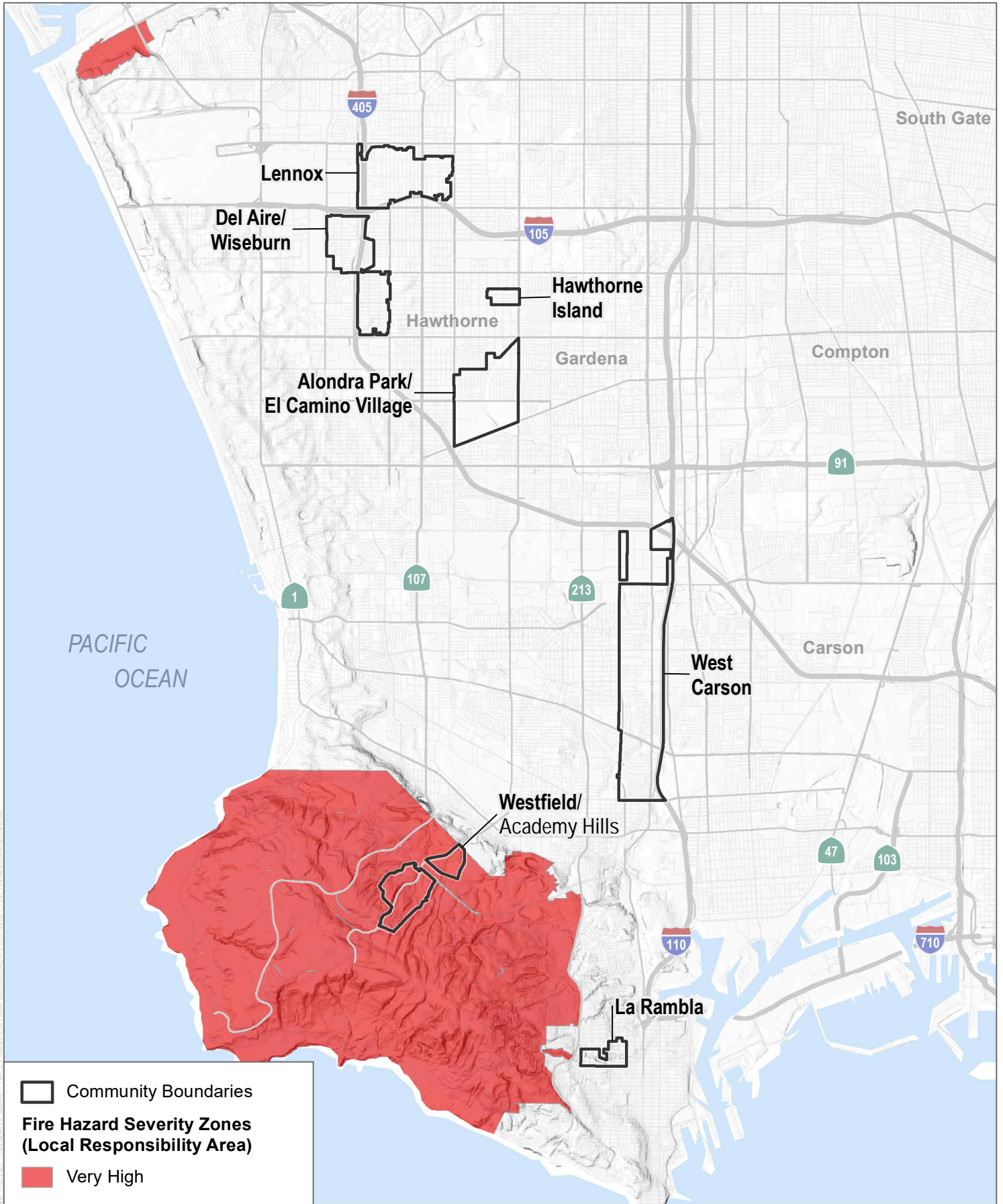
4.20.3 References

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SOURCE: Open Street Map; CAL FIRE 2023

FIGURE 4.20-1

Fire Hazard Severity Zones

Los Angeles County South Bay Area Plan Project



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5 Other CEQA Considerations

This Chapter of the Draft Program Environmental Impact Report (PEIR) for the Los Angeles County South Bay Area Plan (South Bay Area Plan or Project) has been prepared in furtherance of the content requirements set forth in the California Environmental Quality Act (CEQA) Guidelines Section 15126.2. As such, this Chapter discusses:

- Significant and Unavoidable Environmental Impacts (Section 5.1)
- Significant and Irreversible Environmental Effects (Section 5.2)
- Growth Inducement (Section 5.3)
- Potential Secondary Effects of Mitigation (Section 5.4)
- Effects Found Not to Be Significant (Section 5.5)

5.1 Significant and Unavoidable Environmental Impacts

Section 15126.2(c) of the CEQA Guidelines requires that a PEIR describe any significant impacts which cannot be avoided. Specifically, Section 15126.2(c) states:

Describe any significant impacts, including those which can be mitigated but not reduced to a level of insignificance. Where there are impacts that cannot be alleviated without imposing an alternative design, their implications and the reasons why the project is being proposed, notwithstanding their effect, should be described.

Implementation of the Project-specific mitigation measures identified in Chapter 4, Environmental Analysis, of this Draft PEIR would reduce the environmental impacts associated with implementation of the South Bay Area Plan. Mitigation set forth in this Draft PEIR would apply to those discretionary projects that would be developed under the South Bay Area Plan. Future non-discretionary projects that would be implemented under the South Bay Area Plan would be subject to the federal, state and local regulations; however, these non-discretionary projects would not necessarily be subject to CEQA review, additional environmental assessments, or mitigation measures. As such, even with implementation of existing regulations, applicable South Bay Area Plan goals and policies, and mitigation measures, not all development projects would be subject to these requirements and potential impacts for some topics would be significant and unavoidable.

The environmental impacts that would result from anticipated future development under the Project would be significant and unavoidable for the following topics: air quality, biological resources, cultural resources, greenhouse gas emissions, hazards and hazardous materials, noise, population and housing, public services (parks), recreation, tribal cultural resources, and utilities and service systems. The specific significant and unavoidable impacts are detailed below.

- **Air Quality:** Under Threshold 4.3-1, even with implementation of MM-4.3-1 and MM-4.3-2, the Project could conflict with or obstruct implementation of the applicable air quality plan, and impacts would be significant and unavoidable. Under Threshold 4.3-2, even with implementation of MM-4.3-1 and MM-4.3-2, the Project could result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors), and impacts would be significant

and unavoidable. Under Threshold 4.3-3, even with implementation of MM-4.3-1 and MM-4.3-2, the Project could expose sensitive receptors to substantial pollutant concentrations, and impacts would be significant and unavoidable.

- **Biological Resources:** Under Threshold 4.4-1, even with implementation of MM-4.4-1, the Project would have the potential to result in a substantial adverse effect indirectly through habitat modifications on plant and wildlife species identified as a sensitive or special status species and impacts would be significant and unavoidable.
- **Cultural Resources:** Under Threshold 4.5-1, even with implementation of MM-4.5-1, the Project could indirectly cause a substantial adverse change in the significance of an historical resource pursuant to Section 15064.5, and impacts would be significant and unavoidable. Under Threshold 4.5-2, even with implementation of MM-4.5-2, the Project could indirectly cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5, and impacts would be significant and unavoidable. Under Threshold 4.5-3, even with implementation of MM-4.5-3, the Project could indirectly destroy a unique paleontological resource or site or unique geologic feature, and impacts would be significant and unavoidable.
- **Greenhouse Gas Emissions:** Under Threshold 4.8-1, even with implementation of MM-4.8-1, MM-4.8-2, and MM-4.8-3, the Project would generate GHG emissions, either directly or indirectly, that may have a significant effect on the environment, and impacts would be significant and unavoidable.
- **Hazards and Hazardous Materials:** Under Thresholds 4.9-2 and 4.9-4, even with implementation of existing regulations, applicable South Bay Area Plan goals and policies, and MM-4.9-1, potential impacts related to the creation of a significant hazard to the public or the environment due to hazards associated with contaminated sites would be significant and unavoidable because it is not possible to ensure the successful avoidance of all hazards associated with upset/accidental conditions or contamination where new development may occur.
- **Noise:** Under Threshold 4.13-1, the Project has the potential to result in the generation of a substantial temporary and permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the County General Plan or noise ordinance (Los Angeles County Code, Title 12, Chapter 12.08). Construction noise impacts from reasonably foreseeable project construction activities, as well as operation noise would remain significant and unavoidable even with implementation of MM-4.13-1 and MM-4.13-2. Under Threshold 4.13-2, the Project has the potential to result in the generation of excessive groundborne vibration or groundborne noise levels. Vibration impacts from reasonably foreseeable project construction activities would remain significant and unavoidable even with implementation of mitigation measure MM-4.13-3.
- **Population and Housing:** Under Threshold 4.14-1, potential impacts related to substantial unplanned population growth would be significant and unavoidable and cumulatively considerable. No feasible mitigation measures pertaining to the impacts associated with substantial unplanned population growth are available to mitigate impacts of the South Bay Area Plan.
- **Public Services:** Threshold 4.15-1(iv) (Parks), is assessed as Threshold 4.16-1 under Section 4.16, Recreation.

- **Recreation:** Under Thresholds 4.16-1 and 4.16-2, the Project has the potential to create future capacity or service level problems, and result in impacts related to the increase of existing neighborhood or regional parks such that substantial physical deterioration of the facility would occur or be accelerated. No feasible mitigation measures pertaining to the impacts associated service ratios and deterioration of existing facilities are available and impacts would be significant and unavoidable and cumulatively considerable.
- **Tribal Cultural Resources:** Under Threshold 4.18-1, even with implementation of MM-4.18-1, the Project has the potential to 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 impacts would be significant and unavoidable.
- **Utilities And Service Systems:** Under Threshold 4.19-1, the Project could require or result in the relocation or construction of new or expanded water, wastewater conveyance, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects. Potential impacts related to infrastructure capacity would be significant and unavoidable. The incorporation of mitigation measures discussed throughout this Draft PEIR would help reduce construction-related impacts, including the following: MM-4.3-1 (Construction Emissions), MM-4.4-1 (Habitat Assessment), MM-4.5-1 (Historic Architectural Resources), MM-4.5-2 (Archaeological Resources), MM-4.5-3 (Paleontological Resources), MM-4.13-2 (Construction Noise), MM-4.13-3 (Construction Vibration), and MM-4.18-1 (Tribal Cultural Resources). However, even with the incorporation of mitigation measures, no other feasible mitigation measures are available to reduce the significant impacts identified above. Under Threshold 4.19-2, the Project would have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years; however, cumulative project development outside of the Project area would include future cumulative development could be affected by continued water supply cutbacks from the State Water Project and Colorado River. As a result, cumulative project development reliant predominantly on surface water (i.e., State Water Project and Colorado River water) could potentially result in cumulatively considerable water supply impacts. Therefore, while Project level impacts would be less than significant, cumulative impacts for water supply would be significant and unavoidable.

5.2 Significant and Irreversible Environmental Impacts

Section 15126.2(d) of the CEQA Guidelines requires a discussion of any significant irreversible environmental changes that would be caused by the Project. Specifically, Section 15126.2(d) states:

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.

Generally, a project would result in significant irreversible environmental changes if any of the following would occur:

- 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;
- The primary and secondary impacts of the project would generally commit future generations of people to similar uses;
- Irreversible damage from environmental accidents associated with the project;
- The proposed consumption of resources is not justified (e.g., the project results in wasteful use of energy).

Determining whether the Project could result in significant and irreversible effects requires a determination of whether key resources would be degraded or destroyed in such a way that there would be little possibility of restoring them.

5.2.1 Large Commitment of Non-Renewable Resources

Resources that would be consumed because of residential, commercial, and/or mixed use development indirectly facilitated as a result of South Bay Area Plan implementation include water, electricity, natural gas, and fossil fuels; however, the amount and rate of consumption of these resources would not result in significant environmental impacts related to the unnecessary, inefficient, or wasteful use of resources (see Sections 4.6, Energy, and 4.19, Utilities and Service Systems of this Draft PEIR). As concluded in Section 4.10, Hydrology and Water Quality, water use during Project construction would be limited to minor amounts of water required for various uses, such as concrete mixing and dust suppression. Water use would be minor to negligible when compared to the operational demands of the Project, as well as the operational demands of the surrounding land uses. With regard to building materials, the Project would be constructed with durable materials with a significant lifespan, such as cast in place concrete and precast concrete, which would improve building longevity. As such, even though construction would result in the commitment of building materials, the materials are not expected to require replacement during the Project's estimated operational lifespan. Furthermore, per California Green Building Standards Code (CALGreen) 65% of all demolition and construction materials must be recycled. This regulation would ensure that portions of the existing materials on site are reused. In the event that the Project were to be demolished at a future time, this regulation would ensure that a majority of the materials are recycled. In addition, construction activities related to the reasonably expected development would result in the irretrievable commitment of nonrenewable energy resources, primarily in the form of fossil fuels (including fuel oil), natural gas, and gasoline for automobile and construction equipment. However, use of such resources would not be unusual as compared to other construction projects and would not substantially affect the availability of such resources.

With respect to operational activities, compliance with applicable building codes would ensure that natural resources are conserved or recycled to the maximum extent feasible. It is also likely that in response to greenhouse gas (GHG) emissions reduction plans (including the County's Community Climate Action Plan, the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, and the California Air Resources Board Scoping Plan) new technologies or systems will emerge, or will become more cost-effective or user-friendly, that will further reduce the reliance of facilitated South Bay Area Plan development upon nonrenewable natural resources (refer to Section 4.8, Greenhouse Gas Emissions, for further discussion of applicable plans and specific GHG reduction mandates). However, even with implementation of conservation measures, consumption of natural resources would generally increase with implementation of the South Bay Area Plan due to population and activity increases. Although the Project would see an increase in petroleum use during construction and operation, vehicles would use less petroleum due to advances in fuel economy and potential reduction in VMT over time.

In addition to the above considerations, state and local laws and regulations would further reduce the Project's use of nonrenewable resources over time. Specifically, electricity consumed at the Project site would be increasingly sourced from renewable energy, pursuant to Senate Bill (SB) 100. SB 100, which passed in 2018, states that 44% of the total electricity sold to retail customers in California per year must be secured from qualifying renewable energy sources by December 31, 2024, 52% by December 31, 2027, and 60% by December 31, 2030. SB 100 also sets forth a state policy that eligible renewable energy resources and zero-carbon resources supply 100% of the retail sales of electricity to California and requires that achieving 100% zero-carbon electricity does not increase carbon emissions elsewhere in the western grid or is not fulfilled through resource shuffling. As such, the Project's consumption of nonrenewable energy is anticipated to significantly decrease over time, as SB 100 is implemented statewide and overall nonrenewable energy consumption decreases.

Similarly, the vehicles that would travel to and from the Project would be subject to increasingly stringent emissions standards over time, which would reduce the amount of fossil fuel consumed per vehicle (see Section 4.6, Energy, for additional details). Furthermore, the County and state have policies in place to support decreased use of personal vehicles. As such policies are carried out, the number of vehicles traveling to and from the site may decrease over time.

In summary, implementation of the Project would involve irreversible environmental changes to existing natural resources, such as the commitment of energy and water resources as a result of the operation and maintenance of future development. However, the implementation of the South Bay Area Plan would not involve wasteful or unjustifiable use of energy or other resources, and energy conservation efforts would occur with new construction. New development indirectly facilitated as a result of South Bay Area Plan implementation would be constructed and operated in accordance with specifications contained in Title 24 of the California Code of Regulations and local green building requirements, as discussed in Section 4.6, Energy. Therefore, the use of energy related to the Project would occur in an efficient manner.

5.2.2 Commitment to Future Uses

The Project is intended to guide regional level growth and development within the unincorporated communities of the South Bay Planning Area. While no direct development is proposed as part of the Project, the implementation of South Bay Area Plan land use changes would accommodate future development (and redevelopment of previously developed areas). The Project would implement land use changes to accommodate the development of 9,853 additional dwelling units, 5,595 of which are required to meet the County's 6th Cycle RHNA allocation. The Project's proposed land use changes would also result in approximately 777,697 square feet of additional commercial use and 1,417 additional employees. Additionally, the accommodation of development of approximately 12 additional ACUs (totaling 10,200 square feet) within the Project area would occur on corner residential lots within existing residential-only zones, resulting in 23 additional employees.

The Project would not facilitate new development on any existing open space parcels. Rather, the Project would redesignate predominantly residential and commercial parcels to accommodate development of additional residential and commercial uses within parcels already designated for development. As such, the Project would not appreciably change the uses of the site such that it would commit future generations to future use. For example, the residential and mixed-use land use changes would accommodate additional dwelling units in areas that already contain developed uses. Additionally, as detailed in Chapter 3, Project Description, ACUs would be located within developed parcels as an accessory use to an existing residential use. The Project is consistent with the County's Housing Element and would consider environmental justice and equity to set forth land uses and policies that

address topics such as: the need for affordable housing; advancement of smart growth principles; economic development; preservation and enhancement of culturally significant resources; and strategies to facilitate and support community-serving green spaces in urban/suburban areas. The development or redevelopment of Project parcels would result in changes to the current land uses in a manner that is consistent with the County's General Plan goals and policies (see Section 4.11, Land Use and Planning, of this Draft PEIR) and with the County's CCAP (see Section 4.8, Greenhouse Gas Emission). Such development is commonplace and encouraged in areas along commercial corridors and near transit nodes and would not result in primary and secondary impacts that would generally commit future generations of people to similar uses.

5.2.3 Irreversible Damage from Environmental Accidents

The land uses that would be developed under the Project include new/expanded residential and commercial uses (including ACUs). As discussed in Section 4.9, Hazards and Hazardous Materials, short-term construction activities associated with implementation of these land uses would temporarily increase the regional transport, use, storage, and disposal of hazardous materials and petroleum products commonly used in construction (e.g., diesel fuel, paints, lubricants, solvents, and cement products containing strong basic or acidic chemicals). Demolition and construction activities associated with future development facilitated by the Project could result in the disturbance of hazardous materials. Numerous federal, state and local regulations exist that require strict adherence to specific guidelines regarding the use, transportation, and disposal of hazardous materials. Regulations that would be required of those transporting, using or disposing of hazardous materials include the Resource Conservation and Recovery Act (RCRA), which provides the 'cradle to grave' regulation of hazardous wastes; Comprehensive Environmental Response, Compensation, and Liability Act, which regulates closed and abandoned hazardous waste sites; the Hazardous Materials Transportation Act, which governs hazardous materials transportation on U.S. roadways; International Fire Code, which creates procedures and mechanisms to ensure the safe handling and storage of hazardous materials; California Code of Regulations Title 22, which regulates the generation, transportation, treatment, storage and disposal of hazardous waste; California Code of Regulations Title 27, which regulates the treatment, storage and disposal of solid wastes; and the County Consolidated Fire Code, which regulates hazardous materials and hazardous substance releases. For development within the State of California, Government Code Section 65850.2 requires that no final certificate of occupancy or its substantial equivalent be issued unless there is verification that the owner or authorized agent has met, or is meeting, the applicable requirements of the Health and Safety Code, Division 20, Chapter 6.95, Article 2, Sections 25500 through 25520.

Businesses are required to strictly adhere to the federal, state, and local rules and regulations regarding the transport, use and disposal of hazardous materials, which would minimize the risk of potential damage from environmental accidents.

Long-term operations of these land uses would be generally associated with sustained, expanded use of household and commercial materials (e.g., paints, solvents, cleaning supplies, refrigerants, landscaping products, and petroleum products). Hazardous materials in various forms can cause death, serious injury, long-lasting health effects, and damage to buildings, homes, and other property. Varying quantities of hazardous materials are manufactured, used, or stored at facilities in the Project area, from manufacturing facilities to local dry-cleaning establishments or gardening supply stores. Hazardous materials come in the form of explosives, corrosives, flammable and combustible substances, poisons, and radioactive materials.

Prior to the issuance of a demolition or building permit at the County, all project applicants must obtain the proper clearance through the Los Angeles County Department of Public Works, Division of Building and Safety, which is

responsible for the review of permit applications and determination of compliance with all applicable regulations and the Building Code. Hazardous material assessment of asbestos and lead-based paint and, if necessary, abatement is required under local regulations, specifically OSHA, Cal/OSHA, California Department of Public Health, and SCAQMD Rule 1403. Certain universal wastes (batteries, lamps and light ballasts, and mercury-containing equipment) are required to be managed and disposed of under California Code of Regulations Title 22, Section 66273.33 and Title 40 CFR. Hazardous wastes in major appliances, including PCBs, refrigerants, oils, and circuit boards, must be removed before major appliances are recycled or disposed of in accordance with California Health and Safety Code Section 25212. Lastly, PCBs in building materials are regulated under the Toxic Substances Control Act. Adherence to these rules prior to and during demolition of existing buildings and structures would ensure proper handling and disposal of hazardous building materials and appliances. Adherence to the County's permitting process and compliance with applicable laws related to asbestos-containing materials, lead-based paint, and/or PCBs rules prior to and during demolition of existing buildings and structures would limit public exposure to hazardous materials and would ensure that no significant hazards due to reasonably foreseeable upset and accident conditions involving the release of hazardous materials or waste into the environment would occur.

However, unknown contamination may be present within soils and/or groundwater beneath currently developed properties. Given the age of some developed properties within the Project area, information about the details of historic property uses, potential leaks from historic underground storage tanks, soil contamination from spills or leaking pipelines, improper disposal of hazardous materials, and/or accidental spills, may not be able to be known for certain. The potential to encounter unknown soil contamination from petroleum hydrocarbons (e.g., oil and gas), agricultural chemicals (e.g., pesticides, herbicides, insecticides), solvents, heavy metals (e.g., lead, arsenic, cadmium, chromium, mercury) and/or soil vapor from volatile organic compounds (VOCs) or other unknown contaminants, could pose a hazard to construction workers or other nearby sensitive uses if construction activities were to expose contaminated conditions. Because the implementation of the South Bay Area Plan will almost exclusively result in redevelopment of existing previously developed properties, including properties that contain industrial and commercial land uses, the potential for encountering unknown soil contamination and/or soil vapor conditions during construction activities may occur and could result in significant hazards to the public or the environment through reasonably foreseeable upset conditions involving the release of hazardous materials or waste into the environment through future site development under the South Bay Area Plan. Therefore, site investigations to identify potential areas of contamination are critical to ensuring that the County's permitting process is effective in avoiding hazards associated with upset or accident conditions.

In order to reduce potential hazards associated with construction activities on properties with known or unknown contamination, compliance with County Code Title 12, Chapter 12.60. Hazardous Materials – Site Assessment/Remediation, would be required. The County Code states a site assessment/remedial investigation is required whenever there is a suspected escape, spill or release of hazardous materials into the environment or for the purpose of determining applicability of the hazardous waste control laws. A remedial action is required whenever it is determined that there was an escape, spill or release of hazardous materials into the environment which may pose a significant threat to human health or the environment. Any site remediation must be conducted to the satisfaction of the overseeing environmental agency(ies) in compliance with all applicable state and local regulations prior to the issuance of a grading or building permit.

The Los Angeles County Fire Department (LACoFD) is the designated Certified Unified Program Agency (CUPA) and is responsible for implementing at the local level the Unified Program, which serves to coordinate the administrative requirements, permits, inspections, and enforcement activities related to hazardous materials and waste management. Therefore, the County's plan check process in coordination with the LACoFD/CUPA, would require

the evaluation of all potential impacts related to hazardous conditions at a future project site and if necessary, require preparation of site investigations to the County for review and approval prior to the issuance of a permit. Any site investigations and remediation that may be required would be conducted to the satisfaction of the overseeing environmental agency(ies) in compliance with all applicable state and local regulations. As such, the Project would not result in irreversible damage from environmental accidents.

5.2.4 Consumption of Resources Justified

While the Project would increase resource consumption during construction and operation, the Project would also result in benefits related to long-term resource consumption in the region. According to the Southern California Association of Governments (SCAG) 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy, the County will continue to experience growth in population, jobs, and housing. The South Bay Area Plan aims to build off the character and existing assets of each of the seven unincorporated communities by identifying opportunities for equitable and sustainable investment while addressing issues and concerns voiced by community members. The Project would facilitate the development of future housing to be in closer proximity to existing jobs, thereby reducing distances required for commutes, and would facilitate ACUs and commercial uses to be in closer proximity to existing and future housing in the Project area. The Project would help accommodate growth within existing developed areas, as opposed to accommodating growth through development in previously undeveloped areas. The latter development pattern generally results in permanent loss of naturalized lands and open space, as well as increased fossil fuel consumption attributable to longer commuting distances and lack of transit options. While the Project would result in some irretrievable commitment of nonrenewable resources, it would also help accommodate growth in a manner that would reduce irreversible environmental changes in the region. For these reasons, the irretrievable commitment of resources attributable to the Project would not be significant.

5.3 Growth-Inducing Impacts

CEQA requires a discussion of ways in which the Project could be growth inducing. The CEQA Guidelines identify a project as growth inducing if it fosters economic or population growth or results in the construction of additional housing, either directly or indirectly, in the surrounding environment (14 CCR 15126.2(e)). New employees from commercial development and new population from residential development represent direct forms of growth. These direct forms of growth have a secondary effect of expanding the size of local markets and inducing additional economic activity in the area. A project could indirectly induce growth by reducing or removing barriers to growth or by creating a condition that attracts additional population or new economic activity. However, a project's potential to induce growth does not automatically result in growth. Growth can only happen through capital investment in new economic opportunities by the private or public sectors.

Direct growth-inducing impacts are commonly associated with the extension of new public services, utilities, and roads into areas that have previously been undeveloped. The extension of such infrastructure into a non-serviced area can represent the elimination of a growth-limiting factor, thereby inducing growth. Increases in the population may tax existing community service facilities, requiring construction of new facilities and ultimately resulting in an increase in the pace of development or the density of the existing surrounding development. Indirect growth-inducing impacts include an increased demand for housing, commodities, and services that new development causes or attracts by increasing the population or job growth in an area.

Through proposed land use changes and policies, the Project would guide redevelopment in the unincorporated areas of the South Bay Planning Area—specifically, regarding residential, commercial, and ACU-related growth.

The Project is anticipated to indirectly induce growth through the removal of obstacle to additional growth and development, such as allowing increased density to occur in residential and commercial areas in accordance with new land use regulations. However, the Project does not propose any specific infrastructure improvements that would result in growth. The Project does not approve the construction of specific development projects and would largely accommodate growth based on market conditions. However, it would allow increased development intensity and/or a more inclusive mix of land uses compared to existing conditions. Therefore, the Project removes regulatory obstacles to growth, and is considered to be growth-inducing.

The land use changes associated with the Project would increase the number of dwelling units that could occur under buildout conditions and accommodate a greater population than was envisioned for the General Plan. Additionally, it would increase commercial activity and create new jobs in the Project area through commercial development, which would create new jobs. These new jobs could potentially lead to future employees moving into the Project area to be proximate to their jobs, therefore increasing the population. Therefore, the South Bay Area Plan would have indirect growth-inducing effects, as analyzed throughout this Draft PEIR.

As discussed in Section 4.15, Public Services, as the Project area continues to develop, it would require further commitment of public services that could include fire protection, law enforcement, public schools, public recreation, and other services as appropriate. Future development in the Project area would require an increased commitment to public services that would be considered a long-term commitment in order to maintain a desired level of service. This is considered a growth-inducing impact.

As the population grows and occupies new dwelling units, these residents would seek shopping, entertainment, employment, home improvement, vehicle maintenance, and other economic opportunities in the surrounding area. This would facilitate the purchase of economic goods and services and could, therefore, encourage the creation of new businesses and/or the expansion of existing businesses. This need for goods and services would partially be met by the proposed ACU and commercial/mixed-use development, but not fully. This is considered a growth-inducing impact.

However, approval of the Project would not set a precedent that could encourage and facilitate other activities that could significantly affect the environment. Cities and counties in California periodically update their general plans pursuant to California Government Code Sections 65300 et seq. As discussed in Chapter 3, Project Description, the Project is intended to guide regional level growth and development within the unincorporated communities of the South Bay Planning Area. While no direct development is proposed as part of the Project, the implementation of South Bay Area Plan land use changes and policies would accommodate future development (and redevelopment of previously developed areas).

Pressures to develop in the surrounding cities may derive from regional economic conditions and market demands for housing, commercial, office and industrial land uses that may be directly or indirectly influenced by the Project. Although the Project does not include approval of physical development, it creates additional development capacity in the Project area compared to existing conditions. Much of this development capacity is either available under existing conditions or is limited to targeted areas. Furthermore, development projects would be induced more by market demands than by new development capacity created by land use changes. However, because approval of the Project would ultimately result in subsequent projects that would have their own environmental impacts—including potentially significant impacts—the Project is a growth-inducing action.

5.4 Potential Secondary Effects of Mitigation Measures

Section 15126.4(a)(1)(D) of the CEQA Guidelines states that “if a mitigation measure would cause one or more significant effects in addition to those that would be caused by the project as proposed, the effects of the mitigation measure shall be discussed but, in less detail, than the significant effects of the project as proposed.” With regard to this section of the CEQA Guidelines, the potential impacts that could result with the implementation of each mitigation measure proposed for the Project was reviewed. The following provides a discussion of the potential secondary impacts that could occur as a result of the implementation of the proposed mitigation measures, listed by environmental issue area.

5.4.1 Air Quality

MM-4.3-1 (Construction Emissions) requires pollutant reductions from equipment exhaust and PM associated with fugitive dust, as well as other construction-related pollutants. MM-4.3-1 includes measures such as requiring off-road equipment with engines rated at 50 horsepower or greater to use equipment rated by the USEPA as having Tier 4 emission limits or better, use alternative fuel equipment, provide for electric vehicle charging, provide traffic controls, avoidance of sensitive receptors, minimizing dust, and using super-compliant VOC paints. MM-4.3-2 (Operational Emissions) includes requirements for new projects to reduce pollutant emissions during long-term operations, including compliance with SCAQMD rules as well as adherence to engine emission standards, electrical infrastructure and panels for trucks, and avoidance of queuing and traffic near sensitive receptors. These mitigation measures require use of cleaner equipment or dust suppression measures that would not result in physical changes in the environment that could result in significant secondary impacts. Implementation of these measures would have beneficial impacts on reducing air quality impacts and would not result in significant adverse effects.

5.4.2 Biological Resources

MM-4.4-1 (Habitat Assessment) requires that the County determine whether a proposed future project could potentially impact special-status plant and wildlife species, sensitive natural communities, non-wetland jurisdictional waters, oak woodlands, and protected oaks. If there is potential for sensitive biological resources to be impacted by proposed project activities, a habitat assessment must be prepared for review and approval by the County. If the habitat assessment determines that sensitive biological resources will be impacted by proposed project activities, the County shall require applicants to incorporate appropriate measures to avoid or minimize those impacts, and may include, but are not limited to, on or off-site preservation of the resources within protected occupied habitat. Implementation of this mitigation measure would not result in any adverse significant effects.

5.4.3 Cultural Resources

MM-4.5-1 (Historic Architectural Resources) requires that prior to approval of future project-specific developments that involve demolition or alterations to a building(s) over 45 years old, that the properties would be evaluated in accordance with professional standards to assess potential impacts to historical resources. If necessary, the County shall require applicants of new projects to submit a Phase I and/or Phase II Historic Resources Assessment (HRA) report to evaluate the significance of resources. If a future project involves material impairment or demolition of historical resource(s), the project applicant must incorporate design changes or other measures to reduce or avoid impacts. Implementation of this mitigation measure would not result in any adverse significant effects.

MM-4.5-2 (Archaeological Resources) requires that known archaeological resources are appropriately considered prior to implementation of any future project-specific activities, and if impacts could occur, would require that resources are appropriately evaluated and treated. An Archaeological Resources Work Plan (ARWMP) could be required, construction worker archaeological resources sensitivity training must be conducted, monitoring would be required in accordance with the ARWMP, and protocols for archaeological resources discoveries must be followed. This measure would require avoidance of resources, monitoring, reporting, collection, and/or curation of resources and would not result in any adverse significant effects.

MM-4.5-3 (Paleontological Resources) requires a records search to identify locations of potential significant paleontological resources and further evaluation of potential project impacts. If potential impacts to paleontological resources are identified, additional requirements may include a pedestrian survey, construction worker paleontological resources sensitivity training, monitoring, and resources discoveries protocols and documentation. Implementation of this mitigation measure would require avoidance of resources, monitoring, reporting, collection, and/or curation of resources and would not result in any adverse significant effects.

5.4.4 Greenhouse Gas Emissions

MM 4.8-1 (Energy Conservation), MM-4.8-2 (Water Conservation), and MM-4.8-3 (Solid Waste Reduction) require that prior to the issuance of building permits, as determined appropriate and feasible, the County shall require that individual project submit building plans that include energy conservation measures. These include measures such as installation of Energy Star appliances, low water-use fixtures, and storage areas for recyclables and green waste in new construction. Implementation of these measures would have beneficial impacts on reducing greenhouse gas emissions and would not result in any significant adverse effects.

5.4.5 Hazards and Hazardous Materials

MM-4.9-1 (Environmental Site Assessment) requires projects to be evaluated for potential to result in impacts related to hazards. If potential impacts could result, applicants may be required to provide a Phase I Environmental Site Assessment and/or additional site investigations to the County for review and approval prior to the issuance of a grading or building permit. The Applicant must provide the County Department of Public Works, Building and Safety and County Planning with written documentation from the overseeing environmental agency that states the proposed site development is safe and would not significantly impact the health and safety of construction workers, adjacent sensitive receptors, or future occupants on the site. This measure would not result in environmental impacts because it would require identification of hazards and addressing any recognized environmental conditions in accordance with all applicable agency requirements and oversight. Additional investigations or restrictions to site development may be required to ensure the site is appropriate for redevelopment. As such, implementation of this mitigation measure would not result in any adverse significant effects.

5.4.6 Noise

MM-4.13-1 (Commercial/Industrial/Mixed-Use/Accessory Commercial Units [ACUs] Operational Noise) would help limit operational noise at surrounding sensitive receptors through the use of quieter equipment, insulation, or other permanent noise control features. This measure would not result in significant environmental impacts and any resulting disturbance to the soils that might result from placement of a noise barrier would be negligible. As such, implementation of this mitigation measure would not result in any adverse significant effects.

MM-4.13-2 (Construction Noise) and MM-4.13-3 (Construction Vibration) would help reduce construction-related noise and vibration. These requirements to reduce potential impacts related to the noise during construction could require use of alternative equipment, engine covers/shrouds, noise barriers, and distancing construction equipment from sensitive receptors. Although noise barriers would involve physical changes to the environment, noise barriers and other equipment/conditions during construction would not result in significant environmental impacts. As such, implementation of this mitigation measure would not result in any adverse significant effects.

5.4.7 Tribal Cultural Resources

MM-4.18-1 (Tribal Cultural Resources) requires obtaining a NAHC Sacred Land Files Search and compliance with AB-52 requirements. Pursuant to AB 52, the County shall provide formal notification of the project to designated contact of each traditionally and culturally affiliated California Native American tribe that has requested notice. The County shall begin the consultation process within 30 days after receiving a tribe's request for consultation. MM-4.18-1 requires that if an archaeological resource that is Native American in origin is discovered, the County must provide notification of both the discovered resource and the Project location to California Native American tribe that has requested notice. Further, MM-4.18-1 requires that in the event of an inadvertent discovery of resources, the County shall require the project to incorporate appropriate measures to avoid or minimize impacts to tribal cultural resources, including but not limited to, the measures recommended in Public Resources Code Section 21084.3, requirements set forth in MM-4.5-2 such as tribal monitoring, or other alternative measures identified in consultation with the California Native American tribe. Implementation of this mitigation measure would not result in any adverse significant effects.

5.4.8 Utilities and Service Systems

As demonstrated throughout this Draft PEIR, future construction-related impacts associated with potential infrastructure upgrades would be reduced with the incorporation of mitigation measures. As such, the following mitigation measures would apply for future construction activities: MM-4.3-1 (Construction Emissions), MM-4.4-1 (Habitat Assessment), MM-4.5-1 (Historic Architectural Resources), MM-4.5-2 (Archaeological Resources), MM-4.5-3 (Paleontological Resources), MM-4.13-2 (Construction Noise), MM-4.13-3 (Construction Vibration), and MM-4.18-1 (Tribal Cultural Resources). As discussed above, the implementation of these mitigation measures would not result in any adverse significant effects.

5.5 Impacts Found Not to Be Significant

State CEQA Guidelines Section 15128 requires that an EIR contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the Draft PEIR. Based on the analysis contained in the Draft PEIR and as listed in Table ES-1 in the Executive Summary of this Draft PEIR, the following environmental effects were found to be less than significant: aesthetics, agriculture and forestry, energy, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, transportation, and wildfire.

6 Alternatives to the Project

6.1 Introduction

The California Environmental Quality Act (CEQA) requires that environmental impact reports (EIRs) “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” (CEQA Guidelines Section 15126.6[a]). As required by CEQA, this chapter of the Draft PEIR evaluates alternatives to the Project and compares the potential impacts of each alternative with the Project’s potential impacts.

Pursuant to Section 15126.6(b) of the CEQA Guidelines, project alternatives should be selected based primarily on the ability of the alternatives to avoid or substantially lessen any significant impacts of the Project, “even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.” Additionally, the PEIR need not consider every conceivable alternative to a project, but rather the range of alternatives should be governed by a “rule of reason,” such that only those alternatives necessary to permit a reasoned choice are analyzed (CEQA Guidelines Section 15126.6[f]).

In selecting project alternatives for analysis, the potential alternatives should be feasible. CEQA Guidelines Section 15126.6(f)(1) states:

Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries..., and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site...

CEQA Guidelines require the analysis of a “No Project” Alternative and an evaluation of alternative location(s) for the project, if feasible. Of the alternatives analyzed in an EIR, an environmentally superior alternative is to be designated. If the environmentally superior alternative is the No Project Alternative, then the EIR shall identify an environmentally superior alternative among the other alternatives (CEQA Guidelines Section 15126.6[e](2)).

As such, this Draft PEIR includes the analysis of the following five alternatives to the Project:

- Alternative A – No Project/Buildout According to Adopted Plans
- Alternative B – Housing Element/RHNA Only
- Alternative C – No Changes to the West Carson TOD Specific Plan
- Alternative D – No Changes in the LAX Noise Contour
- Alternative E – Reduced Density in Del Aire (H30 to H18)

6.2 Project Objectives

CEQA Guidelines Section 15124(b) requires an EIR to include a statement of objectives sought by the Project, including the underlying purpose of the Project. As described in Chapter 3, Project Description, of this Draft PEIR,

the following Project Objectives have been established and will aid decision-makers in their review of the Project, the Project alternatives, and associated environmental impacts.

1. Advance smart growth principles to create more sustainable communities where people of all ages can live, work, and play.
2. Promote a diversity of neighborhoods, residential densities, recreation, open space, public facilities, and shopping/commercial services to meet the needs of the communities.
3. Encourage mobility infrastructure that facilitates safe, reliable, and sustainable transportation to encourage walking, biking, and other non-automotive travel.
4. Foster a strong and diverse local economy by providing opportunities that attract economic development, businesses, and job creation; increase competitiveness; and promote economic growth.
5. Facilitate new mixed-use development and housing opportunities near existing or proposed high-frequency transit, destinations, and amenities to promote sustainable development.
6. Further opportunities to preserve and enhance existing cultural and historic resources important to the local community by documenting existing historic context and resources.
7. Incorporate the proposed land use policy changes/zoning recommendations identified in the Housing Element to increase the diversity of housing types and choices for a variety of income levels.
8. Increase opportunities for local-serving, legacy, and small commercial businesses to be located within neighborhoods and integrated with new development.
9. Encourage context-sensitive development that responds to the existing community fabric and scale and promotes well-designed buildings that enhance community character.
10. Ensure land use/zoning consistency in land use and zoning maps by making technical corrections based on existing development on the ground.

6.3 Summary of Environmental Impacts

As presented in prior chapters of this Draft PEIR, the Project would result in significant and unavoidable impacts after implementation of all mitigation measures, as summarized in Table 6-1 below.

Table 6-1. Summary of Environmental Impacts

Environmental Topic	Threshold	Mitigation Measures	Significance Determination
4.1. Aesthetics	4.1-1	N/A	No Impact
	4.1-2	N/A	No Impact
	4.1-3	N/A	No Impact
	4.1-4	N/A	Less Than Significant
	4.1-5	N/A	Less Than Significant
4.2. Agriculture and Forestry	4.2-1	N/A	No Impact
	4.2-2	N/A	Less Than Significant
	4.2-3	N/A	No Impact
	4.2-4	N/A	No Impact
	4.2-5	N/A	No Impact

Table 6-1. Summary of Environmental Impacts

Environmental Topic	Threshold	Mitigation Measures	Significance Determination
4.3. Air Quality	4.3-1	MM-4.3-1 and MM-4.3-2	Significant and Unavoidable
	4.3-2	MM-4.3-1 and MM-4.3-2	Significant and Unavoidable
	4.3-3	MM-4.3-1 and MM-4.3-2	Significant and Unavoidable
	4.3-4	N/A	Less Than Significant
4.4. Biological Resources	4.4-1	MM-4.4-1	Significant and Unavoidable
	4.4-2	N/A	Less Than Significant
	4.4-3	N/A	Less Than Significant
	4.4-4	N/A	Less Than Significant
	4.4-5	N/A	Less Than Significant
	4.4-6	N/A	Less Than Significant
	4.4-7	N/A	No Impact
4.5. Cultural Resources	4.5-1	MM-4.5-1	Significant and Unavoidable
	4.5-2	MM-4.5-2	Significant and Unavoidable
	4.5-3	MM-4.5-3	Significant and Unavoidable
	4.5-4	N/A	Less Than Significant
4.6. Energy	All	N/A	Less Than Significant
4.7. Geology and Soils	4.7-1	N/A	Less Than Significant
	4.7-2	N/A	Less Than Significant
	4.7-3	N/A	Less Than Significant
	4.7-4	N/A	Less Than Significant
	4.7-5	N/A	No Impact
	4.7-6	N/A	Less Than Significant
4.8. Greenhouse Gas Emissions	4.8-1	MM-4.8-1, MM-4.8-2, and MM4.8-3	Significant and Unavoidable
	4.8-2	N/A	Less Than Significant
4.9. Hazards and Hazardous Materials	4.9-1	N/A	Less Than Significant
	4.9-2	MM-4.9-1	Significant and Unavoidable
	4.9-3	N/A	Less Than Significant
	4.9-4	MM-4.9-1	Significant and Unavoidable
	4.9-5	N/A	Less Than Significant
	4.9-6	N/A	Less Than Significant
	4.9-7	N/A	Less Than Significant
	4.9-8	N/A	Less Than Significant
4.10. Hydrology and Water Quality	4.10-1	N/A	Less Than Significant
	4.10-2	N/A	Less Than Significant
	4.10-3	N/A	Less Than Significant
	4.10-4	N/A	Less Than Significant
	4.10-5	N/A	Less Than Significant
	4.10-6	N/A	No Impact
	4.10-7	N/A	No Impact
	4.10-8	N/A	Less Than Significant
4.11. Land Use and Planning	All	N/A	Less Than Significant

Table 6-1. Summary of Environmental Impacts

Environmental Topic	Threshold	Mitigation Measures	Significance Determination
4.12. Mineral Resources	All	N/A	Less Than Significant
4.13. Noise	4.13-1	MM-4.13-1 and MM-4.13-2	Significant and Unavoidable
	4.13-2	MM-4.13-3	Significant and Unavoidable
	4.13-3	N/A	Less Than Significant
4.14. Population and Housing	4.14-1	No Feasible MM	Significant and Unavoidable
	4.14-2	N/A	Less Than Significant
4.15. Public Services	4.15-1(Fire, Sheriff, Schools, and Libraries)	N/A	Less Than Significant
	4.15-1 (Parks)	No Feasible MM	Significant and Unavoidable
4.16. Recreation	4.16-1 (Parks)	No Feasible MM	Significant and Unavoidable
	4.16-2	No Feasible MM	Significant and Unavoidable
	4.16-3	N/A	Less Than Significant
	4.16-4	N/A	No Impact
4.17. Transportation	All	N/A	Less Than Significant
4.18. Tribal Cultural Resources	4.18-1	MM-4.18-1 and MM 4.5-2	Significant and Unavoidable
4.19. Utilities and Service Systems	4.19-1	MM-4.3-1, MM-4.4-1, MM-4.5-1, MM-4.5-2, MM-4.5-3, MM-4.9-1, MM-4.13-2, MM-4.13-3, and MM-4.18-1	Significant and Unavoidable
	4.19-2	N/A	Less Than Significant, Cumulatively Considerable¹
	4.19-3	N/A	Less Than Significant
	4.19-4	N/A	Less Than Significant
	4.19-5	N/A	Less Than Significant
4.20. Wildfire	All	N/A	Less Than Significant

Notes: All “Significant and Unavoidable” impact determinations would also cumulatively considerable, while all “No Impact” or “Less Than Significant” impact determinations would not be cumulatively considerable, unless otherwise noted.

¹ Under Threshold 4.19-2 in Section 4.19 of this Draft PEIR, Project level impacts related to water supply would be less than significant; however, cumulative impacts for water supply would be cumulatively considerable.

Consistent with CEQA, the analysis presented in this chapter considers a reasonable range of alternatives to the Project and evaluates their comparative environmental impacts. The selection of alternatives and their discussion must “foster informed decision making and public participation” (CEQA Guidelines Section 15126.6[a]). Therefore, this chapter identifies potential alternatives to the Project and evaluates them, as required by CEQA.

The inclusion of an alternative in an EIR does not constitute definitive evidence that the alternative is in fact “feasible.” The final decision regarding the feasibility of alternatives lies with the decision maker(s) for a given project, who must make the necessary findings addressing the potential feasibility of an alternative, including whether it meets most of the basic project objectives (provided in Section 6.2, Project Objectives) or reduces the severity of significant environmental effects pursuant to CEQA (California Public Resources Code, Section 21081; see also CEQA Guidelines Section 15091).

6.4 Alternatives Selected for Further Analysis

This section discusses a reasonable range of alternatives to the Project, including a no project alternative in compliance with CEQA Guidelines Section 15126.6(e). These alternatives include the following:

- Alternative A – No Project/Buildout According to Adopted Plans
- Alternative B – Housing Element/RHNA Only
- Alternative C – No Changes to the West Carson TOD Specific Plan
- Alternative D – No Changes in the LAX Noise Contour
- Alternative E – Reduced Density in Del Aire (H30 to H18)

Pursuant to Section 15126.6(d) of the CEQA Guidelines, each alternative is evaluated in sufficient detail to determine whether the overall environmental impacts would be less than, similar to, or greater than the corresponding impacts of the Project. Each alternative is also evaluated to determine whether the Project objectives would be substantially attained.

6.4.1 Alternative A – No Project/Buildout According to Adopted Plans

6.4.1.1 Description of the Alternative

Section 15126.6(e) of the CEQA Guidelines requires that an EIR evaluate the specific alternative of “no project” along with its impact. As stated in this section of the CEQA Guidelines, the purpose of describing and analyzing a no project alternative is to allow decision makers to compare the impacts of approving a Project with the impacts of not approving a Project. As specified in CEQA Guidelines Section 15126.6(e)(3)(A), when a project is the revision of an existing land use or regulatory plan or policy or an ongoing operation, the no project alternative will be the continuation of the plan, policy, or operation into the future. Therefore, the no project alternative, as required by the CEQA Guidelines, would analyze the effects of development consistent with implementation of the General Plan and existing land use/zoning.

Under Alternative A, the Project area would continue to develop in accordance with the County’s General Plan existing land use designations and zoning, as well as in accordance with General Plan Amendments that have occurred since the adoption of the General Plan. Table 6-2, Alternative A Buildout Projections for the Project Area, details the General Plan’s buildout projections within the Project area for 2035 and includes the changes in anticipated buildout due the approval of the West Carson Transit Oriented District (TOD) Specific Plan, which was approved subsequent to the General Plan.

As shown in Table 6-2, Alternative A Buildout Projections for the Project Area, below, Alternative A would result in a projected buildout total of approximately 28,200 dwelling units, 92,353 residents, and 27,582 jobs within the Project area by 2035.

Table 6-2. Alternative A- Existing Buildout Projections (2035) for the Project Area

Existing Plans	Dwelling Units	Population	Jobs
General Plan	25,929	86,392	24,530
West Carson TOD Specific Plan*	2,271	5,961	3,052

Table 6-2. Alternative A- Existing Buildout Projections (2035) for the Project Area

Existing Plans	Dwelling Units	Population	Jobs
Total	28,200	92,353	27,582

Sources: County of Los Angeles 2014, Table 5.13-3; County of Los Angeles 2018a

Notes:

- * Since the adoption of the 2035 General Plan, the County approved the West Carson TOD Specific Plan, which projected an increase in population, housing, and employment for the West Carson TOD Specific Plan area (County of Los Angeles 2018a).

As shown in Table 6-3, Project Buildout (2045) Projections for the Project Area, below, under Project conditions in 2045, it is projected that the Project area would have 33,516 dwelling units, 108,145 residents, and 26,927 jobs.

Table 6-3. Project Buildout (2045) Projections for the Project Area

Existing Conditions and Proposed Plans	Dwelling Units	Population	Jobs
Existing Conditions	23,065 ^a	68,275 ^b	15,331 ^c
Project-Facilitated Growth	9,853 ^d	30,745 ^e	1,440 ^f
Other Project-Area Growth ^g	500	8,819	10,161
Total	33,516	108,145	26,927

Sources: Appendix B-1; County of Los Angeles 2014, 2015, 2022, 2023; U.S. Census 2020

Notes:

- The total number of existing dwelling units in each of the unincorporated Project area communities was estimated at the time of NOP publication (October 2023) and is based on 2022 parcel data exported from the Los Angeles County Office of the Assessor Property Assessment Information System. The County determined that Assessor parcel data from 2022 most accurately represents the existing number of units within the Planning area and no growth factor or other growth projection was applied to represent 2023 baseline conditions. This data is included in Appendix B-1 of this Draft PEIR. See Table 3-3, Population and Housing 2045 Buildout for the Project Area, in Chapter 3, Project Description, of this Draft EIR for further details.
- Baseline population for the Project area reflects population estimates from the U.S. Census Bureau's 2022 American Community Survey, which the County determined represented the most accurate reflection of population within the Project area at the time of NOP publication for the 2022 Draft PEIR (County of Los Angeles 2023a). See Table 3-3 in Chapter 3 for further details.
- Employment data was estimated for the Project area and each Project-area community using the U.S. Census Bureau's "OnTheMap", a web-based mapping and reporting application that shows where workers are employed. Estimates provided in this table reflect employment data from 2020, which was the most recent year for which data was available and compatible with OnTheMap application at the time of NOP publication for this Draft PEIR (U.S. Census 2020). See Table 3-4, Employment Buildout for the Project Area, in Chapter 3, Project Description of this Draft PEIR for further details.
- The Project facilitated dwelling unit growth is the "realistic" capacity (i.e., 80% total capacity) of parcels under proposed General Plan land use designations, less the existing dwelling units on each on each parcel). See Table 3-3 in Chapter 3 for further details.
- The Project facilitated population growth is based on a 3.12 persons per household (i.e., dwelling unit) generation factor, which is the weighted average for the Project area based on existing conditions. See Table 3-3 in Chapter 3 for further details.
- The Project uses employment generation factors to calculate projected employment. The generation factors are from the County's General Plan Buildout Methodology (County of Los Angeles 2014b). See Table 3-4 in Chapter 3 for further details.
- Pursuant to General Plan projections, "Other Project-Area Growth" represents an estimate of other growth that would occur in the Project area on parcels that are not subject to the SBAP proposed General Plan land use changes (County of Los Angeles 2015). See Table 3-3 in Chapter 3 for further details.

Table 6-3, Project Buildout (2045) Projections for the Project Area, provides the buildout conditions for the Project area with implementation of the Project. Table 6-4, Comparison of Project Buildout Projections and Alternative A Buildout Projections, demonstrates the buildout estimates for the Project area's housing units, population, and employment under the South Bay Area Plan and under Alternative A (i.e., under the "No Project" scenario, where the Project area would continue to be built out according to adopted plans). As shown in Table 6-4, under Alternative A, there would be 5,316 fewer dwelling units, 15,792 fewer residents, and 655 more jobs than under Project conditions. The slight increase in jobs under Alternative A is due to the elimination of proposed Project land use changes to facilitate more residential development.

Table 6-4. Comparison of Project Buildout Projections and Alternative A Buildout Projections

	Project Buildout Projections (See Table 6-3)	Alternative A Buildout Projections (See Table 6-2)	Reduction in Buildout (Column A – Column B)
	Column A (2045)	Column B (2035)	
Project Area			
Housing Units	33,418	28,200	5,218 (16%)
Population	107,839	92,353	15,486 (14%)
Employment	26,932	27,582	(-650) (-2%)
Service Population (Population + Employment)	134,771	119,935	14,836 (11%)

Sources: (See Tables 6-2 and 6-3, above.)

6.4.1.2 Ability to Meet Project Objectives

Alternative A would not meet or would have a substantially reduced ability to meet all Project Objectives. Although new commercial uses would continue to be developed in accordance with existing land use and zoning regulations under Alternative A, this alternative would not encourage neighborhood scale retail and commercial, such as corner stores and neighborhood scale retail (i.e., ACUs) on corner lots in residential zones within the Project area. Therefore, Alternative A would have a substantially reduced ability to provide opportunities for local-serving and small commercial businesses to be located within neighborhoods and integrated with new development. Because ACUs would not be permitted in residential zones under Alternative A, and as no land use changes would be implemented for Alpine Village in West Carson to encourage new commercial uses, this alternative would have a substantially reduced ability to encourage a diversity of shopping/commercial services to meet the needs of the communities and foster a strong and diverse local economy by providing opportunities that attract economic development and businesses; increase competitiveness; and promote economic growth. However, overall, buildout under Alternative A would result in more job creation than the Project.

Alternative A would continue buildout projections under the County’s existing General Plan land use and zoning, which would include additional housing development. However, Alternative A would not incorporate the proposed land-use policy changes/zoning recommendations identified in the recently adopted Housing Element to increase the diversity of housing types that are affordable at varied income levels. Thus, Alternative A would have a substantially reduced ability to meet this objective. Furthermore, while the Project would implement land use changes to allow for increased residential and mixed-use density in transit oriented districts and near existing services (i.e., along existing commercial corridors, etc.), Alternative A would not implement these proposed land use changes and would not permit development of new ACUs in residential zones. Therefore, Alternative A would have a substantially reduced ability to advance smart growth principles to create more sustainable communities.

Alternative A would continue to implement existing goals and policies set forth in planning documents applicable to the Project area (e.g., the General Plan, West Carson Transit Oriented District Specific Plan). However, Alternative A would not introduce new South Bay Area Plan goals and policies to encourage context-sensitive development or mobility infrastructure that facilitates safe, reliable, and sustainable transportation to encourage walking, biking, and other non-automotive travel. Alternative A would also not include new goals, policies, or programs to further opportunities to preserve and enhance existing cultural and historic resources important to the local community by

documenting existing historic context and resources. Thus, Alternative A would have a substantially reduced ability to meet these objectives.

Finally, the Alternative A would not ensure land use/zoning consistency in land use and zoning maps by making technical corrections based on existing development on the ground and would therefore not meet this objective.

6.4.1.3 Comparison of the Effects of Alternative A to the Project

Alternative A would eliminate all Project-related environmental impacts associated with the buildout of the South Bay Area Plan. Therefore, all mitigation measures associated with the South Bay Area Plan, as set forth in this Draft PEIR, would no longer be required or applicable.

Aesthetics

Similar to the Project, under Alternative A, due to the existing developed setting, there would be no impacts relative to scenic vistas. Similar to the Project, as there are no designated or eligible state scenic highways or regional riding, hiking, or multi-use trails in the Project area, Alternative A would not result in impacts to scenic resources along a state scenic highway and/or views from a regional riding, hiking, or multi-use trail. Alternative A would introduce new sources of shade/shadow and new sources of glare and light to the Project area in a manner similar to the Project because development would still occur, albeit at a reduced level due to the reduced buildout capacity under Alternative A.

Overall, impacts to aesthetics would be less than significant under both Alternative A and Project conditions (County of Los Angeles 2014, 2018b). Although the Project would result in increased development and redevelopment of previously developed or disturbed parcels, the proposed Planning Area Standards District (PASD) would have created a more uniform regulatory environment for development standards in the Project area, which could help improve compliance and contribute to the visual cohesiveness and compatibility of new development throughout the Project area. Alternative A would not incorporate the benefits of the proposed PASD development standards. However, due to the reduced scope of development under Alternative A, impacts related to aesthetics would be **less than** the Project.

Agriculture and Forestry Resources

As discussed in Section 4.2, Agriculture and Forestry Resources, of this Draft PEIR, the Project would not result in impacts related to the conversion and/or loss of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Neither Alternative A nor the Project would impact land designated as an Agricultural Resource Area or lands under Williamson Act contracts. Alternative A would not conflict with existing zoning for forest land, would not result in the loss of forest land, and would not convert Farmland to a non-agricultural use or convert forest land to a non-forest use, similar to the Project (County of Los Angeles 2014, 2018b).

Unlike the Project, Alternative A would not result in the rezoning of Light Agricultural (A-1) parcels in the Project area to be consistent with their respective General Plan designations and existing land uses. As there is no active agricultural use taking place on these parcels, and as agriculture is not a commonly supported use type in the heavily urbanized Project area, the zone changes proposed by the Project affecting A-1 parcels would not result in substantial adverse impacts to agricultural resources. Urban agricultural uses, such as community gardens, would be permitted on the affected parcels under both Alternative A and Project conditions. Under Alternative A, the A-1 zoning of the parcels would remain in conflict with the respective General Plan designations. The proposed rezoning

under the Project would support the existing development and use-types operating on these parcels, and, as the existing General Plan designations would remain the same, the density of development permitted on these parcels under Project conditions be the same as under Alternative A. Although certain development standards applicable to A-1 zoning would change under Project conditions, these changes would not have any practicable effects on agricultural resources, as the existing A-1 parcels do not support (nor, under existing urban and General Plan land use conditions, would they be likely to support in the future) any agricultural uses. Neither the Project nor Alternative A would result in significant impacts related to zoning for agricultural use in the Project area.¹ Therefore, and for the reasons discussed above, under Alternative A, impacts related to agriculture and forestry resources would be **similar** to the Project.

Air Quality

As discussed in Section 4.3, Air Quality, of this Draft PEIR, the Project would result in significant unavoidable impacts associated with population growth and significant unavoidable cumulatively considerable increases of criteria air pollutants from construction and operation of future development facilitated by the Project. Both the General Plan EIR and West Carson TOD Specific Plan EIR identified significant and unavoidable impacts related to consistency with the applicable Air Quality Management Plan (AQMP) (County of Los Angeles 2014, 2018b). Although the significant and unavoidable impact for General Plan buildout accounts for buildout outside of the Project area, the West Carson TOD Specific Plan is entirely within the Project area; thus, both the Project and Alternative A would result in significant and unavoidable impacts associated with consistency with the applicable AQMP. However, due to the reduced scope of development under Alternative A, impacts would be **less than** the Project.

Under Alternative A, the Project area would experience reduced residential, commercial, and mixed use development/redevelopment when compared to the Project. The Project would result in significant and unavoidable impacts associated with the uncertainty of potential health risk associated with construction activities that would occur as a result of Project implementation. Similarly, with regard to operational health effects of toxic air containments (TACs), significant and unavoidable impacts would occur as a result of the Project due to the uncertainty of future sensitive receptor locations. Under Alternative A, continued buildout under adopted plans may also result in significant and unavoidable impacts related to the net increase of criteria pollutants for which the Project region is non-attainment (County of Los Angeles 2014, 2018b). However, implementation of Alternative A would result in less development potential than those anticipated under the Project, resulting in less pollutants associated with construction activity and less operational emissions. As such, impacts under Alternative A would be **less than** the Project.

Similar to the Project, Alternative A would facilitate future construction and operation of additional development in the Project area with the potential to generate odors. As determined in the General Plan EIR and West Carson TOD Specific Plan EIR, impacts related to odors would be less than significant, similar to the Project (County of Los Angeles 2014, 2018b). Any development within the Project area would be required to comply with SCAQMD Rule 402, Nuisance, which prohibits the discharge of air pollutants from a facility that cause injury, detriment, nuisance, or annoyance to the public or damage to business or property. However, the Project would allow for an intensity of uses, including ACUs on residential-only corner lots, which could involve mild odors from such uses as cafes, coffee

¹ The General Plan EIR identifies significant and unavoidable impacts related to agricultural resources; however, these impacts only affect the Antelope Valley and Santa Clarita Valley Planning Areas, which are outside of the Project area. Under Alternative A, agricultural resource impacts within the South Bay Planning Area would be less than significant (County of Los Angeles 2014, 2018b).

shops, or hair salons, which would not occur under Alternative A. Therefore, impacts related to odors under Alternative A would be **less than** the Project.

Biological Resources

Under Alternative A, future development would occur under the implementation of the County's existing land use designation and zoning. As described in Section 4.4, Biological Resources, of this Draft PEIR, no Wildflower Reserve Areas or Coastal Resource Areas are present in the Project area; no wetlands occur in the Project area; and no adopted Habitat Conservation Plan or Natural Community Conservation Plan for the Project area or the surrounding area. Although Significant Ecological Areas are present in the Project area, neither the Project nor Alternative A would facilitate any additional development in these areas, which are located on steep slopes or within government owned lands. Thus, Alternative A would result in **similar** impacts to the Project. Under the Project, impacts are less than significant with regards to sensitive natural communities, non-wetland jurisdictional waters, the movement of any native resident or migratory fish or wildlife species, conversion of oak woodlands, or conflicts with any local policies or ordinances protecting biological resources. Alternative A would result in **similar** impacts given the buildout of adopted plans and would be required to comply with all applicable requirements set forth by the state and County, including requirements pursuant to the Fish and Game Code and the Los Angeles County Oak Tree Ordinance.

Future development under the Project may result in adverse effects on plant and wildlife species that are identified as sensitive or special status species. Even with implementation mitigation, the Project would have significant and unavoidable impacts related to special status plant and wildlife species observed within Project area. Although development and redevelopment activities would still occur in the Project area under Alternative A, which could result in potentially significant impacts, the Project would facilitate an increase in development/redevelopment activity in areas where special status species are known to occur. Thus, impacts under Alternative A relative to biological resources would be **less than** the Project.

Cultural Resources

As described in Section 4.5, Cultural Resources, the Project would result in significant and unavoidable impacts to cultural resources. Similar to the Project, Alternative A would result in development and redevelopment of properties on sites with the potential occurrence of significant historical and archaeological resources. Both the Project and Alternative A would result in significant and unavoidable adverse impacts to historic structures in the Project area (County of Los Angeles 2014). However, as described in Chapter 3, Project Description, of this Draft PEIR, the Project would result in additional development and redevelopment of parcels that would not occur under Alternative A. The Project may increase the rate and frequency of development/redevelopment activity in the Project area, resulting in a higher potential to damage or destroy a historic structure. As such, impacts to historic structures under Alternative A would be **less than** the Project.

As discussed in Section 4.5, Cultural Resources, of this Draft PEIR, the additional development and redevelopment activity would likely result in an increase in potential ground disturbing activities in the Project areas (i.e., site preparation, grading, trenching for utilities, etc.), resulting in significant and unavoidable impacts to archaeological and paleontological resources. Under Alternative A, the scope of the planned development to occur would be less than the Project, resulting in reduced ground-disturbing activities and building demolition related to residential, mixed-use, and/or commercial development/redevelopment. As such, Alternative A would have a lower potential for inadvertent discoveries of human remains and impacts to human remains would be **less than** the Project. Additionally, and as mentioned above, the scope of the planned development to occur under Alternative A would be

less than the Project, which would result in less ground disturbance and a lower potential for inadvertent discoveries of archeological and/or paleontological resources. Thus, impacts to archeological, and paleontological resources under Alternative A would be **less than** the Project.

Energy

As described in Section 4.6, Energy of this Draft PEIR, the Project would result in less than significant impacts related to: (1) wasteful, inefficient, or unnecessary consumption energy resources and; (2) potential conflicts with a state or local plan for renewable energy or energy efficiency. Similar to the Project, implementation of Alternative A would increase the demand for electricity, natural gas, gasoline, and diesel consumption in the Project area during construction and operation of future development in accordance with approved plans. However, similar to the Project, Alternative A would facilitate development/redevelopment that uses renewable energy onsite, as required by CALGreen (Part 11 of the California Code of Regulations [CCR]), and, due to required compliance with applicable regulations (e.g., CCR Title 24, Part 6) , would not result in wasteful, inefficient, or unnecessary consumption of energy resources, including electricity, natural gas, or petroleum. Under Alternative A, the scope of the planned development to occur would be less than the Project due to reduced residential, mixed-use, and/or commercial development/redevelopment—as well as a reduced residential population and workforce—resulting in reduced consumption of resources under Alternative A. Thus, impacts under Alternative A related to wasteful, inefficient, or unnecessary consumption of energy resources during construction or operation would **less than** those anticipated under the Project.

Part 6 of Title 24 of the CCR establishes energy efficiency standards for residential and nonresidential buildings constructed in California to reduce energy demand and consumption. Future development under both the Project and Alternative A would be subject to Part 6 of Title 24 of the California Code of Regulations, as well as all applicable rules and regulations presented in Section 4.6 of this Draft PEIR, including CALGreen, all of which of the would reduce energy demand and increase energy efficiency of future residential and nonresidential development. Approval of the Project itself, as a policy document update, would not change or otherwise reduce the efficacy of existing regulations, and would not implement any policies or programs that would conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Therefore, impacts under the Alternative A would be **similar** to the Project relative to the potential conflict or obstruction of a state or local plan for renewable energy or energy efficiency.

Geology and Soils

Alternative A would result in future development associated with the buildout of the County's General Plan and other adopted plans. Any new development under Alternative A would be site-specific and would be exposed to existing geologic and soil conditions and hazards that would be unique to that property. As discussed in Section 4.7, Geology and Soils, of this Draft PEIR, Project-related impacts would be less than significant due to compliance with existing regulatory requirements and policies related to geotechnical hazards, such as seismic activity, ground shaking, liquefaction, landslides, ground failure, soil expansion, and soil stability. Under the Project, impacts related to conflicts with the Hillside Management Area Ordinance would also be less than significant. The Project would have no impact related to related to soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems. Both the General Plan EIR and the West Carson TOD Specific Plan EIR determined that impacts related to geology and soils would have no impact or would be less than significant (County of Los Angeles 2014, 2018b). However, because development/redevelopment activity would be reduced under Alternative A, potential impacts would be **less than** those anticipated under the Project.

Greenhouse Gas Emissions

As described in Section 4.8, Greenhouse Gas Emissions of the Draft PEIR, even with implementation of mitigation, the Project would result significant and unavoidable impacts related to the generation of GHGs. Similar to the Project, Alternative A would generate GHG emissions with the buildout of future development, and these impacts would be significant and unavoidable (County of Los Angeles 2018b). However, future development associated with Alternative A would result in the generation of less GHG emissions than the Project due to reduced residential, mixed-use, and/or commercial development. Therefore, impacts under Alternative A related to the generation of GHGs would be **less than** the Project.

The Project would be consistent with all applicable plans, policies, or regulations adopted for the purposes of reducing GHG emissions, and impacts would be less than significant. Under Alternative A, no change to existing regulations would occur under the implementation of the County's existing General Plan and West Carson TOD Specific Plan. With Thus, impacts associated with Alternative A related to consistency with the adopted plans would be **similar** to the Project.

Hazards and Hazardous Materials

As described in Section 4.9, Hazards and Hazardous Materials, even with implementation of mitigation, the Project would result in significant and unavoidable impacts related to creation of a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials or waste into the environmental as well as creation of a significant hazard to the public or the environment as a result of being located on sites included on a list of sites with hazardous materials compiled pursuant to Government Code Section 65962.5. All other potential impacts related to hazards and hazardous materials would be less than significant under the Project.

The General plan EIR and West Carson TOD Specific Plan EIR determined that impacts related to hazards and hazardous materials would be less than significant (County of Los Angeles 2014, 2018b). However, as discussed in the Section 4.9.1.2, Existing Environmental Conditions of Section 4.9 of this Draft PEIR, there are multiple sites within the Project area that have been identified as contaminated sites. In addition, there are multiple sites identified in the Project areas that contain or are near oil wells, hazardous materials pipelines, or landfills. Given that Alternative A would continue the implementation of the existing General Plan and other approved planning documents, there is still potential for future development/redevelopment to occur on contaminated sites or on parcels that contain or are near oil wells, hazardous materials pipelines, or landfills. However, the scope of development potential under Alternative A would be less than the Project. Furthermore, Alternative A would not implement land use changes to allow for future residential, mixed use, or commercial land uses on existing industrial parcels (e.g., through the redesignation of land from Light Industrial to Residential 30, Residential 50, and Mixed Use) where hazardous materials associated with existing/former industrial uses may be present. Therefore, under Alternative A, impacts would be **less than** the Project.

Hydrology and Water Quality

As discussed in Section 4.10, Hydrology and Water Quality of this Draft PEIR, the Project would result in less than significant impacts or would have no impact related to a violation of water quality standards, a substantial decrease in groundwater supplies, a substantial alteration of an existing drainage pattern, the placement of structures in a flood hazard, consistency with the County's Low Impact Development Ordinance, the use of onsite wastewater treatment systems, the risk of pollutant release due to inundation, and consistency with a water quality control

plan. Similarly, impacts to hydrology and water quality under Alternative A would be less than significant (County of Los Angeles 2014, 2018b). Under Alternative A, less buildout potential would occur due to the reduced residential, mixed-use, or commercial development/redevelopment when compared to the Project. As such, impacts under Alternative A would be **less than** those anticipated under the Project.

Land Use and Planning

As discussed in Section 4.11, Land Use and Planning of this Draft PEIR, the Project would result in less than significant impacts associated with the potential to conflict with any County land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect (including goals and policies of the General Plan associated with Hillside Management Areas or Significant Ecological Areas) and the physical division of an established community. Alternative A would implement the existing General Plan, West Carson TOD Specific Plan, and Vision Lennox for the Project area and would not result in impacts associated with conflicts with any County land use plan, policy, or regulation or the physical division of established communities, similar to the Project (County of Los Angeles 2014, 2018b). However, without the implementation of the Housing Element, Alternative A would conflict with State Housing Law and the recently adopted Housing Element by not allocating the Regional Housing Needs Assessment (RHNA) goals required for the 6th Cycle. Therefore, impacts associated with conflicts with adopted plan under Alternative A would be **greater than** the Project.

Mineral Resources

As discussed in Section 4.12, Mineral Resources of this Draft PEIR, the Project would not result in the loss of availability of known mineral resource that would be of value to the region and the residents of the state or a locally important mineral resource recovery site. Under Alternative A, potential future development would occur in accordance with the General Plan and other approved planning documents, including the Oil Well Ordinance, which would continue to regulate mineral resource extraction activities in the Project area, similar to Project conditions. Although the General Plan EIR identified significant and unavoidable impacts related to mineral resources, these impacts only affect Antelope Valley, which is outside of the Project area (County of Los Angeles 2014). Mineral resource impacts associated with implementation of the West Carson TOD Specific Plan would not be significant (County of Los Angeles 2018b). Thus, impacts to mineral resources under Alternative A, would be **similar** to the Project.

Noise

Under the Project, areas of Lennox are located with the LAX airport 65 dBA CNEL and 70 dBA CNEL noise contours. As further described in Section 4.13, Noise, of this Draft PEIR, applicable land use and noise policies, including appropriate review by the Los Angeles County Airport Land Use Commission (ALUC), would help reduce aviation noise exposure impacts related to airport or airstrip noise levels to a less than significant level. Under Alternative A, buildout of adopted plans would have a less than significant impact related to airport noise, similar to the Project (County of Los Angeles 2014, 2018b). However, due to the reduced development potential under Alternative A, impacts related to noise contours would be **less than** the Project.

Under the Project, potential construction noise and vibration impacts from reasonably foreseeable project construction activities, as well as operational noise would be significant and unavoidable after application of mitigation measures. Alternative A may still result in significant and unavoidable impacts related to noise and vibration due to continued buildout of the General Plan, particularly if construction occurs near sensitive receptors (e.g., residential uses, schools) (County of Los Angeles 2014). However, Alternative A would not allow for ACUs or

include implementation of proposed land use changes to facilitate additional residential, mixed use, and/or commercial development. As such, impacts related to noise and vibration under Alternative A would be **less than** the Project.

Population and Housing

As discussed in Section 4.14, Population and Housing, of this Draft PEIR, the Project would result in significant and unavoidable impacts associated with exceedance in population growth from future development facilitated by the Project that was not anticipated in adopted plans. Under Alternative A, the Project area would continue to be built out under the existing zoning and General Plan designations, as set forth under the General Plan and the West Carson TOD Specific Plan, and impacts would be less than significant (County of Los Angeles 2014, 2018b). Thus, when compared to the Project, Alternative A would **eliminate the Project's significant and unavoidable** impact related to substantial unplanned population growth. As such, impacts under Alternative A related to substantial unplanned population growth would be **less than** the Project.

The temporary displacement of some residents due to redevelopment of residential properties would occur throughout the Project area under Alternative A and the Project. Development and redevelopment activities under both the Project and Alternative A would be subject to the County's Affordable Housing Preservation Ordinance, which requires that units that are (or were) on sites that are occupied by extremely low, very low, or lower income tenants, be replaced with units that are affordable at the same income level or below. However, the Project would result in more redevelopment activity on existing residential parcels, resulting in more temporary displacement. The Project would also facilitate more dwelling units, including affordable dwelling units, which would reduce potential impacts related to displacement of people, but also result in a higher potential for environmental impacts to occur related to the construction and operation of new residential or mixed use development/redevelopment. Therefore, impacts related to the potential displacement of people necessitating the construction of replacement housing under Alternative A would be **less than** the Project.

Public Services

As discussed in Section 4.15, Public Services of this Draft PEIR, the Project would result in less than significant impacts for fire protection services, sheriff protection services, school services, and library services. However, as discussed under Section 4.16, Recreation, a significant impact would occur for the topic of parks based on the Project's substantial unplanned population growth (e.g., growth exceeding the General Plan population projections for the Project area), thereby affecting service ratios. According to the General Plan EIR and West Carson TOD Specific Plan EIR, impacts to public services, including park services, would be less than significant (County of Los Angeles 2014, 2018b). Given the reduced scope of development potential and corresponding reduction in population when compared to the Project, impacts for fire protection services, sheriff protection services, school services, and library services under Alternative A would be **less than** the Project. Alternative A would also **eliminate the Project's significant and unavoidable** impact related to park services when compared to the Project. Therefore, potential park impacts under Alternative A would also be **less than** the Project.

Recreation

As discussed in Section 4.16, Recreation of this Draft PEIR, the South Bay Planning Area is currently underserved by existing parks and recreation facilities. The Project 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, and impacts would be significant and unavoidable. The Project does not include new neighborhood or

regional parks. The potential development of future neighborhood or regional parks or recreation are to be determined. They would need to be analyzed on a project-by-project basis at the time of a future development proposal. Therefore, this Project would not have a significant impact on the environment related to the construction or expansion of neighborhood or regional parks or other recreational facilities. Additionally, the Project would not interfere with regional trail connectivity. Under Alternative A, development would still occur in accordance with expected growth projections, however, impacts associated with physical deterioration, as identified in the General Plan and the West Carson TOD Specific Plan EIRs, would be less than significant (County of Los Angeles 2014, 2018b). Buildout of these adopted plans may result in additional park development; however, impacts associated with this development would be less than significant, similar to the Project (County of Los Angeles 2014, 2018b). Given the reduced scope of development potential when compared to the Project and corresponding reduction in population, Alternative A would **eliminate the Project's significant and unavoidable** impact related to physical deterioration of facilities. The potential recreation impacts under Alternative A would be **less than** the Project.

Transportation

As discussed in Section 4.17, Transportation, of this Draft PEIR, potential Project-related impacts related to: (1) VMT (i.e., potential to conflict with CEQA Guidelines section 15064.3, subdivision [b]); (2) potential conflicts with an applicable plan, ordinance, or policy addressing circulation, transit, roadways, bicycles, and pedestrian activities; (3) hazards due to roadway design or incompatible uses; and (4) inadequate emergency access were determined to be less than significant. Similar to the Project, implementation of Alternative A, which would include continued implementation of the General Plan and the West Carson TOD Specific Plan, would generally be consistent with applicable plans, ordinances, or policies addressing transportation; and would not create hazards due to roadway design/incompatible uses, or result in inadequate emergency access conditions (County of Los Angeles 2014a; 2018b). However, under the proposed Project, the vehicle miles traveled (VMT) per service population would be reduced due to the increased housing density, which would bring people closer to jobs. As Alternative A would result in 5,316 fewer dwelling units compared to the Project, Alternative A would not be as effective at reducing VMT per service population. Therefore, given the reduced density of residential development when compared to the Project, impacts related to VMT under Alternative A would be **more than** the Project.

Tribal Cultural Resources

As described in Section 4.18, Tribal Cultural Resources, of this Draft PEIR, potential impacts to tribal cultural resources were found to be significant and unavoidable. Under the Project, the anticipated future development and redevelopment activity would likely result in an increase in potential ground disturbing activities in the Project areas (i.e., site preparation, grading, trenching for utilities, etc.). Ground-disturbing activities associated with the buildout of existing planning documents would still occur under Alternative A and could still result in significant impacts to Tribal Cultural Resources. However, under Alternative A, buildout under existing planning documents would result in a reduced development/redevelopment potential and less associated ground disturbing activity when compared to the Project due to the reduced residential, commercial, and mixed-use development/redevelopment. Therefore, impacts resulting in a substantial adverse change in the significance of a tribal cultural resource under this alternative would be **less than** the Project.

Utilities and Service Systems

As discussed in Section 4.19, Utilities and Service Systems, of this Draft PEIR, the Project would result in significant and unavoidable impacts related to water and sewer infrastructure capacity, as well as electrical and natural gas infrastructure, at both Project and cumulative levels, and would have cumulatively considerable impacts related to water supply. All other impacts related to utilities and service systems, including Project-level water supply impacts,

adequate capacity of wastewater treatment services, the generation of solid waste, and the compliance with management and reduction regulations of solid waste would be less than significant under the Project. Alternative A would require less potable water, generate less wastewater, and generate less solid waste when compared to the Project due to the reduced residential, mixed-use, and commercial development/redevelopment (and reduced population). As such, impacts under Alternative A would be **less than** the Project and would **eliminate the Project's significant and unavoidable** impact related to the demand for new or expanded utility infrastructure. Alternative A would also eliminate the cumulatively considerable Project impact for water supply.

Wildfire

Under the Project, impacts would be less than significant relative to the impairment of an adopted emergency response plan or emergency evacuation plan; the Project is not anticipated to exacerbate wildfire risk, due to slope, prevailing winds, and other factors; the Project would not exacerbate wildfire risk or result in impacts to the environment related to the installation or maintenance of associated infrastructure; and the Project would not facilitate wildfire spread or exacerbate wildfire risk or expose people or structures, indirectly or directly, to significant wildfire risk. However, Alternative A would result in reduced residential, mixed-use, and commercial development/redevelopment within La Rambla and would eliminate ACU development within La Rambla and Westfield/Academy Hills (which are the Project-area communities that are near to or within lands classified as very high fire hazard severity zones). Therefore, Alternative A would expose less people or structures to risks involving wildland fire. As such, under Alternative A, impacts would be **less than** the Project.

6.4.2 Alternative B - Housing Element/RHNA Only

6.4.2.1 Description of the Alternative

CEQA requires that EIRs “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” (CEQA Guidelines Section 15126[a]). As presented in prior sections of this Draft PEIR, the Project would result in significant and unavoidable impacts in the following categories: air quality, biological resources, cultural resources, greenhouse gas emissions, hazards and hazardous materials, noise, population and housing, public services (parks), recreation, tribal cultural resources, and utilities and service systems.

Under Alternative B, only the implementation of the mixed-use land use and zoning recommendations from the recently adopted Housing Element would occur, and no additional land use and zoning changes to facilitate additional housing or commercial uses would be implemented. However, Alternative B would implement most of the programs, policies, goals and development standards proposed under the Project. Alternative B would not implement programs or development standards related to ACUs (e.g., Program No. 1, Accessory Commercial Units Program) and would not ensure land use/zoning consistency in land use and zoning maps by making technical corrections based on existing development on the ground.

Alternative B would implement land use changes in the communities of Alondra Park/El Camino Village, Del Aire/Wiseburn, Lennox, and La Rambla as required to meet the County's 6th Cycle Regional Housing Needs Assessment (RHNA) obligation. Thus, implementation of Alternative B would accommodate development of approximately 5,595 additional dwelling units, which would generate a new population of 17,457 additional residents. This is compared to 9,853 additional dwelling units and 30,745 additional residents under the Project. Alternative B would not include additional land use changes to facilitate commercial development, such as the

proposed redesignation of Alpine Village in West Carson from industrial to commercial. Alternative B would also not include revisions to the County Code to allow for ACUs on corner lots in residential zones. As a result, under Alternative B, only 57 new jobs would be created, compared to 1,440 new jobs under the Project. Furthermore, Alternative B would not include the proposed administrative “cleanup” of zoning data applicable to the Project area (e.g., rezoning of A-1 parcels to be consistent with existing General Plan designations). The total additional dwelling units, population, and employment under Alternative B compared to the Project is provided in Table 6-5, Alternative B: Project Growth and Alternative B Growth Comparison. As shown in Table 6-5, Alternative B would result in 4,285 fewer dwelling units, 13,288 fewer residents, and 1,383 fewer jobs compared to the Project.

Table 6-5. Alternative B: Project Growth and Alternative B Growth Comparison

	Project Column A	Alternative B Column B	Reduction in Buildout (Column A – Column B)
Project Area (2035)			
Dwelling Units	9,853	5,595	4,285 (43%)
Population	30,745	17,457	13,288 (43%)
Employment	1,440	57	1,383 (96%)
Service Population (Population + Employment)	32,185	17,514	14,671 (46%)

Note: The dwelling unit, population, and employment projections provided in Columns A and B represent potential growth (i.e., the delta between existing conditions and buildout on the proposed change parcels) that would occur under the Project (Column A) versus under Alternative B (Column B).

6.4.3.2 Ability to Meet Project Objectives

Alternative B would have a reduced ability or substantially reduced ability to meet some the Project Objectives. Although new mixed-use development would be facilitated under Alternative B (which could include some neighborhood-scale retail), this alternative would not encourage or permit ACUs on corner lots in residential areas. Therefore, Alternative B would have a reduced ability to provide opportunities for local-serving and small commercial businesses to be located within neighborhoods and integrated with new development. Because ACUs would not be permitted in residential zones under Alternative B, and as no land use changes would be implemented for Alpine Village in West Carson to encourage new commercial uses, this alternative would have a reduced ability to promote a diversity of shopping/commercial services to meet the needs of the communities and foster a strong and diverse local economy by providing opportunities that attract economic development, businesses, and job creation; increase competitiveness; and promote economic growth. However, as Alternative B would still facilitate a mix of commercial and residential uses through the proposed Mixed Use General Plan land use designation, these objectives would still be partially met.

Alternative B would incorporate the proposed land-use policy changes/zoning recommendations identified in the recently adopted Housing Element to increase the diversity of housing types that are affordable at varied income levels. However, Alternative B would not implement additional land use changes to allow for increased residential and mixed-use density in transit oriented districts and near existing services (i.e., along existing commercial corridors, etc.) and would not facilitate ACUs to provide new neighborhood-scale commercial uses within walking and biking distance of existing residents. As such, Alternative B would have a reduced ability to advance smart growth principles to create more sustainable communities.

Alternative B would introduce new South Bay Area Plan goals and policies to encourage context-sensitive development and mobility infrastructure that facilitates safe, reliable, and sustainable transportation to encourage walking, biking, and other non-automotive travel. Furthermore, Alternative B would include goals, policies, and programs to further opportunities to preserve and enhance existing cultural and historic resources important to the local community by documenting existing historic context and resources. Thus, Alternative B would meet these objectives. However, the Alternative B would not ensure land use/zoning consistency in land use and zoning maps by making technical corrections based on existing development on the ground and would therefore not meet this objective.

6.4.3.3 Comparison of the Effects of Alternative B to the Project

Alternative B would eliminate the environmental impacts associated with the development of commercial land uses and ACUs, and would result in a reduced development scenario compared to the Project. However, the mitigation measures set forth in this Draft PEIR are not specific to the development of commercial uses/ACUs and would still be applicable to potential mixed-use development under Alternative B. Therefore, as noted below, although Alternative B could reduce potential environmental impacts to select environmental topics, all of the mitigation measures set forth in this Draft PEIR would continue to be required and relevant for the implementation of Alternative B.

Aesthetics

Alternative B would facilitate the development of future housing through the proposed rezoning/redesignation program recommended under the Housing Element, and future development would be implemented in accordance with the existing County regulations and proposed PASD standards governing visual character and scenic quality. Similar to the Project, under Alternative B, there would be no impacts relative to scenic vistas and/or views from a regional riding, hiking, or multi-use trail. Similar to the Project, as there are no designated or eligible state scenic highways in the Project area, Alternative B would not result in impacts to scenic resources along a state scenic highway. Alternative B would result in the introduction of new sources of light, glare, and shade/shadow, which would be incrementally reduced due to the reduced residential, mixed use, and commercial development. Under both the Project and Alternative B, the proposed PASD would create a more uniform regulatory environment for development standards in the Project area, which could help improve compliance and contribute to the visual cohesiveness of design and compatibility of new development throughout the Project area. However, due to the reduced scope of development under Alternative B, impacts related to aesthetics would be **less than** the Project.

Agriculture and Forestry Resources

As with the Project, Alternative B would result in a less than significant impact related to the conversion and/or loss of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance and conversion of Farmland to a non-agricultural use. Under Alternative B, impacts related to conflicts with existing zoning for agricultural use would be the same as the Project and would be less than significant. Neither Alternative B nor the Project have land designated as an Agricultural Resource Area or lands within the Project area under Williamson Act contracts. Similar to the Project, Alternative B would not conflict with existing zoning for forest land, would not result in the loss of forest land, and would not convert forest land to a non-forest use. Therefore, under Alternative B, impacts related to agriculture and forestry resources would be **similar** to the Project.

Air Quality

As shown in Table 6-5, under Alternative B, housing, population, and employment would be substantially reduced compared to the Project. As such, air quality impacts under Alternative B would be **less than** the Project. However, under Alternative B, even with implementation of mitigation measures, impacts associated with consistency with the applicable AQMP would likely remain significant and unavoidable due to implementation of the Housing Element rezoning/redesignation and anticipated buildout.

Due to continued implementation of the Housing Element's rezoning/redesignation program, even with implementation of mitigation, Alternative B would continue to result in significant and unavoidable impacts associated with cumulatively considerable net increases of any criteria pollutant for which the Project region is non-attainment. Similar to the Project, even with implementation of mitigation, Alternative B would result in significant and unavoidable impacts related to the exposure of sensitive receptors to substantial pollutant concentrations and significant and unavoidable impacts associated with the uncertainty of potential health risk associated with construction activities that would occur as a result of Project implementation. As Alternative B would still facilitate a substantial number of additional dwelling units (i.e., 5,595), impacts under Alternative B would remain significant and unavoidable. However, as TAC emissions under Alternative B would be reduced for residential and commercial development, impacts would be **less than** the Project.

Similar to the Project, Alternative B would facilitate construction and operation of future development associated with implementation of the Housing Element's rezoning/redesignation for residential uses. However, Alternative B would not allow for ACUs and would substantially reduce the buildout potential for commercial use (i.e., 62,051 square feet of commercial use under Alternative B compared to 785,719 square feet of commercial use under the Project). As potential odor impacts are more likely to occur with commercial uses, and as Alternative B would eliminate ACUs and reduce the potential buildout for commercial use, Alternative B would likely reduce potential impacts for odor emissions under the Project. Therefore, impacts related to odors under Alternative B would be the **less than** the Project.

Biological Resources

As described in Section 4.4, Biological Resources, of this Draft PEIR, no Wildflower Reserve Areas or Coastal Resource Areas are present in the Project area; no wetlands occur in the Project area; and no adopted Habitat Conservation Plan or Natural Community Conservation Plan for the Project area or the surrounding area. Although Significant Ecological Areas are present in the Project area, neither the Project nor Alternative B would facilitate any development within these areas. Thus, Alternative B would result in **similar** impacts to the Project. Under the Project, impacts are less than significant with regards to sensitive natural communities, non-wetland jurisdictional waters, the movement of any native resident or migratory fish or wildlife species, conversion of oak woodlands, or conflicts with any local policies or ordinances protecting biological resources. Alternative B would result in **similar** impacts to most of these resources given the buildout of mixed-use development. However, as no ACUs would be permitted under Alternative B, this alternative would avoid potential impacts to non-jurisdictional waters, and impacts would be **less than** the Project.

Although mixed-use development and redevelopment activities would still occur in the Project area under Alternative B, which could result in significant and unavoidable impacts to special status plant and wildlife species (even with implementation of mitigation), the Project would facilitate an increase in development/redevelopment activity in areas where special status species are known to occur. Impacts under Alternative B relative to special status plant and wildlife species would remain significant and unavoidable but would be **less than** the Project.

Cultural Resources

Similar to the Project, Alternative B would result in the development/redevelopment of properties on sites with the potential occurrence of significant historical resources, paleontological resources, archaeological resources, and/or human remains. As described in Section 4.5 of this Draft PEIR, significant and unavoidable impacts would occur under the Project due to the increase in development/redevelopment activity and associated increase in ground disturbing activities (e.g., grading, trenching for utilities) associated with construction. The increased allowable density under Alternative B and the Project would create new development potential in locations that would not otherwise be disturbed in the Project area, thereby resulting in an increased rate and frequency of ground disturbance and increased potential to inadvertently encounter, damage, or destroy extent cultural resources. Under Alternative B, the scope of the development to occur would be reduced when compared to the Project, which would result in reduced potential to damage or destroy a historical structure, and less earth-disturbing activities related to construction (resulting in less impacts to subsurface cultural resources). Therefore, cultural resources impacts under Alternative B would **less than** the Project but would still be significant and unavoidable.

Energy

Similar to the Project, implementation of Alternative B would increase the demand for electricity, natural gas, gasoline, and diesel consumption in the Project area during construction and operation of future development. However, similar to the Project, Alternative B would not result in wasteful, inefficient, or unnecessary consumption of energy resources, including electricity, natural gas, or petroleum during Project implementation. Neither the Project nor Alternative B would conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Additionally, under Alternative B, all applicable rules and regulations presented in Section 4.6 of this Draft PEIR would reduce energy demand and increase energy efficiency related to future residential development, similar to the Project. However, under Alternative B, the scope of the development to occur would be reduced, as illustrated in Table 6-5. Elimination of the non-RHNA land use changes under Alternative B would result in reduced construction-related and operational energy consumption. Thus, impacts under Alternative B would be **less than** those anticipated under the Project.

Geology and Soils

The underlying geologic conditions in the Project area would not change under Alternative B. Any new development under Alternative B would be site-specific and would be exposed to existing geologic and soil conditions and hazards that would be unique to that property. Alternative B would not increase the potential for such hazards or create new hazards, similar to the Project as discussed in Section 4.7 of this Draft PEIR. Compliance with existing regulatory requirements and policies would reduce impacts from adverse effects related to geotechnical hazards, such as seismic activity, ground shaking, liquefaction, landslides, ground failure, soil expansion, and soil stability. Under Alternative B, geologic conditions would be similar to the Project due to the Project area's existing conditions. However, as development/redevelopment activity would be reduced under Alternative B due to elimination of non-RHNA land use changes, impacts would be **less than** those anticipated under the Project.

Greenhouse Gas Emissions

Alternative B would generate additional GHG emissions due to the increased residential and mixed use development, but the elimination of ACUs and non-RHNA land use changes as proposed under the Project would result in a reduction of emissions under Alternative B due to the elimination of the associated construction and operation activities. Under the Project, significant and unavoidable impacts would occur related to the generation

of GHG emissions. Although Alternative B would reduce commercial buildout potential, Alternative B would retain substantial residential/mixed-use development potential, resulting in an additional 5,595 dwelling units and an additional 17,514 service population. As such, GHG emissions under Alternative B would likely remain significant and unavoidable. Alternative B would focus growth near destinations and mobility options (e.g., near existing transit and along commercial corridors), which could encourage use of alternative transportation methods such as transit, walking, or biking, and could result in shorter vehicle trips. Alternative B would also promote diverse housing options. As such, the analysis provided under Threshold 4.8-2 in Section 4.8, Greenhouse Gas Emissions of this Draft PEIR would also be generally applicable to Alternative B. As such, Alternative B would be consistent with all applicable plans, policies, or regulations adopted for the purposes of reducing GHG emissions, and impacts would be less than significant. While impacts related to a potential conflict with existing regulations would be **similar**, impacts related to potential GHG emission under this alternative would remain significant and unavoidable but would be **less than** the Project due to the reduced buildout potential for residential and commercial uses.

Hazards and Hazardous Materials

Alternative B would result in less development potential than what is proposed under the Project due to the elimination of non-RHNA land use changes. As described in Section 4.9, Hazards and Hazardous Materials of this Draft PEIR, even with implementation of mitigation, the Project would result in significant and unavoidable impacts related to creation of a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials or waste into the environmental as well as creation of a significant hazard to the public or the environment as a result of being located on sites included on a list of sites with hazardous materials compiled pursuant to Government Code Section 65962.5. All other potential impacts related to hazards and hazardous materials would be less than significant under the Project. Alternative B would still facilitate additional mixed-use development on contaminated sites or on parcels that contain or are near oil wells, hazardous materials pipelines, or landfills. However, the scope of development potential under Alternative B would be less than the Project. Furthermore, Alternative B would not implement land use changes to allow for future residential, mixed use, or commercial land uses on existing industrial parcels (e.g., through the redesignation of land from Light Industrial to Residential 30 and Residential 50), where hazardous materials associated with existing/former industrial uses may be present. Therefore, under Alternative B, impacts would be **less than** the Project.

Hydrology and Water Quality

As discussed in Section 4.10 of this Draft PEIR, the Project would result in less than significant impacts or no impact related to a violation of water quality standards, a substantial decrease in groundwater supplies, a substantial alteration of an existing drainage pattern, the placement of structures in a flood hazard, consistency with the County's Low Impact Development Ordinance, the use of onsite wastewater treatment systems, the risk of pollutant release due to inundation, and consistency with a water quality control plan. Under this alternative, the buildout potential associated with non-RHNA land use changes use would be eliminated, but buildout associated with implementation of the Housing Element rezoning/redesignation program would be the same as under the Project. Compliance with existing regulatory requirements and policies would reduce impacts from adverse effects related to hydrology and water quality under both Alternative B and Project conditions. However, under Alternative B, the scope of the development/redevelopment activity anticipated to occur would be reduced compared to the Project, which would result in reduced potential for impacts associated with hydrology and water quality. Therefore, impacts under Alternative B would be **less than** those anticipated under the Project.

Land Use and Planning

Alternative B would not result in impacts associated with the physical division of established communities similar to the Project. Additionally, under this alternative, implementation of the Housing Element's rezoning/redesignation program would still occur. As such, this alternative would be consistent with the recently adopted Housing Element for the County. Furthermore, the implementation of the mixed-use development proposed under the Housing Element rezoning/redesignation program would facilitate infill development and would not conflict with the General Plan goals and policies or other applicable planning documents. Thus, impacts related to the consistency with applicable land use plans, policies, and regulations would be similar to the Project. Therefore, impacts associated with Alternative B would be **similar** to the Project.

Mineral Resources

As discussed in Section 4.12 of this Draft PEIR, the Project would result in less than significant impacts related to the loss of availability of a known regionally- and locally important mineral resource and/or mineral resource recovery site. Under Alternative B, the project would not implement non-RHNA land use changes. Alternative B would continue to implement the Project's proposed redesignation/rezoning to facilitate additional housing and mixed-use development. However, none of the Alternative B components would result in changes to existing regulatory conditions pertaining to available mineral resources or mineral resource extraction in the Project area (i.e., oil, gas, and aggregate). Thus, and impacts under Alternative B would be **similar** to the Project.

Noise

Alternative B would not include operation of future ACUs, or development associated with non-RHNA land use changes; thus, the operational noise associated with these uses would not occur. Moreover, overall construction of future development associated with the implementation of Alternative B would be less than the Project. Under the Project, potential construction noise and vibration impacts from reasonably foreseeable project construction activities, as well as operational noise due to operation of residential, commercial, and mixed-use development would be significant and unavoidable after application of mitigation measures. Although Alternative B would eliminate impacts associated with development resulting from non-RHNA land use changes, noise impacts would likely remain significant and unavoidable due to construction and operation of mixed-use development under Alternative B. Under the Project, areas of Lennox are located with the LAX airport 65 dBA CNEL and 70 dBA CNEL noise contours. As further described in Section 4.13 of this Draft PEIR, applicable land use and noise policies and appropriate review by the Los Angeles County Airport Land Use Commission, would help ensure consistency with the adopted Airport Land Use Compatibility Plan, and impacts under the Project would be less than significant. However, under Alternative B, the mixed-use land use changes in Lennox associated with the Housing Element are outside of the applicable noise contours. For these reasons, noise impacts under Alternative B would be **less than** the Project.

Population and Housing

As discussed in Section 4.14 of this Draft PEIR, the Project would result in significant and unavoidable impacts associated with exceedance in population growth from future development that was not anticipated in adopted plans (which include the General Plan and the West Carson TOD Specific Plan). As shown in Table 6-5, Alternative B would result in substantially reduced dwelling units, population, and employment growth compared to the Project. The implementation of Alternative B would result in 4,285 fewer dwelling units, 13,288 fewer residents, and 1,383 fewer jobs compared to the Project. However, as most parcels identified for mixed-use redesignation under

Alternative B are currently designated Commercial, which allows for residential development at a substantially reduced density compared to the Mixed Use General Plan designation (e.g., 50 dwelling units per acre under the Commercial designation compared to 150 dwelling units per acre under the Mixed Use designation), implementation of Alternative B would continue to result in substantial unplanned growth. However, as shown in Table 6-5, implementation of Alternative B would result in less growth compared to the Project. Thus, impacts related to population and housing under Alternative B would be **less than** the Project but would remain significant and unavoidable.

The temporary displacement of some residents due to redevelopment of residential properties would occur throughout the Project area under Alternative B and the Project. However, like the Project, Alternative B would accommodate development of additional dwelling units that are expected to increase the capacity for housing stock in the Project area. As such, any temporary impacts associated with displacement would be offset by the anticipated increases in housing production. Therefore, implementation of Alternative B would be **similar** to the less than significant impact determination for the Project related to displacement.

Public Services

As discussed above under “Population and Housing,” Alternative B would result in substantial unplanned population growth, which would result in significant and unavoidable impacts to park services, similar to the Project. As population and employment growth would be less than the Project, impacts relative to fire protection services, Sheriff protection services, school services, and library services would remain less than significant, as discussed in Section 4.15, Public Services, of this Draft PEIR. The elimination of non-RHNA land use changes would reduce impacts to all public services. As such, all impacts would be **less than** the Project; however, impacts to park services would remain significant and unavoidable.

Recreation

Similar to the Project, Alternative B would result in substantial unplanned population growth. Because Alternative B would increase the overall service population for the Project area, impacts under Alternative B related to substantial physical deterioration of recreation facilities would be significant and unavoidable, similar to the Project. Neither the Project nor Alternative B include new neighborhood or regional parks. The potential development of future neighborhood or regional parks or recreation are to be determined. They would need to be analyzed on a project-by-project basis at the time of a future development proposal. Therefore, neither the Project nor Alternative B would have a significant impact on the environment related to the construction or expansion of neighborhood or regional parks or other recreational facilities. As there are no regional trails within the Project area, Alternative B would have no potential to interfere with regional trail connectivity, similar to the Project. However, as Alternative B would result in a lower development potential, impacts to recreation would be reduced and would be **less than** the Project.

Transportation

Implementation of Alternative B would not conflict with an applicable plan, ordinance, or policy addressing the circulation system, **similar** to the Project. The Project would result in a less than significant VMT impact because the Project’s daily VMT per service population would be 17.30, which is below than the County’s threshold of 25.45 daily VMT per service population. Compared to the Project, Alternative B would facilitate 4,356 fewer dwelling units (or 13,594 fewer residents) and 1,378 fewer employees. The impact of adding residents to the Project area would have a greater effect in reducing VMT per service population because there is a need for housing near jobs (i.e.,

the jobs-to-housing ratio would improve) in the Project area. The number of employees would also be fewer, however VMT generated by retail employees is generally less than employees from other sectors. Therefore, by reducing the number of dwelling units, the daily VMT per service population under Alternative B would increase when compared to proposed Project due to reduced housing opportunities. Therefore, impacts related to the consistency with CEQA Guidelines section 15064.3, subdivision (b) would be **more than** the proposed Project. This alternative would not result in significant impacts related to the increase of design feature hazards nor would a significant impact occur relative to inadequate emergency access, similar to the Project. Therefore, impacts related to potential transportation design hazards would be the **similar** to the Project.

Tribal Cultural Resources

As described in Section 4.18, Tribal Cultural Resources, of this Draft PEIR, potential impacts were found to be significant and unavoidable. The development/redevelopment associated with non-RHNA land uses would be eliminated under Alternative B. Therefore, the likely rate and frequency of development under Alternative B would be reduced, which would reduce potential ground-disturbing activities associated with the construction and would result in a reduced potential for impacts to tribal resources. As Alternative B would result in a reduced development potential and less associated ground disturbing activity when compared to the Project, potential impacts resulting in a substantial adverse change in the significance of a tribal cultural resource under this alternative would be **less than** the Project.

Utilities and Service Systems

As discussed in Section 4.19 of this Draft PEIR, the Project would result in significant and unavoidable impacts related to water and sewer infrastructure capacity, as well as electrical and natural gas infrastructure, at both Project and cumulative levels, and would have cumulatively considerable impacts related to water supply. All other impacts related to utilities and service systems, including the availability of sufficient water supplies, the adequate capacity of wastewater treatment services, the generation of solid waste, and the compliance with management and reduction regulations of solid waste would be less than significant under the Project. Under Alternative B, future development would be reduced due to the elimination of the proposed non-RHNA land use changes, which would result in decreased service area demands for water supply, water and sewer infrastructure, sewage generation, and solid waste generation. As such, impacts under Alternative B would be **less than** the Project; however, impacts would remain significant and unavoidable.

Wildfire

Under the Project, impacts would be less than significant relative to the impairment of an adopted emergency response plan or emergency evacuation plan; the Project is not anticipated to exacerbate wildfire risk, due to slope, prevailing winds, and other factors; the Project would not exacerbate wildfire risk or result in impacts to the environment related to the installation or maintenance of associated infrastructure; the Project would not exacerbate any existing flood or landslide risk as a result of post-fire slope instability or changes in drainage patterns; and the Project would not facilitate wildfire spread or exacerbate wildfire risk or expose people or structures, indirectly or directly, to significant wildfire risk. However, through the elimination non-RHNA land use changes, Alternative B would result in reduced development/redevelopment potential within portions of the Project area that are within or near lands classified as very high fire hazard severity zones (i.e., La Rambla and Westfield/Academy Hills). Therefore, Alternative B would expose less people or structures to risks involving wildland fire. As such, under Alternative B, impacts would be **less than** the Project.

6.4.3 Alternative C - No Changes to the West Carson TOD Specific Plan

6.4.3.1 Description of the Alternative

CEQA requires that EIRs “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” (CEQA Guidelines Section 15126[a]). As presented in prior sections of this Draft PEIR, the Project would result in significant and unavoidable impacts in the following categories: air quality, biological resources, cultural resources, greenhouse gas emissions, hazards and hazardous materials, noise, population and housing, public services (parks), recreation, tribal cultural resources, and utilities and service systems.

Under Alternative C, no General Plan land use changes would occur in the West Carson TOD Specific Plan area. All other components of the Project, including implementation of the proposed land use and zoning changes under the Housing Element, changes to the County Code to allow for ACUs, and additional land use changes to facilitate residential and commercial development (outside of the West Carson TOD Specific Plan) would still occur under this alternative. Implementation of Alternative C would result in 8,532 additional dwelling units, 26,623 additional residents, and 1,418 additional jobs. This is compared to 9,853 additional dwelling units, 30,745 additional residents, and 1,440 additional jobs under the Project. Alternative C would still include the proposed administrative “cleanup” of zoning data applicable to the Project area (e.g., rezoning of A-1 parcels to be consistent with existing General Plan designations), would introduce new or revise existing development standards under the Project’s proposed PASD, and would introduce new goals and policies under the South Bay Area Plan. The total additional dwelling units, population, and employment under Alternative C compared to the Project is provided in Table 6-6, Alternative C: Project Growth and Alternative C Growth Comparison. As shown in Table 6-6, Alternative C would result in 1,321 fewer dwelling units, 4,122 fewer residents, and 22 fewer jobs compared to the Project.

Table 6-6. Alternative C: Project Growth and Alternative C Growth Comparison

	Project Column A	Alternative C Column B	Reduction in Buildout (Column A - Column B)
Project Area (2035)			
Dwelling Units	9,853	8,532	1,321 (13%)
Population	30,745	26,623	4,122 (13%)
Employment	1,440	1,418	22 (2%)
Service Population (Population + Employment)	32,185	28,041	4,144 (13%)

Note: The dwelling unit, population, and employment projections provided in Columns A and B represent potential growth (i.e., the delta between existing conditions and buildout on the proposed change parcels) that would occur under the Project (Column A) versus under Alternative C (Column B).

6.4.3.2 Ability to Meet Project Objectives

Alternative C would have a slightly reduced ability or reduced ability to meet some the Project Objectives. Alternative C would encourage neighborhood scale retail and commercial, such as corner stores and neighborhood scale retail

(i.e., ACUs) on corner lots in residential areas in appropriate locations in all Project area communities. Therefore, Alternative C would provide opportunities for local-serving and small commercial businesses to be located within neighborhoods and integrated with new development. Because ACUs would be permitted in residential zones under Alternative C, and as additional land use changes would be implemented in areas such as Alpine Village in West Carson to encourage new commercial uses, this alternative would promote a diversity of shopping/commercial services to meet the needs of the communities and foster a strong and diverse local economy by providing opportunities that attract economic development, businesses, and job creation; increase competitiveness; and promote economic growth. However, as Alternative C would facilitate slightly fewer jobs compared to the Project, this Alternative would have a slightly reduced ability to promote job creation.

Alternative C would incorporate the proposed land-use policy changes/zoning recommendations identified in the recently adopted Housing Element to increase the diversity of housing types that are affordable at varied income levels. In addition, Alternative C would implement additional land use changes to allow for increased residential and mixed-use density near existing services (i.e., along existing commercial corridors) and would facilitate ACUs to provide new neighborhood-scale commercial uses within walking and biking distance of existing residents. However, Alternative C would not implement any additional land use changes in the West Carson TOD Specific Plan area. As such, Alternative C would have a reduced ability to advance smart growth principles to create more sustainable communities.

Alternative C would also introduce South Bay Area Plan policies to encourage context-sensitive development or mobility infrastructure that facilitates safe, reliable, and sustainable transportation to encourage walking, biking, and other non-automotive travel. Furthermore, Alternative C would include policies to further opportunities to preserve and enhance existing cultural and historic resources important to the local community by documenting existing historic context and resources. Finally, Alternative C would help ensure land use/zoning consistency in land use and zoning maps by making technical corrections based on existing development on the ground, except for within the West Carson TOD Specific Plan area. As technical corrections would not occur within the West Carson TOD Specific Plan area, Alternative C would have a slightly reduced ability to meet this objective.

6.4.3.3 Comparison of the Effects of Alternative C to the Project

Alternative C would eliminate the Project's proposed land use changes within the West Carson TOD Specific Plan area, resulting in a reduced development scenario compared to the Project. However, the mitigation measures set forth in this Draft PEIR would still be applicable to potential ACUs, residential, commercial, and mixed-use development under Alternative C. Therefore, as noted below, although Alternative C could reduce potential environmental impacts to select environmental topics, all of the mitigation measures set forth in this Draft PEIR would continue to be required and relevant for the potential development under the implementation of Alternative C.

Aesthetics

Under Alternative C, future development would be implemented in accordance with proposed zoning and land use designation regulations and proposed PASD standards governing visual character and scenic quality. Similar to the Project, under Alternative C, there would be no impacts relative to scenic vistas and/or views from a regional riding, hiking, or multi-use trail. Similar to the Project, as there are no designated or eligible state scenic highways in the Project area, Alternative C would not result in impacts to scenic resources along a state scenic highway. Alternative C would result in the introduction of new sources of light, glare, and shade/shadow, which would be incrementally reduced due to the reduced residential, mixed use, and commercial development intensity. Under the Project and

Alternative C, the proposed PASD would create a more uniform regulatory environment for development standards in the Project area, which could help improve compliance and contribute to the visual cohesiveness of design and compatibility of new development throughout the Project area. Both Alternative C and the Project would include new PASD development standards to improve and strengthen the regulatory environment governing scenic quality in the Project area, which would help facilitate future development that would not degrade the existing visual character or quality of public views. However, due to the reduced scope of development under Alternative C, impacts related to aesthetics would be **less than** the Project.

Agriculture and Forestry Resources

As with the Project, Alternative C would result in a less than significant impact related to the conversion and/or loss of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance and conversion of Farmland to a non-agricultural use. Under Alternative C, impacts related to conflicts with existing zoning for agricultural use would be the same as the Project and would be less than significant. Neither Alternative C nor the Project have land designated as an Agricultural Resource Area or lands within the Project area under Williamson Act contracts. Similar to the Project, Alternative C would not conflict with existing zoning for forest land, would not result in the loss of forest land, and would not convert forest land to a non-forest use. Therefore, under Alternative C, impacts related to agriculture and forestry resources would be **similar** to the Project.

Air Quality

As shown in Table 6-6, under Alternative C, housing, population, and employment would be incrementally reduced compared to the Project. As such, air quality impacts under Alternative C would be slightly **less than** the Project. However, under Alternative C, even with implementation of mitigation measures, impacts associated with consistency with the applicable AQMP and would likely remain significant and unavoidable due to anticipated buildout.

As buildout under Alternative C would only be incrementally reduced, even with implementation of mitigation, Alternative C would result in similar significant and unavoidable impacts associated with cumulatively considerable net increases of any criteria pollutant for which the Project region is non-attainment. Similar to the Project, even with implementation of mitigation, Alternative C would result in significant and unavoidable impacts related to the exposure of sensitive receptors to substantial pollutant concentrations and significant and unavoidable impacts associated with the uncertainty of potential health risk associated with construction activities that would occur as a result of buildout. However, as TAC emissions would be slightly reduced under Alternative C due to the reduced buildout potential, impacts would be **less than** the Project. Similarly, although the Project would still generate new odors as a result of increased development, the reduced development potential under Alternative C indicates that corresponding odor impacts would also be **less than** the Project.

Biological Resources

As described in Section 4.4, Biological Resources, of this Draft PEIR, no Wildflower Reserve Areas or Coastal Resource Areas are present in the Project area; no wetlands occur in the Project area; and no adopted Habitat Conservation Plan or Natural Community Conservation Plan for the Project area or the surrounding area. Although Sensitive Ecological Areas are present in the Project area, neither the Project nor Alternative C would facilitate any development within these areas. Thus, Alternative C would result in **similar** impacts to the Project. Under the Project, impacts are less than significant with regards sensitive natural communities, non-wetland jurisdictional waters, the movement of any native resident or migratory fish or wildlife species, conversion of oak woodlands, or conflict with

any local policies or ordinances protecting biological resources. Alternative C would result in **similar** impacts. Impacts under Alternative C relative to special status plant and wildlife species would remain significant and unavoidable, as the same development intensity would occur in areas where special status plant and animal species are known to occur (i.e., La Rambla and Westfield/Academy Hills). Thus, impacts would be **similar** to the Project.

Cultural Resources

Similar to the Project, Alternative C would result in the development/redevelopment of properties on sites with the potential occurrence of significant historical resources, paleontological resources, archaeological resources, and/or human remains. As described in Section 4.5 of this Draft PEIR, significant and unavoidable impacts would occur under the Project due to the increase in development/redevelopment activity and associated increase in ground disturbing activities (e.g., grading, trenching for utilities) associated with construction. The increased allowable density under Alternative C and the Project would create new development potential in locations that would not otherwise be disturbed in the Project area, thereby resulting in an increased rate and frequency of ground disturbance and increased potential to inadvertently encounter, damage, or destroy extent cultural resources. Under Alternative C, the scope of the development to occur would be reduced when compared to the Project, which would result in reduced potential to damage or destroy a historical structure, and less earth-disturbing activities related to construction (resulting in less impacts to subsurface cultural resources). Therefore, cultural resource impacts under Alternative C would **less than** the Project but would still be significant and unavoidable.

Energy

Similar to the Project, implementation of Alternative C would increase the demand for electricity, natural gas, gasoline, and diesel consumption in the Project area during construction and operation of future development. However, similar to the Project, Alternative C would not result in wasteful, inefficient, or unnecessary consumption of energy resources, including electricity, natural gas, or petroleum during Project implementation. Neither the Project nor Alternative C would conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Additionally, under Alternative C, all applicable rules and regulations presented in Section 4.6 of this Draft PEIR would reduce energy demand and increase energy efficiency related to future residential development, similar to the Project. However, under Alternative C, the scope of the development to occur would be reduced, as illustrated in Table 6-6, resulting in reduced construction-related and operational energy consumption. Thus, impacts under Alternative C would be **less than** those anticipated under the Project.

Geology and Soils

The underlying geologic conditions in the Project area would not change under Alternative C. Any new development under Alternative C would be site-specific and would be exposed to existing geologic and soil conditions and hazards that would be unique to that property. Alternative C would not increase the potential for such hazards or create new hazards, similar to the Project (as discussed in Section 4.7 of this Draft PEIR). Compliance with existing regulatory requirements and policies would reduce impacts from adverse effects related to geotechnical hazards, such as seismic activity, ground shaking, liquefaction, landslides, ground failure, soil expansion, and soil stability. Under Alternative C, geologic conditions would be similar to the Project due to the Project area's existing conditions. However, as development/redevelopment activity would be reduced under Alternative C, impacts would be **less than** those anticipated under the Project.

Greenhouse Gas Emissions

Alternative C would generate additional GHG emissions due to the increased mixed use, commercial, and residential development, but the elimination of land use changes within the West Carson TOD Specific Plan as proposed under the Project would result in a reduction of emissions under Alternative C due to the elimination of the associated construction and operation activities. Under the Project, significant and unavoidable impacts would occur related to the generation of GHG emissions. Because Alternative C would retain substantial development potential, the discussion provided in Section 4.8.2.4 under Threshold 4.8-2 of this Draft PEIR would also be applicable to Alternative C. Thus, Alternative C would also be consistent with all applicable plans, policies, or regulations adopted for the purposes of reducing GHG emissions, and impacts would be less than significant. While impacts related to a potential conflict with existing regulations would be **similar**, impacts related to potential GHG emission under this alternative would be **less than** the Project due to the elimination of the buildout potential within the West Carson TOD Specific Plan. Impacts related to GHG emissions would remain significant and unavoidable under Alternative C.

Hazards and Hazardous Materials

Alternative C would result in less development potential than what is proposed under the Project due to the elimination of land use changes within the West Carson TOD Specific Plan area. As described in Section 4.9, Hazards and Hazardous Materials of this Draft PEIR, even with implementation of mitigation, the Project would result in significant and unavoidable impacts related to creation of a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials or waste into the environment as well as creation of a significant hazard to the public or the environment as a result of being located on sites included on a list of sites with hazardous materials compiled pursuant to Government Code Section 65962.5. All other potential impacts related to hazards and hazardous materials would be less than significant under the Project. Alternative C would still facilitate additional development on contaminated sites or on parcels that contain or are near oil wells, hazardous materials pipelines, or landfills. However, the scope of development potential under Alternative C would be slightly less than the Project. Therefore, under Alternative C, impacts would be **less than** the Project.

Hydrology and Water Quality

As discussed in Section 4.10 of this Draft PEIR, the Project would result in less than significant impacts or no impact related to a violation of water quality standards, a substantial decrease in groundwater supplies, a substantial alteration of an existing drainage pattern, the placement of structures in a flood hazard, consistency with the County's Low Impact Development Ordinance, the use of onsite wastewater treatment systems, the risk of pollutant release due to inundation, and consistency with a water quality control plan. Compliance with existing regulatory requirements and policies would reduce impacts from adverse effects related to hydrology and water quality under both Alternative C and Project conditions. However, under Alternative C, the scope of the development/redevelopment activity anticipated to occur would be reduced compared to the Project, which would result in reduced potential for impacts associated with hydrology and water quality. Therefore, impacts under Alternative C would be **less than** those anticipated under the Project.

Land Use and Planning

Alternative C would not result in impacts associated with the physical division of established communities similar to the Project. Additionally, under this alternative, implementation of the Housing Element's rezoning/redesignation

program would still occur. As such, this alternative would be consistent with the recently adopted Housing Element for the County. Furthermore, although the development potential under Alternative C would be reduced, the type of development facilitated under Alternative C (e.g., a mix of commercial and residential development) would be similar to the Project. This, impacts related to the consistency with applicable land use plans, policies, and regulations would be similar to the Project. Therefore, impacts associated with Alternative C would be **similar** to the Project.

Mineral Resources

As discussed in Section 4.12 of this Draft PEIR, the Project would result in less than significant impacts related to the loss of availability of a known regionally- and locally important mineral resource and/or mineral resource recovery site. None of the Alternative C components would result in changes to existing regulatory conditions pertaining to available mineral resources or mineral resource extraction in the Project area (i.e., oil, gas, and aggregate). Thus, and impacts under Alternative C would be **similar** to the Project.

Noise

Overall construction and operation of future development associated with the implementation of Alternative C would be less than the Project. Under the Project, potential construction noise and vibration impacts from reasonably foreseeable project construction activities, as well as operational noise due to operation of ACUs, residential, commercial, and mixed-use development would be significant and unavoidable after application of mitigation measures. Although Alternative C would eliminate impacts associated with the construction and operation of Project buildout within the West Carson TOD Specific Plan area, noise impacts under Alternative C would likely remain significant and unavoidable (even after implementation of applicable mitigation measures) due to construction and operation of ACUs, mixed use, commercial, and residential development. However, as Alternative C would eliminate the impacts associated with construction and operation of Project buildout within the West Carson TOD Specific Plan area, construction and operational noise impacts under Alternative C would be **less than** the Project.

Under the Project and Alternative C, parcels proposed for redesignation in Lennox are located with the LAX airport 65 dBA CNEL and 70 dBA CNEL noise contours. As further described in Section 4.13 of this Draft PEIR, applicable land use and noise policies, including General Plan Policy LU 7.6 (requiring consistency with airport land use plans), Policy N 1.12 (requiring that land use decisions on parcels adjacent to transportation facilities, including those adjacent to airports, consider existing and future noise levels of the adjacent transportation facilities), and appropriate review by the Los Angeles County ALUC, would help ensure consistency with the adopted Airport Land Use Compatibility Plans. Alternative C would require the same compliance requirements as the Project. As such, impacts under Alternative C related to excessive noise levels associated with proximity to an airport would be **similar** to the proposed Project.

Population and Housing

As discussed in Section 4.14 of this Draft PEIR, the Project would result in significant and unavoidable impacts associated with exceedance in population growth from future development that was not anticipated in adopted plans (which include the General Plan and the West Carson TOD Specific Plan). As shown in Table 6-6, Alternative C would result in slightly reduced dwelling units, population, and employment growth compared to the Project. The implementation of Alternative C would result 1,321 fewer dwelling units, 4,122 fewer residents, and 22 fewer jobs compared to the Project. Under existing General Plan land use designations (including Commercial, Residential 9, Residential 18, and Residential 30), the parcels identified for redesignation under Alternative C have a maximum

allowable buildout of approximately 3,850 dwelling units. Accounting for the existing dwelling units on these parcels (i.e., 2,571 dwelling units), the remaining “planned” growth would be 1,279 dwelling units. Alternative C would result in 8,532 dwelling units, which would substantially exceed the “planned” growth for these parcels. As such, both Alternative C and the Project would result in substantial unplanned population growth. However, as shown in Table 6-6, implementation of Alternative C would result in less growth compared to the Project. Thus, impacts related to population and housing under Alternative C would be **less than** the Project but would remain significant and unavoidable.

The temporary displacement of some residents due to redevelopment of residential properties would occur throughout the Project area under Alternative C and the Project. However, both the Project and Alternative C would accommodate development of additional dwelling units that are expected to increase the capacity for housing stock in the Project area. As such, any temporary impacts associated with displacement would be offset by the anticipated increases in housing production and impacts under both the Project and Alternative C would be less than significant. Therefore, impacts related to displacement under Alternative C would be **similar** to the Project.

Public Services

As discussed above under “Population and Housing,” Alternative C would result in substantial unplanned population growth, which would result in significant and unavoidable impacts to park services, similar to the Project. As provided in Table 6-6, population and employment growth would be less than the Project. As such, impacts relative to fire protection services, Sheriff protection services, school services, and library services would remain less than significant, as discussed in Section 4.15, Public Services, of this Draft PEIR. The elimination of land use changes in the West Carson TOD Specific Plan areas would slightly reduce impacts to all public services. As such, all impacts would be **less than** the Project; however, impacts to park services would remain significant and unavoidable.

Recreation

Similar to the Project, Alternative C would result in substantial unplanned population growth. Because Alternative C would increase the overall service population for the Project area, impacts under Alternative C related to substantial physical deterioration of recreation facilities would be significant and unavoidable, similar to the Project. Neither the Project nor Alternative C include new neighborhood or regional parks. The potential development of future neighborhood or regional parks or recreation are to be determined. They would need to be analyzed on a project-by-project basis at the time of a future development proposal. Therefore, neither the Project nor Alternative C would have a significant impact on the environment related to the construction or expansion of neighborhood or regional parks or other recreational facilities. As there are no regional trails within the Project area, Alternative C would have no potential to interfere with regional trail connectivity, similar to the Project. However, as Alternative C would result in a lower development potential, impacts to recreation would be reduced and would be **less than** the Project.

Transportation

Implementation of Alternative C would not conflict with an applicable plan, ordinance, or policy addressing the circulation system, **similar** to the Project. Under Alternative C, 1,321 fewer dwelling units would be constructed as a result of the elimination of land use changes in the West Carson TOD Specific Plan area. Generally, increasing the density of residential development would have a greater effect in reducing VMT per service population, because there is a need for housing near jobs in the Project area. By reducing the number of dwelling units, the daily VMT per service population under Alternative C would increase when compared to Project due to reduced housing

opportunities near jobs. Therefore, impacts related to the consistency with CEQA Guidelines section 15064.3, subdivision (b) would be **more than** the proposed Project. This alternative would not result in significant impacts related to the increase of design feature hazards nor would a significant impact occur relative to inadequate emergency access, similar to the Project. Therefore, impacts related to potential transportation design hazards would be the **similar** to the Project.

Tribal Cultural Resources

As described in Section 4.18, Tribal Cultural Resources, of this Draft PEIR, potential impacts under the Project were found to be significant and unavoidable. The development/redevelopment associated with land use changes in the West Carson TOD Specific Plan area would be eliminated under Alternative C. Therefore, the likely rate and frequency of development under Alternative C would be reduced, which would reduce potential ground-disturbing activities associated with the construction and would result in a reduced potential for impacts to tribal resources. As Alternative C would result in a reduced development potential and less associated ground disturbing activity when compared to the Project, potential impacts resulting in a substantial adverse change in the significance of a tribal cultural resource under this alternative would be **less than** the Project.

Utilities and Service Systems

As discussed in Section 4.19 of this Draft PEIR, the Project would result in significant and unavoidable impacts related to water and sewer infrastructure capacity, as well as electrical and natural gas infrastructure, at both Project and cumulative levels, and would have cumulatively considerable impacts related to water supply. All other impacts related to utilities and service systems, including the availability of sufficient water supplies, the adequate capacity of wastewater treatment services, the generation of solid waste, and the compliance with management and reduction regulations of solid waste would be less than significant under the Project. Under Alternative C, future development would be reduced due to the elimination of the proposed land use changes in the West Carson TOD Specific Plan area, which would result in decreased service area demands for water supply, water and sewer infrastructure, sewage generation, and solid waste generation. As such, impacts under Alternative C would be **less than** the Project; however, impacts would remain significant and unavoidable.

Wildfire

Under the Project, impacts would be less than significant relative to the impairment of an adopted emergency response plan or emergency evacuation plan; the Project is not anticipated to exacerbate wildfire risk, due to slope, prevailing winds, and other factors; the Project would not exacerbate wildfire risk or result in impacts to the environment related to the installation or maintenance of associated infrastructure; the Project would not exacerbate any existing flood or landslide risk as a result of post-fire slope instability or changes in drainage patterns; and the Project would not facilitate wildfire spread or exacerbate wildfire risk or expose people or structures, indirectly or directly, to significant wildfire risk. Alternative C would result in the same development/redevelopment potential within La Rambla and Westfield/Academy Hills, which are Project-area communities that are within or near lands classified as very high fire hazard severity zones. Therefore, under Alternative C, impacts would be **similar** to the Project.

6.4.4 Alternative D - No Changes in the LAX Noise Contours

6.4.4.1 Description of the Alternative

CEQA requires that EIRs “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” (CEQA Guidelines Section 15126[a]). As presented in prior sections of this Draft PEIR, the Project would result in significant and unavoidable impacts in the following categories: air quality, biological resources, cultural resources, greenhouse gas emissions, hazards and hazardous materials, noise, population and housing, public services (parks), recreation, tribal cultural resources, and utilities and service systems.

Under Alternative D, no General Plan land use changes would occur within the Los Angeles International Airport (LAX) noise contours, which affects certain parcels in Lennox. All other components of the Project, including implementation of the proposed land use and zoning changes under the Housing Element, changes to the County Code to facilitate ACUs, and additional land use changes to facilitate residential and commercial development (outside of the LAX noise contours in Lennox) would still occur under this alternative. Implementation of Alternative C would result in 9,716 additional dwelling units, 30,317 additional residents, and 1,423 additional jobs. This is compared to 9,853 additional dwelling units, 30,745 additional residents, and 1,440 additional jobs under the Project. Alternative D would still include the proposed administrative “cleanup” of zoning data applicable to the Project area (e.g., rezoning of A-1 parcels to be consistent with existing General Plan designations), would introduce new or revise existing development standards under the Project’s proposed PASD, and would introduce new goals and policies under the South Bay Area Plan. The total additional dwelling units, population, and employment under Alternative D compared to the Project is provided in Table 6-7, Alternative D: Project Growth and Alternative D Growth Comparison. As shown in Table 6-7, Alternative D would result in 137 fewer dwelling units, 428 fewer residents, and 17 fewer jobs compared to the Project.

Table 6-7. Alternative D: Project Growth and Alternative D Growth Comparison

	Project	Alternative D	Reduction in Buildout (Column A – Column B)
	Column A	Column B	
Project Area (2035)			
Dwelling Units	9,853	9,716	137 (1%)
Population	30,745	30,317	428 (1%)
Employment	1,440	1,423	17 (1%)
Service Population (Population + Employment)	32,185	31,740	445 (1%)

Note: The dwelling unit, population, and employment projections provided in Columns A and B represent potential growth (i.e., the delta between existing conditions and buildout on the proposed change parcels) that would occur under the Project (Column A) versus under Alternative D (Column B).

6.4.4.2 Ability to Meet Project Objectives

Alternative D would have a slightly reduced ability to meet some the Project Objectives. Alternative D would encourage neighborhood scale retail and commercial, such as corner stores and neighborhood scale retail (i.e., ACUs) on corner lots in residential areas in appropriate locations in all Project area communities. Therefore,

Alternative D would provide opportunities for local-serving and small commercial businesses to be located within neighborhoods and integrated with new development. Because ACUs would be permitted in residential zones under Alternative D, and as additional land use changes would be implemented in areas such as Alpine Village in West Carson to encourage new commercial uses, this alternative would promote a diversity of shopping/commercial services to meet the needs of the communities and foster a strong and diverse local economy by providing opportunities that attract economic development, businesses, and job creation; increase competitiveness; and promote economic growth. However, as Alternative D would facilitate slightly fewer jobs compared to the Project, this Alternative would have a slightly reduced ability to promote job creation.

Alternative D would incorporate the proposed land-use policy changes/zoning recommendations identified in the recently adopted Housing Element to increase the diversity of housing types that are affordable at varied income levels. In addition, Alternative D would implement additional land use changes to allow for increased residential and mixed-use density near major transit stops and existing services (i.e., along existing commercial corridors) and would facilitate ACUs to provide new neighborhood-scale commercial uses within walking and biking distance of existing residents. However, Alternative D would not implement any additional land use changes in Lennox within the LAX noise contours, which includes parcels along existing commercial corridors and near services (e.g., along Lennox Boulevard west of I-405 and east of Hawthorne Boulevard). As such, Alternative D would have a slightly reduced ability to advance smart growth principles to create more sustainable communities and facilitate new mixed use housing opportunities to promote sustainable development.

Alternative D would also introduce South Bay Area Plan policies to encourage context-sensitive development or mobility infrastructure that facilitates safe, reliable, and sustainable transportation to encourage walking, biking, and other non-automotive travel. Furthermore, Alternative D would include policies to further opportunities to preserve and enhance existing cultural and historic resources important to the local community by documenting existing historic context and resources. Finally, Alternative D would help ensure land use/zoning consistency in land use and zoning maps by making technical corrections based on existing development on the ground, except for within the LAX noise contours in Lennox. As no technical corrections would occur within the LAX noise contours in Lennox, Alternative D would have a slightly reduced ability to meet this objective.

6.4.4.3 Comparison of the Effects of Alternative D to the Project

Alternative D would eliminate the Project's proposed land use changes within the LAX noise contours, resulting in a slightly reduced development scenario compared to the Project. However, the mitigation measures set forth in this Draft PEIR would still be applicable to potential ACUs, residential, commercial, and mixed-use development under Alternative D. Therefore, as noted below, although Alternative D could reduce potential environmental impacts to select environmental topics, all of the mitigation measures set forth in this Draft PEIR would continue to be required and relevant for the potential development under the implementation of Alternative D.

Aesthetics

Under Alternative D, future development would be implemented in accordance with proposed zoning and land use designation changes (outside of the LAX noise contours) and proposed PASD standards governing visual character and scenic quality. Similar to the Project, under Alternative D, there would be no impacts relative to scenic vistas and/or views from a regional riding, hiking, or multi-use trail. Similar to the Project, as there are no designated or eligible state scenic highways in the Project area, Alternative D would not result in impacts to scenic resources along a state scenic highway. Alternative D would result in the introduction of new sources of light, glare, and shade/shadow, which would be incrementally reduced due to the slightly reduced development intensity. Under

both the Project and Alternative D, the proposed PASD would create a more uniform regulatory environment for development standards in the Project area, which could help improve compliance and contribute to the visual cohesiveness of design and compatibility of new development throughout the Project area. However, due to the slightly reduced scope of development under Alternative D, impacts related to aesthetics would be **slightly less than** the Project.

Agriculture and Forestry Resources

As with the Project, Alternative D would result in a less than significant impact related to the conversion and/or loss of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance and conversion of Farmland to a non-agricultural use. Under Alternative D, impacts related to conflicts with existing zoning for agricultural use would be the same as the Project and would be less than significant. Neither Alternative D nor the Project have land designated as an Agricultural Resource Area or lands within the Project area under Williamson Act contracts. Similar to the Project, Alternative D would not conflict with existing zoning for forest land, would not result in the loss of forest land, and would not convert forest land to a non-forest use. Therefore, under Alternative D, impacts related to agriculture and forestry resources would be **similar** to the Project.

Air Quality

As shown in Table 6-7, under Alternative D, housing, population, and employment would be incrementally reduced compared to the Project. As such, air quality impacts under Alternative D would be **slightly less than** the Project. However, under Alternative D, impacts associated with consistency with the applicable AQMP and would remain significant and unavoidable due to anticipated buildout.

As buildout under Alternative D would only be slightly reduced, Alternative D would result in similar significant and unavoidable impacts associated with cumulatively considerable net increases of any criteria pollutant for which the Project region is non-attainment. Similar to the Project, Alternative D would result in significant and unavoidable impacts related to the exposure of sensitive receptors to substantial pollutant concentrations and significant and unavoidable impacts associated with the uncertainty of potential health risk associated with construction activities that may occur with implementation of Alternative D. However, as TAC emissions would be slightly reduced Alternative D due to the reduced buildout potential, impacts would be **slightly less than** the Project. Similarly, although the Project would still generate new odors as a result of increased development, the reduced development potential under Alternative D indicates that corresponding odor impacts would also be **slightly less than** the Project.

Biological Resources

As described in Section 4.4, Biological Resources, of this Draft PEIR, no Wildflower Reserve Areas or Coastal Resource Areas are present in the Project area; no wetlands occur in the Project area; and there is no adopted Habitat Conservation Plan or Natural Community Conservation Plan for the Project area or the surrounding area. Although Significant Ecological Areas are present in the Project area, neither the Project nor Alternative D would facilitate any development in these areas. Thus, Alternative D would result in **similar** impacts to the Project. Under the Project, impacts are less than significant with regards to sensitive natural communities, non-wetland jurisdictional waters, the movement of any native resident or migratory fish or wildlife species, conversion of oak woodlands, or conflict with any local policies or ordinances protecting biological resources. Alternative D would result in **similar** impacts. Impacts under Alternative D relative to special status plant and wildlife species would remain significant and unavoidable as the same development intensity would occur in areas where special status

plant and animal species are known to occur (i.e., La Rambla and Westfield/Academy Hills). Thus, impacts would be **similar** to the Project.

Cultural Resources

Similar to the Project, Alternative D would result in the development/redevelopment of properties on sites with the potential occurrence of significant historical resources, paleontological resources, archaeological resources, and/or human remains. As described in Section 4.5 of this Draft PEIR, even with implementation of applicable mitigation measures, significant and unavoidable impacts would occur under the Project due to the increase in development/redevelopment activity and associated increase in ground disturbing activities (e.g., grading, trenching for utilities) associated with construction. The increased allowable density under Alternative D and the Project would create new development potential in locations that would not otherwise be disturbed in the Project area, thereby resulting in an increased rate and frequency of ground disturbance and increased potential to inadvertently encounter, damage, or destroy extent cultural resources. Under Alternative D, the scope of the development to occur would be reduced when compared to the Project, which would result in reduced potential to damage or destroy a historical structure, and less earth-disturbing activities related to construction (resulting in less impacts to subsurface cultural resources). Therefore, cultural resource impacts under Alternative D would **slightly less than** the Project but would still be significant and unavoidable.

Energy

Similar to the Project, implementation of Alternative D would increase the demand for electricity, natural gas, gasoline, and diesel consumption in the Project area during construction and operation of future development. However, similar to the Project, Alternative D would not result in wasteful, inefficient, or unnecessary consumption of energy resources, including electricity, natural gas, or petroleum during Project implementation. Neither the Project nor Alternative D would conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Additionally, under Alternative D, all applicable rules and regulations presented in Section 4.6 of this Draft PEIR would reduce energy demand and increase energy efficiency related to future residential development, similar to the Project. However, under Alternative D, the scope of the development to occur would be reduced, as illustrated in Table 6-7, resulting in reduced construction-related and operational energy consumption. Thus, impacts under Alternative D would be **slightly less than** those anticipated under the Project.

Geology and Soils

The underlying geologic conditions in the Project area would not change under Alternative D. Any new development under Alternative D would be site-specific and would be exposed to existing geologic and soil conditions and hazards that would be unique to that property. Alternative D would not increase the potential for such hazards or create new hazards, similar to the Project (as discussed in Section 4.7, Geology and Soils of this Draft PEIR). Compliance with existing regulatory requirements and policies would reduce impacts from adverse effects related to geotechnical hazards, such as seismic activity, ground shaking, liquefaction, landslides, ground failure, soil expansion, and soil stability. Under Alternative D, geologic conditions would be similar to the Project due to the Project area's existing conditions. However, as development/redevelopment activity would be reduced under Alternative D, impacts would be **slightly less than** those anticipated under the Project.

Greenhouse Gas Emissions

Alternative D would generate additional GHG emissions due to the increased mixed use, commercial, and residential development, but the elimination of land use changes within the LAX noise contours in Lennox (as

proposed under the Project) would result in a reduction of emissions under Alternative D due to the elimination of the associated construction and operation activities. Under the Project, significant and unavoidable impacts would occur related to the generation of GHG emissions. Because Alternative D would retain substantial development potential, the discussion provided in Section 4.8.2.4 under Threshold 4.8-2 of this Draft PEIR would also be applicable to Alternative D. Thus, Alternative D would also be consistent with all applicable plans, policies, or regulations adopted for the purposes of reducing GHG emissions, and impacts would be less than significant. While impacts related to a potential conflict with existing regulations would be **similar**, impacts related to potential GHG emission under this alternative would be **slightly less than** the Project due to the elimination of the buildout potential within the LAX noise contours in Lennox. Even with implementation of applicable mitigation measures, impacts related to GHG emissions would remain significant and unavoidable under Alternative D.

Hazards and Hazardous Materials

Alternative D would result in less development potential than what is proposed under the Project due to the elimination of land use changes within the LAX noise contours in Lennox. As described in Section 4.9, Hazards and Hazardous Materials of this Draft PEIR, even with implementation of mitigation, the Project would result in significant and unavoidable impacts related to creation of a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials or waste into the environmental as well as creation of a significant hazard to the public or the environment as a result of being located on sites included on a list of sites with hazardous materials compiled pursuant to Government Code Section 65962.5. All other potential impacts related to hazards and hazardous materials would be less than significant under the Project. Alternative D would still facilitate additional development on contaminated sites or on parcels that contain or are near oil wells, hazardous materials pipelines, or landfills. However, the scope of development potential under Alternative D would be slightly less than the Project. Therefore, under Alternative D, impacts would be **slightly less than** the Project.

Hydrology and Water Quality

As discussed in Section 4.10 of this Draft PEIR, the Project would result in less than significant impacts or no impact related to a violation of water quality standards, a substantial decrease in groundwater supplies, a substantial alteration of an existing drainage pattern, the placement of structures in a flood hazard, consistency with the County's Low Impact Development Ordinance, the use of onsite wastewater treatment systems, the risk of pollutant release due to inundation, and consistency with a water quality control plan. Compliance with existing regulatory requirements and policies would reduce impacts from adverse effects related to hydrology and water quality under both Alternative D and Project conditions. However, under Alternative D, the scope of the development/redevelopment activity anticipated to occur would be reduced compared to the Project, which would result in reduced potential for impacts associated with hydrology and water quality. Therefore, impacts under Alternative D would be **slightly less than** those anticipated under the Project.

Land Use and Planning

Alternative D would not result in impacts associated with the physical division of established communities similar to the Project. Additionally, under this alternative, implementation of the Housing Element's rezoning/redesignation program would still occur. As such, this alternative would be consistent with the recently adopted Housing Element for the County. Furthermore, although the development potential under Alternative D would be reduced, the type of development facilitated under Alternative D (e.g., a mix of commercial and residential development) would be similar

to the Project. This, impacts related to the consistency with applicable land use plans, policies, and regulations would be similar to the Project. Therefore, impacts associated with Alternative D would be **similar** to the Project.

Mineral Resources

As discussed in Section 4.12 of this Draft PEIR, the Project would result in less than significant impacts related to the loss of availability of a known regionally- and locally important mineral resource and/or mineral resource recovery site. Similar to the Project, none of the Alternative D components would result in changes to existing regulatory conditions pertaining to available mineral resources or mineral resource extraction in the Project area (i.e., oil, gas, and aggregate). Thus, and impacts under Alternative D would be **similar** to the Project.

Noise

Overall construction and operation of future development associated with the implementation of Alternative D would be less than the Project. Under the Project, potential construction noise and vibration impacts from reasonably foreseeable project construction activities, as well as operational noise due to operation of ACUs, residential, commercial, and mixed-use development would be significant and unavoidable after application of mitigation measures. Although Alternative D would eliminate impacts associated with the construction and operation land use changes within the LAX noise contours in Lennox, noise impacts would likely remain significant and unavoidable due to construction and operation of ACUs, mixed use, commercial, and residential development. However, as Alternative D would result in a slightly reduced development potential, construction and operational noise impacts under Alternative D would be **slightly less than** the Project.

Under the Project, areas of Lennox are located with the LAX airport 65 dBA CNEL and 70 dBA CNEL noise contours; however, with the application of General Plan Policy LU 7.6 and Policy N 1.12 and review by the Los Angeles County ALUC, future development under the Project would be consistent with adopted ALUCPs and there would be no significant noise exposure impacts related to airport or airstrip noise levels. Although potential impacts under the Project would be less than significant, Alternative D would eliminate all land use changes proposed under the Project within the LAX noise contours in Lennox, and no impacts would occur. As such, under Alternative D, impacts related to excessive noise levels associated with proximity to an airport would be **less than** the proposed Project.

Population and Housing

As discussed in Section 4.14 of this Draft PEIR, the Project would result in significant and unavoidable impacts associated with exceedance in population growth from future development that was not anticipated in adopted plans (which include the General Plan and the West Carson TOD Specific Plan). As shown in Table 6-7, Alternative D would result in slightly reduced dwelling units, population, and employment growth compared to the Project. The implementation of Alternative D would result in 137 fewer dwelling units, 428 fewer residents, and 17 fewer jobs compared to the Project. Under existing General Plan land use designations (including Mixed Use, Residential 9, Residential 18, and Residential 30), the parcels identified for redesignation under Alternative D have a maximum allowable buildout of approximately 4,325 dwelling units. Accounting for the existing dwelling units on these parcels (i.e., 2,107 dwelling units), the remaining “planned” growth would be 2,218 dwelling units. Alternative D would result in 9,716 dwelling units, which would substantially exceed the “planned” growth for these parcels. As such, both Alternative D and the Project would result in substantial unplanned population growth. However, as shown in Table 6-7, implementation of Alternative D would result in less growth compared to the Project. Thus, impacts related to population and housing under Alternative D would be **slightly less than** the Project but would remain significant and unavoidable.

The temporary displacement of some residents due to redevelopment of residential properties would occur throughout the Project area under Alternative D and the Project. However, both the Project and Alternative D would accommodate development of additional dwelling units that are expected to increase the capacity for housing stock in the Project area. As such, any temporary impacts associated with displacement would be offset by the anticipated increases in housing production and impacts under both the Project and Alternative D would be less than significant. Therefore, impacts related to displacement under Alternative D would be **similar** to the Project.

Public Services

As discussed above under “Population and Housing,” Alternative D would result in substantial unplanned population growth, which would result in significant and unavoidable impacts to park services, similar to the Project. As provided in Table 6-7, population and employment growth under Alternative D would be less than the Project. As such, impacts relative to fire protection services, Sheriff protection services, school services, and library services would remain less than significant, as discussed in Section 4.15, Public Services, of this Draft PEIR. The elimination of land use changes in the LAX noise contour areas of Lennox areas would slightly reduce impacts to all public services. As such, all impacts would be **slightly less than** the Project; however, impacts to park services would remain significant and unavoidable.

Recreation

Similar to the Project, Alternative D would result in substantial unplanned population growth. Because Alternative D would increase the overall service population for the Project area, impacts under Alternative D related to substantial physical deterioration of recreation facilities would be significant and unavoidable, similar to the Project. Neither the Project nor Alternative D include new neighborhood or regional parks. The potential development of future neighborhood or regional parks or recreation are to be determined. They would need to be analyzed on a project-by-project basis at the time of a future development proposal. Therefore, neither the Project nor Alternative D would have a significant impact on the environment related to the construction or expansion of neighborhood or regional parks or other recreational facilities. As there are no regional trails within the Project area, Alternative D would have no potential to interfere with regional trail connectivity, similar to the Project. However, as Alternative D would result in a slightly lower development potential, impacts to recreation would be reduced and would be **slightly less than** the Project.

Transportation

Overall, the Implementation of Alternative D would only result in a slight reduction of housing, population, and employment compared to the Project. As such, the analysis provided under Thresholds 4.17-1, 4.17-3, and 4.17-4 in Section 4.17, Transportation of this Draft PEIR, would be applicable to Alternative D. Alternative D would not conflict with an applicable plan, ordinance, or policy addressing the circulation system, **similar** to the Project. Additionally, this alternative would not result in significant impacts related to the increase of design feature hazards nor would a significant impact occur relative to inadequate emergency access, similar to the Project. Therefore, impacts related to potential transportation design hazards and emergency access would be the **similar** to the Project. Regarding potential VMT impacts, the decrease of 137 dwelling units would not measurably effect the anticipated VMT per service population compared to the Project. As such, potential impacts related to CEQA Guidelines section 15064.3, subdivision (b) would also be **similar** to the proposed Project.

Tribal Cultural Resources

As described in Section 4.18, Tribal Cultural Resources, of this Draft PEIR, potential impacts under the Project were found to be significant and unavoidable. The development/redevelopment associated with land use changes in the LAX noise contours in Lennox would be eliminated under Alternative D. Therefore, the likely rate and frequency of development under Alternative D would be slightly reduced, which would in turn reduce potential ground-disturbing activities associated with the construction and would result in a reduced potential for impacts to tribal resources. As Alternative D would result in a reduced development potential and less associated ground disturbing activity when compared to the Project, potential impacts resulting in a substantial adverse change in the significance of a tribal cultural resource under this alternative would be **slightly less than** the Project.

Utilities and Service Systems

As discussed in Section 4.19 of this Draft PEIR, the Project would result in significant and unavoidable impacts related to water and sewer infrastructure capacity, as well as electrical, natural gas, and telecommunications infrastructure, at both Project and cumulative levels, and would have cumulatively considerable impacts related to water supply. Project impacts related to the availability of sufficient water supplies, the adequate capacity of wastewater treatment services, the generation of solid waste, and the compliance with management and reduction regulations of solid waste would be less than significant under the Project. Under Alternative D, future development would be reduced due to the elimination of the proposed land use changes in the LAX noise contours in Lennox, which would result in decreased service area demands for water supply, new or expanded utility infrastructure, sewage generation, and solid waste generation. As such, impacts under Alternative D would be **slightly less than** the Project; however, impacts to utility infrastructure would remain significant and unavoidable. Similarly, impacts related to cumulative water supply would remain cumulatively considerable.

Wildfire

Under the Project, impacts would be less than significant relative to the impairment of an adopted emergency response plan or emergency evacuation plan; the Project is not anticipated to exacerbate wildfire risk, due to slope, prevailing winds, and other factors; the Project would not exacerbate wildfire risk or result in impacts to the environment related to the installation or maintenance of associated infrastructure; the Project would not exacerbate any existing flood or landslide risk as a result of post-fire slope instability or changes in drainage patterns; and the Project would not facilitate wildfire spread or exacerbate wildfire risk or expose people or structures, indirectly or directly, to significant wildfire risk. Alternative D would result in the same development/redevelopment potential within portions of the Project area that are within or near lands classified as very high fire hazard severity zones (i.e., La Rambla and Westfield/Academy Hills). Therefore, under Alternative D, impacts would be **similar** to the Project.

6.4.5 Alternative E – Reduced Density in Del Aire (H30 to H18)

6.4.5.1 Description of the Alternative

CEQA requires that EIRs “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” (CEQA Guidelines Section 15126[a]). As presented in prior sections of this Draft PEIR, the Project would result in significant and unavoidable impacts in the following categories: air quality, biological resources, cultural resources, greenhouse

gas emissions, hazards and hazardous materials, noise, population and housing, public services (parks), recreation, tribal cultural resources, and utilities and service systems.

The Project proposes to redesignate 283 Residential 9 (H9; 9 dwelling units per acre) parcels in Del Aire to Residential 30 (H30; 30 dwelling units per acre). Under Alternative E, these 283 parcels would be redesignated to Residential 18 (H18; 18 dwelling units per acre) instead of H30, resulting in a reduced development scenario within the community of Del Aire. All other components of the Project, including implementation of the proposed land use and zoning changes under the Housing Element, changes to the County Code to facilitate ACUs, and other land use changes to facilitate additional residential, mixed use, and commercial development would still occur under this alternative. Implementation of Alternative E would result in 9,291 additional dwelling units, 28,991 additional residents, and 1,440 additional jobs within the Project area. This is compared to 9,853 additional dwelling units, 30,745 additional residents, and 1,440 additional jobs under the Project. Alternative E would still include the proposed administrative “cleanup” of zoning data applicable to the Project area (e.g., rezoning of A-1 parcels to be consistent with existing General Plan designations), would introduce new or revise existing development standards under the Project’s proposed PASD, and would introduce new goals and policies under the South Bay Area Plan. The total additional dwelling units, population, and employment under Alternative E compared to the Project is provided in Table 6-8, Alternative E: Project Growth and Alternative E Growth Comparison. As shown in Table 6-8, Alternative E would result in 526 fewer dwelling units and 1,754 fewer residents. Employment under Alternative E would be the same as under the Project.

Table 6-8. Alternative E: Project Growth and Alternative E Growth Comparison

	Project	Alternative E	Reduction in Buildout (Column A – Column B)
	Column A	Column B	
Project Area (2045)			
Dwelling Units	9,853	9,291	562 (6%)
Population	30,745	28,991	1,754 (6%)
Employment	1,440	1,440	No Change
Service Population (Population + Employment)	32,185	30,431	1,754 (5%)

Note: The dwelling unit, population, and employment projections provided in Columns A and B represent potential growth (i.e., the delta between existing conditions and buildout on the proposed change parcels) that would occur under the Project (Column A) versus under Alternative E (Column B).

6.4.5.2 Ability to Meet Project Objectives

Alternative E would be equally as effective at meeting all the Project objectives. Through proposed land use changes to facilitate housing and a mix of uses near existing transit and along commercial corridors, Alternative E would advance smart growth principles to create more sustainable communities. By implementing a variety of land use designations with a range of allowable densities, Alternative E would promote a diversity of neighborhoods and residential densities. Similar to the Project, this alternative would implement land use/zoning changes identified in the Housing Element to increase diversity of housing types and choices for a variety of income levels. Alternative E would also allow for ACUs in appropriate locations in all Project area communities and would include additional commercial and mixed-use designations to foster a strong and diverse local economy and increase opportunities for local serving and small commercial businesses to be located within neighborhoods and integrated with new development. Alternative E would also include policies proposed in the South Bay Area Plan to: promote a diversity

of public facilities and recreational uses; encourage mobility infrastructure that facilitates safe, reliable, and sustainable transportation; preserve and enhance existing cultural and historic resources; and support legacy businesses. Alternative E would also include a new PASD and additional policies to encourage context-sensitive development that responds to the existing community fabric and scale and promotes well-designed buildings that enhance community character. Finally, Alternative E would ensure land use/zoning consistency in land use and zoning maps by making technical corrections based on existing development on the ground.

6.4.5.3 Comparison of the Effects of Alternative E to the Project

Alternative E would result in a slightly reduced development scenario in Del Aire compared to the Project. However, the mitigation measures set forth in this Draft PEIR would still be applicable to potential development under Alternative E. Therefore, as noted below, although Alternative E could reduce potential environmental impacts to select environmental topics, all of the mitigation measures set forth in this Draft PEIR would continue to be required and relevant for development under the implementation of Alternative E.

Aesthetics

Under Alternative E, future development would be implemented in accordance with proposed zoning and land use designation regulations and proposed PASD standards governing visual character and scenic quality. Similar to the Project, under Alternative E, there would be no impacts relative to scenic vistas and/or views from a regional riding, hiking, or multi-use trail. Similar to the Project, as there are no designated or eligible state scenic highways in the Project area, Alternative E would not result in impacts to scenic resources along a state scenic highway. Alternative E would result in the introduction of new sources of light, glare, and shade/shadow, which would be incrementally reduced due to the slightly reduced development intensity. Under both the Project and Alternative E, the proposed PASD would create a more uniform regulatory environment for development standards in the Project area, which could help improve compliance and contribute to the visual cohesiveness of design and compatibility of new development throughout the Project area. However, due to the slightly reduced scope of development under Alternative E, impacts related to aesthetics would be **less than** the Project.

Agriculture and Forestry Resources

As with the Project, Alternative E would result in a less than significant impact related to the conversion and/or loss of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance and conversion of Farmland to a non-agricultural use. Under Alternative E, impacts related to conflicts with existing zoning for agricultural use would be the same as the Project and would be less than significant. Neither Alternative E nor the Project have land designated as an Agricultural Resource Area or lands within the Project area under Williamson Act contracts. Similar to the Project, Alternative E would not conflict with existing zoning for forest land, would not result in the loss of forest land, and would not convert forest land to a non-forest use. Therefore, under Alternative E, impacts related to agriculture and forestry resources would be **similar** to the Project.

Air Quality

As shown in Table 6-8, under Alternative E, housing and population would be incrementally reduced compared to the Project. As such, air quality impacts under Alternative E would be slightly **less than** the Project. However, under Alternative E, impacts associated with consistency with the applicable AQMP and would remain significant and unavoidable due to anticipated buildout.

As buildout under Alternative E would only be slightly reduced, Alternative E would result in similar significant and unavoidable impacts associated with cumulatively considerable net increases of any criteria pollutant for which the Project region is non-attainment. Similar to the Project, Alternative E would result in significant and unavoidable impacts related to the exposure of sensitive receptors to substantial pollutant concentrations and significant and unavoidable impacts associated with the uncertainty of potential health risk associated with construction activities that would occur as a result of Project implementation. However, as TAC emissions would be slightly reduced under Alternative E due to the reduced buildout potential in Del Aire, impacts would be **less than** the Project. As Alternative E would result in the same commercial and ACU buildout as under the Project, impacts related to odor would be **similar** to the proposed Project.

Biological Resources

As described in Section 4.4, Biological Resources, of this Draft PEIR, no Wildflower Reserve Areas or Coastal Resource Areas are present in the Project area; no wetlands occur in the Project area; and no adopted Habitat Conservation Plan or Natural Community Conservation Plan for the Project area or the surrounding area. Although Significant Ecological Areas are present in the Project area, neither the Project nor Alternative E would facilitate any development in these areas. Thus, Alternative E would result in **similar** impacts to the Project. Under the Project, impacts are less than significant with regards the movement of any native resident or migratory fish or wildlife species, conversion of oak woodlands, or conflict with any local policies or ordinances protecting biological resources. Alternative E would result in **similar** impacts. Impacts under Alternative E relative to special status plant and wildlife species would remain significant and unavoidable as the same development intensity would occur in areas where special status plant and animal species are known to occur (i.e., La Rambla and Westfield/Academy Hills). Thus, impacts would be **similar** to the Project.

Cultural Resources

Similar to the Project, Alternative E would result in the development/redevelopment of properties on sites with the potential occurrence of significant historical resources, paleontological resources, archaeological resources, and/or human remains. As described in Section 4.5 of this Draft PEIR, even with implementation of applicable mitigation measures, significant and unavoidable impacts would occur under the Project due to the increase in development/redevelopment activity and associated increase in ground disturbing activities (e.g., grading, trenching for utilities) associated with construction. Proposed land use changes under both Alternative E and the Project would affect the same parcels. Thus, the geographic scope of development under Alternative E would be the same as under the proposed Project. The change from H30 to H18 for parcels in Del Aire would impact the potential buildout density on the identified parcels, but this would not measurably reduce potential impacts to cultural resources, as soil disturbances related to construction of medium-high density residential development would still occur under both scenarios. Therefore, cultural resource impacts under Alternative E would be **similar** to the Project and would remain significant and unavoidable.

Energy

Similar to the Project, implementation of Alternative E would increase the demand for electricity, natural gas, gasoline, and diesel consumption in the Project area during construction and operation of future development. However, similar to the Project, Alternative E would not result in wasteful, inefficient, or unnecessary consumption of energy resources, including electricity, natural gas, or petroleum during Project implementation. Neither the Project nor Alternative E would conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Additionally, under Alternative E, all applicable rules and regulations presented in Section 4.6 of this Draft

PEIR would reduce energy demand and increase energy efficiency related to future residential development, similar to the Project. However, under Alternative E, the scope of the development to occur would be reduced, as illustrated in Table 6-8, resulting in reduced construction-related and operational energy consumption. Thus, impacts under Alternative E would be **less than** those anticipated under the Project.

Geology and Soils

The underlying geologic conditions in the Project area would not change under Alternative E. Any new development under Alternative E would be site-specific and would be exposed to existing geologic and soil conditions and hazards that would be unique to that property. Alternative E would not increase the potential for such hazards or create new hazards, similar to the Project (as discussed in Section 4.7, Geology and Soils of this Draft PEIR). Compliance with existing regulatory requirements and policies would reduce impacts from adverse effects related to geotechnical hazards, such as seismic activity, ground shaking, liquefaction, landslides, ground failure, soil expansion, and soil stability. Under Alternative E, geologic conditions would be similar to the Project due to the Project area's existing conditions. As development/redevelopment activity would occur on the same parcels as the proposed Project, impacts under Alternative E would be **similar** to those anticipated under the Project.

Greenhouse Gas Emissions

Alternative E would generate additional GHG emissions due to the increased mixed use, commercial, and residential development, but the reduced scope of development in Del Aire due to the change in designation from H30 to H18 would result in a reduction of emissions under Alternative E due to the elimination of the associated construction and operation activities. Under the Project, significant and unavoidable impacts would occur related to the generation of GHG emissions. Because Alternative E would retain substantial development potential, the discussion provided in Section 4.8.2.4 under Threshold 4.8-2 of this Draft PEIR would also be applicable to Alternative E. Thus, Alternative E would also be consistent with all applicable plans, policies, or regulations adopted for the purposes of reducing GHG emissions, and impacts would be less than significant. While impacts related to a potential conflict with existing regulations would be **similar**, impacts related to potential GHG emission under this alternative would be **less than** the Project due to the reduced density on parcels in Del Aire. Even with implementation of mitigation measures, impacts related to GHG emissions would remain significant and unavoidable under Alternative E.

Hazards and Hazardous Materials

Alternative E would result in less development potential than what is proposed under the Project due to the change in designation from H30 to H18 on parcels within Del Aire. As described in Section 4.9, Hazards and Hazardous Materials of this Draft PEIR, even with implementation of mitigation, the Project would result in significant and unavoidable impacts related to creation of a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials or waste into the environmental as well as creation of a significant hazard to the public or the environment as a result of being located on sites included on a list of sites with hazardous materials compiled pursuant to Government Code Section 65962.5. All other potential impacts related to hazards and hazardous materials would be less than significant under the Project. Alternative E would still facilitate additional development on contaminated sites or on parcels that contain or are near oil wells, hazardous materials pipelines, or landfills. Alternative E would have the same geographic scope of development as under the Project. Therefore, under Alternative E, impacts would be **similar** to the Project.

Hydrology and Water Quality

As discussed in Section 4.10 of this Draft PEIR, the Project would result in less than significant impacts or no impact related to a violation of water quality standards, a substantial decrease in groundwater supplies, a substantial alteration of an existing drainage pattern, the placement of structures in a flood hazard, consistency with the County's Low Impact Development Ordinance, the use of onsite wastewater treatment systems, the risk of pollutant release due to inundation, and consistency with a water quality control plan. Compliance with existing regulatory requirements and policies would reduce impacts from adverse effects related to hydrology and water quality under both Alternative E and Project conditions. Although density would be slightly reduced, Alternative E would still result in development of medium-high density residential within Del Aire, and the geographic scope of development under Alternative E would be the same as under the Project. Therefore, impacts under Alternative E would be **similar** to those anticipated under the Project.

Land Use and Planning

Alternative E would not result in impacts associated with the physical division of established communities similar to the Project. Additionally, under this alternative, implementation of the Housing Element's rezoning/redesignation program would still occur. As such, this alternative would be consistent with the recently adopted Housing Element for the County. Furthermore, although the development potential under Alternative E would be reduced, the type of development facilitated under Alternative E (e.g., a mix of commercial and residential development) would be similar to the Project. This, impacts related to the consistency with applicable land use plans, policies, and regulations would be similar to the Project. Therefore, impacts associated with Alternative E would be **similar** to the Project.

Mineral Resources

As discussed in Section 4.12 of this Draft PEIR, the Project would result in less than significant impacts related to the loss of availability of a known regionally- and locally important mineral resource and/or mineral resource recovery site. Similar to the Project, none of the Alternative E components would result in changes to existing regulatory conditions pertaining to available mineral resources or mineral resource extraction in the Project area (i.e., oil, gas, and aggregate). Thus, and impacts under Alternative E would be **similar** to the Project.

Noise

Overall construction and operation of future development associated with the implementation of Alternative E would be less than the Project. Under the Project, potential construction noise and vibration impacts from reasonably foreseeable project construction activities, as well as operational noise due to operation of ACUs, residential, commercial, and mixed-use development would be significant and unavoidable after application of mitigation measures. Although Alternative E would reduce the density of residential development within Del Aire, noise impacts would remain significant and unavoidable due to construction and operation of ACUs, mixed use, commercial, and residential development. Construction impacts associated with development under the H18 designation would be similar to development under the H30 designation and would occur on the same parcels. However, due to the reduced additional population in Del Aire under Alternative E compared to the Project, operational traffic noise would be reduced. Therefore, while construction impacts would be **similar**, operational noise impacts under Alternative E would be **less than** the Project.

Under the Project, areas of Lennox are located with the LAX airport 65 dBA CNEL and 70 dBA CNEL noise contours; however, with the application of General Plan Policy LU 7.6 and Policy N 1.12 and review by the Los Angeles County ALUC, future development under the Project would be consistent with adopted ALUCPs and there would be no

significant noise exposure impacts related to airport or airstrip noise levels. Alternative E would not change the geographic scope of development compared to the Project, including within Lennox. Thus airport-related noise impacts would be **similar** to the Project.

Population and Housing

As discussed in Section 4.14 of this Draft PEIR, the Project would result in significant and unavoidable impacts associated with exceedance in population growth from future development that was not anticipated in adopted plans (which include the General Plan and the West Carson TOD Specific Plan). As shown in Table 6-8, Alternative E would result in slightly reduced dwelling units and population growth compared to the Project. The “planned” growth under existing General Plan land use designations would be the same for the Project as for Alternative E (i.e., 1,598 additional dwelling units). Alternative E would facilitate development of 9,291 dwelling units in the Project area, which would substantially exceed the “planned” growth of 1,598 dwelling units. As such, both Alternative E and the Project would result in substantial unplanned population growth. However, as shown in Table 6-8, implementation of Alternative E would result in less growth compared to the Project. Thus, impacts related to population and housing under Alternative E would be **less than** the Project but would remain significant and unavoidable.

The temporary displacement of some residents due to redevelopment of residential properties would occur throughout the Project area under Alternative E and the Project. However, both the Project and Alternative E would accommodate development of additional dwelling units that are expected to increase the capacity for housing stock in the Project area. As such, any temporary impacts associated with displacement would be offset by the anticipated increases in housing production and impacts under both the Project and Alternative E would be less than significant. Therefore, impacts related to displacement under Alternative E would be **similar** to the Project.

Public Services

As discussed above under “Population and Housing,” Alternative E would result in substantial unplanned population growth, which would result in significant and unavoidable impacts to park services, similar to the Project. As provided in Table 6-87, population and employment growth under Alternative E would be less than the Project. As such, impacts relative to fire protection services, Sheriff protection services, school services, and library services would remain less than significant, as discussed in Section 4.15, Public Services, of this Draft PEIR. The reduced density in Del Aire/Wiseburn under this alternative would slightly reduce impacts to all public services. As such, all impacts would be **less than** the Project; however, impacts to park services would remain significant and unavoidable.

Recreation

Similar to the Project, Alternative E would result in substantial unplanned population growth. Because Alternative E would increase the overall service population for the Project area, impacts under Alternative E related to substantial physical deterioration of recreation facilities would be significant and unavoidable, similar to the Project. Neither the Project nor Alternative E include new neighborhood or regional parks. The potential development of future neighborhood or regional parks or recreation are to be determined. They would need to be analyzed on a project-by-project basis at the time of a future development proposal. Therefore, neither the Project nor Alternative D would have a significant impact on the environment related to the construction or expansion of neighborhood or regional parks or other recreational facilities. As there are no regional trails within the Project area, Alternative E would have no potential to interfere with regional trail connectivity, similar to the Project. However, as Alternative E would result

in a lower development potential in Del Aire/Wiseburn, impacts to recreation would be reduced and would be **less than** the Project.

Transportation

Implementation of Alternative E would not conflict with an applicable plan, ordinance, or policy addressing the circulation system, similar to the Project. The Project would result in a less than significant VMT impact because the Project's daily VMT per service population would be 17.30, which is below than the County's threshold of 25.45 daily VMT per service population. Compared to the Project, Alternative E would facilitate 677 fewer dwelling units (and 2,112 fewer residents). The impact of adding residents to the Project area would have a greater effect in reducing VMT per service population because there is a need for housing near jobs (i.e., the jobs-to-housing ratio would improve) in the Project area. Therefore, by reducing the number of dwelling units, the daily VMT per service population under Alternative E would likely increase slightly when compared to proposed Project due to reduced housing opportunities. Therefore, impacts related to the consistency with CEQA Guidelines section 15064.3, subdivision (b) would be **more than** the proposed Project. This alternative would not result in significant impacts related to the increase of design feature hazards nor would a significant impact occur relative to inadequate emergency access, similar to the Project. Therefore, impacts related to potential transportation design hazards would be the **similar** to the Project.

Tribal Cultural Resources

As described in Section 4.18, Tribal Cultural Resources, of this Draft PEIR, potential impacts under the Project were found to be significant and unavoidable, even with implementation of applicable mitigation measures. The geographic scope of development/redevelopment under Alternative E would be the same as under the Project. The change from H30 to H18 for parcels in Del Aire would impact the potential development density on the identified parcels, but this would not measurably reduce potential impacts to tribal cultural resources, as soil disturbances related to construction of medium-high density residential development would still occur under both scenarios. Therefore, potential impacts resulting in a substantial adverse change in the significance of a tribal cultural resource under this alternative would be **similar** to the Project.

Utilities and Service Systems

As discussed in Section 4.19 of this Draft PEIR, the Project would result in significant and unavoidable impacts related to water and sewer infrastructure capacity, as well as electrical, natural gas, and telecommunications infrastructure, at both Project and cumulative levels, and would have cumulatively considerable impacts related to water supply. Project impacts related to the availability of sufficient water supplies, the adequate capacity of wastewater treatment services, the generation of solid waste, and the compliance with management and reduction regulations of solid waste would be less than significant under the Project. As the utility infrastructure demands of H18 development would be similar to H30 development, the significant and unavoidable impacts related to new or expanded utility infrastructure under the Project would also occur under Alternative E. However, under Alternative E, the allowable density of residential development in Del Aire would be reduced, which would result in decreased service area demands for water supply, sewage generation, and solid waste generation. As such, potential impacts under Alternative E would be **less than** the proposed Project. Impacts related to cumulative water supply would remain cumulatively considerable.

Wildfire

Under the Project, impacts would be less than significant relative to the impairment of an adopted emergency response plan or emergency evacuation plan; the Project is not anticipated to exacerbate wildfire risk, due to slope, prevailing winds, and other factors; the Project would not exacerbate wildfire risk or result in impacts to the environment related to the installation or maintenance of associated infrastructure; the Project would not exacerbate any existing flood or landslide risk as a result of post-fire slope instability or changes in drainage patterns; and the Project would not facilitate wildfire spread or exacerbate wildfire risk or expose people or structures, indirectly or directly, to significant wildfire risk. Alternative E would result in the same development/redevelopment potential within portions of the Project area that are within or near lands classified as very high fire hazard severity zones (i.e., La Rambla and Westfield/Academy Hills). Therefore, under Alternative E, impacts would be **similar** to the Project.

6.5 Summary of Alternatives to the Project

To summarize these Project alternatives, as suggested in CEQA Section 15126.6(d), a matrix was prepared to summarize and compare the impacts of each Project alternative where significant and unavoidable impacts would occur (see Table 6-9). In addition, Table 6-10 compares the alternatives in terms of whether they meet the Project objectives.

Table 6-9. Comparison of Project and Alternatives Impacts

Environmental Issue Area	Project	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E
4.1 Aesthetics	LTS	▼	▼	▼	▼	▼
4.2 Agriculture and Forestry Resources	LTS	=	=	=	=	=
4.3 Air Quality	SU	▼	▼	▼	▼	▼
4.4 Biological Resources	SU	▼	▼	=	=	=
4.5 Cultural Resources	SU	▼	▼	▼	▼	=
4.6 Energy	LTS	▼	▼	▼	▼	▼
4.7 Geology and Soils	LTS	▼	▼	▼	▼	=
4.8 Greenhouse Gas Emissions	SU	▼	▼	▼	▼	▼
4.9 Hazards and Hazardous Materials	LTS	▼	▼	▼	▼	=
4.10 Hydrology and Water Quality	LTS	▼	▼	▼	▼	=
4.11 Land Use and Planning	LTS	▲	=	=	=	=
4.12 Mineral Resources	LTS	=	=	=	=	=
4.13 Noise	SU	▼	▼	▼	▼	▼
4.14 Population and Housing	SU	▼ (Eliminate)	▼	▼	▼	▼
4.15 Public Services	SU	▼ (Eliminate)	▼	▼	▼	▼
4.16 Recreation	SU	▼ (Eliminate)	▼	▼	▼	▼

Table 6-9. Comparison of Project and Alternatives Impacts

Environmental Issue Area	Project	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E
4.17 Transportation	LTS	▲	▲	▲	=	▲
4.18 Tribal Cultural Resources	SU	▼	▼	▼	▼	=
4.19 Utilities and Service Systems	SU	▼ (Eliminate)	▼	▼	▼	▼
4.20 Wildfire	LTS	▼	▼	=	=	=

Notes:

- = Alternative is likely to result in similar impacts when compared to Project.
 - ▼ Alternative is likely to result in reduced impacts when compared to Project.
 - ▲ Alternative is likely to result in greater impacts when compared to Project.
- LTS = less than significant impact; SU = significant unavoidable impact; Eliminate = Alternative would eliminate a SU impact

Table 6-10. Alternatives Comparison for Project Objectives

Objective	Project	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E
1. Advance smart growth principles to create more sustainable communities where people of all ages can live, work, and play	Meets Objective	Substantially Reduced Ability to Meet Objective	Reduced Ability to Meet Objective	Reduced Ability to Meet Objective	Slightly Reduced Ability to Meet Objective	Meets Objective
2. Promote a diversity of neighborhoods, residential densities, recreation, open space, public facilities, and shopping/commercial services to meet the needs of the communities	Meets Objective	Substantially Reduced Ability to Meet Objective	Reduced Ability to Meet Objective	Reduced Ability to Meet Objective	Slightly Reduced Ability to Meet Objective	Meets Objective
3. Encourage mobility infrastructure that facilitates safe, reliable, and sustainable transportation to encourage walking, biking, and other non-automotive travel.	Meets Objective	Substantially Reduced Ability to Meet Objective	Meets Objective	Meets Objective	Meets Objective	Meets Objective

Table 6-10. Alternatives Comparison for Project Objectives

Objective	Project	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E
4. Foster a strong and diverse local economy by providing opportunities that attract economic development, businesses, and job creation; increase competitiveness; and promote economic growth.	Meets Objective	Substantially Reduced Ability to Meet Objective	Substantially Reduced Ability to Meet Objective	Slightly Reduced Ability to Meet Objective	Slightly Reduced Ability to Meet Objective	Meets Objective
5. Facilitate new mixed-use development and housing opportunities near existing or proposed high-frequency transit, destinations, and amenities to promote sustainable development.	Meets Objective	Substantially Reduced Ability to Meet Objective	Reduced Ability to Meet Objective	Reduced Ability to Meet Objective	Slightly Reduced Ability to Meet Objective	Meets Objective
6. Further opportunities to preserve and enhance existing cultural and historic resources important to the local community by documenting existing historic context and resources	Meets Objective	Substantially Reduced Ability to Meet Objective	Meets Objective	Meets Objective	Meets Objective	Meets Objective
7. Incorporate the proposed land use policy changes/zoning recommendations identified in the Housing Element to increase the diversity of housing types and choices for a variety of income levels.	Meets Objective	Substantially Reduced Ability to Meet Objective	Meets Objective	Meets Objective	Meets Objective	Meets Objective

Table 6-10. Alternatives Comparison for Project Objectives

Objective	Project	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E
8. Increase opportunities for local-serving, legacy, and small commercial businesses to be located within neighborhoods and integrated with new development.	Meets Objective	Substantially Reduced Ability to Meet Objective	Reduced Ability to Meet Objective	Meets Objective	Meets Objective	Meets Objective
9. Encourage context-sensitive development that responds to the existing community fabric and scale and promotes well-designed buildings that enhance community character.	Meets Objective	Substantially Reduced Ability to Meet Objective	Meets Objective	Meets Objective	Meets Objective	Meets Objective
10. Ensure land use/zoning consistency in land use and zoning maps by making technical corrections based on existing development on the ground.	Meets Objective	Would Not Meet Objective	Would Not Meet Objective	Slightly Reduced Ability to Meet Objective	Slightly Reduced Ability to Meet Objective	Meets Objective

6.6 Environmentally Superior Alternative

An EIR must identify an “environmentally superior” alternative; and, where the no project alternative is environmentally superior, the EIR is then required to identify an alternative from among the others evaluated as environmentally superior (CEQA Guidelines Section 15126.6[e][2]).

As shown in Table 6-9, Alternative A would result in reduced environmental impacts to more environmental topics as compared to Alternatives B, C, D, and E, including reduced impacts to aesthetics, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, noise, population and housing, public services, recreation, tribal cultural resources, utilities and system services, and wildfire. Alternative A, which would continue implementation of the County’s General Plan and other approved planning documents, would result in reduced environmental impacts due elimination of the population and/or employment growth associated with the Housing Element rezoning/redesignation program, ACU program, and additional land use changes to facilitate new residential, commercial, and mixed-use development. Without the implementation of the Housing Element, Alternative A would result in greater land-use/planning impacts as compared to the Project due to inconsistency with State Housing Element Law, and greater impacts related to VMT due to reduced infill housing development. Nevertheless, the

reduction in housing production, ACU development, and commercial development/redevelopment under Alternative A would result in a more environmentally superior alternative when compared to the Project and when compared to Alternatives B, C, D, and E due to the elimination of significant and unavoidable impacts (related to population and housing, public services, recreation, and utilities and service systems) and other reduced environmental impacts.

As required under CEQA Guidelines Section 15126.6(e)(2), if the environmentally superior alternative is the “no project” alternative, the EIR must also identify an environmentally superior alternative among the other alternatives.

Under Alternative B, impact determinations would be reduced as compared to the Project for the following topic areas: air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, noise, population and housing, public services, recreation, tribal cultural resources, utilities and system services, and wildfire. The Project would result in significant and unavoidable impacts for air quality, biological resources, cultural resources, greenhouse gas emissions, noise, population and housing, public services (parks), recreation, tribal cultural resources, and utilities and service systems. Although Alternatives C, D, and E would similarly reduce impacts to many of the same topic areas (as shown in Table 6-9), Alternative B would have a smaller geographic scope in terms of parcels affected and would result in significantly less housing and employment when compared to Alternative C, D, and E, thereby reducing potential impacts more substantially. Alternative B would not eliminate any significant unavoidable impacts and would have greater impacts to transportation resulting from an increase in VMT per service population when compared to the Project; however, Alternative B would further reduce other Project impacts that were found to be significant and unavoidable or less than significant under the Project. Therefore, when compared to both the Project and Alternative C, D, and E, Alternative B would be the environmentally superior alternative.

6.7 References

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