



PUBLIC REVIEW DRAFT

# ENVIRONMENTAL IMPACT REPORT

FOR THE

CITY OF LOMITA GENERAL PLAN UPDATE  
(SCH: 2023120347)

JULY 2024

*Prepared for:*

City of Lomita  
Community & Economic Development Department  
24300 Narbonne Avenue  
Lomita, California 90717

*Prepared by:*

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

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

A Land Use Planning, Design, and Environmental Firm







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## Appendices

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Appendix A – NOP and NOP Comments

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

Appendix C – Biological Resources

Appendix D – Cultural and Paleontological Resources Study

Appendix E – Noise

Appendix F – Transportation Impact Analysis

Appendix G – Tribal Consultation Communications

Appendix H – Infrastructure Analysis



## EXECUTIVE SUMMARY

### PROJECT LOCATION

Lomita is located in the South Bay area of Los Angeles County, approximately 16 miles southwest of downtown Los Angeles (refer to [Figure 2-1, \*Regional Location Map\*](#)). The city is approximately 1,228 acres (1.92 square miles) in area and is bounded by the jurisdictions of Torrance to the north and west, Los Angeles (Harbor City neighborhood) to the east, Rolling Hills Estates on the southwest, and Rancho Palos Verdes on the southeast. Interstate 110 via Pacific Coast Highway provides access to Lomita and the greater Los Angeles region.

The Planning Area is the geographic area for which the Update provides a framework for long-term growth and resource conservation. State law requires the Planning Area for the General Plan Update to include all territory within Lomita's incorporated area plus "any land outside its boundaries which in the planning agency's judgment bears relation to its planning" (California Government Code Section 65300). The General Plan Update Planning Area, as shown in [Figure 2-2, \*General Plan Planning Area\*](#), includes the entire city limits (approximately 1,228 acres).

### PROJECT BACKGROUND

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

The General Plan must include Land Use, Circulation, Housing, Conservation, Open Space, Air Quality, Noise, Safety, and Environmental Justice elements, as specified in Government Code Section 65302, to the extent that the issues identified by State law exist in the city's planning area; the City of Lomita is not required to prepare an Environmental Justice element. The City's 6<sup>th</sup> Cycle 2021-2029 Housing Element was adopted on December 21, 2021, and is not part of this update. At the discretion of each jurisdiction, the General Plan may combine these elements and may add optional elements relevant to the physical features of the jurisdiction. The City may also address other topics of interest. The California Government Code also requires that a General Plan be comprehensive, internally consistent, and plan for the long term.

### PROJECT OBJECTIVES

The General Plan Update's public involvement efforts identified the following objectives for the update to the General Plan:

1. Preserve, protect, and enhance the city's existing residential neighborhoods;
2. Celebrate and enhance Downtown Lomita;



3. Expand the range of housing choices to allow more people to live and work in Lomita;
4. Encourage new desirable uses in Lomita and expand the local economy;
5. Promote walkability to everyday uses;
6. Expand the range of high-quality housing options;
7. Create pedestrian-scaled environments;
8. Target housing growth to support commercial activity;
9. Reinforce corridors with memorable places;
10. Create a fiscally-sustainable land use plan with balanced residential and nonresidential development; and
11. Address new requirements of State law.

## PROJECT CHARACTERISTICS

The City of Lomita's comprehensive update to its existing General Plan addresses State law requirements and relevant items addressed in Government Code Section 65300 et seq. The City expects to adopt the updated Plan in 2024 to guide the city's development, growth, and sustainability through land use objectives and policy guidance. The General Plan Update is intended as an expression of the community's vision for the city and constitutes the policy and regulatory framework by which the City will review future development projects and implement public improvements. The City will apply the General Plan Update by requiring policy consistency from development, infrastructure improvements, and other projects and by implementing the actions included in the General Plan Update.

The Update includes a comprehensive set of goals, policies, and actions (implementation measures), organized into elements with a revised Land Use Map (refer to [Figure 2-4, General Plan Update Land Use Map](#)). The goals and policies provide guidance to the City on how to direct change, manage growth, and manage resources over the 20-year life of the General Plan. In order to ensure that the City effectively implements the goals and policies in the General Plan, the Update includes a series of actions, or implementation measures, within each element alongside the goals and policies the actions implement.

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



- An **action** is an implementation measure, procedure, technique, or specific program to be undertaken by the City to help achieve a specified goal or implement an adopted policy. The City must take additional steps to implement each action in the General Plan.

The General Plan Update also addresses additional elements related to the physical development of the city. The degree of specificity and level of detail of the discussion of each General Plan element need only reflect local conditions and circumstances. The Project also updates the City's Zoning Ordinance and Zoning Map to provide consistency with the General Plan Update and to implement the City's previously adopted 2021-2029 Housing Element.

### GENERAL PLAN BUILDOUT ANALYSIS

The land use designation controls maximum density or intensity permitted for each individual parcel, unless a density bonus applies (see Lomita Municipal Code Title XI, Chapter 1, Part 5.2, *Density Bonus Ordinance*). In addition to the land use designation, a variety of factors influence the development of a parcel, including the parcel's physical characteristics, compatibility with nearby uses, market factors, access and infrastructure limitations, and previous developments trends.

While the General Plan Update proposes no specific development projects, the Update would accommodate future growth in Lomita, including new businesses, expansion of existing businesses, and new residential uses. The city anticipates growth to occur primarily along major arterials, including Pacific Coast Highway, Lomita Boulevard, and Narbonne Avenue. The buildout analysis assumes a 20-year planning horizon with a full buildout year of 2045 (the point at which all parcels in the city are developed according to General Plan land use designation).

Table 1, *General Plan Update Growth Assumptions*, summarizes the growth anticipated by the General Plan Update based upon the buildout potential associated with the General Plan Update Land Use Map in 2045 compared to existing on-the-ground conditions by General Plan Update Land Use Designation (refer to Table 2-3, *General Plan 2045 Buildout by Land Use Designation*, of Section 2.0).

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

Description	Housing Units	Population	Non-Residential Development (Square Feet)	Jobs	Jobs per Housing Unit
Existing Developed Conditions (2023)	8,274	21,843	2,527,297	3,035	0.37
Proposed 2045 General Plan	11,159	29,459	3,110,728	3,888	0.35
<b>Net Change</b>	<b>2,885</b>	<b>7,616</b>	<b>583,431</b>	<b>853</b>	<b>N/A</b>
Source: De Novo Planning Group 2024.					



## ENVIRONMENTAL IMPACTS

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

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

Section 4.0, *Environmental Analysis*, of this EIR provides a description of potential environmental impacts of the General Plan Update. After implementation of the General Plan Update goals, policies, and actions, most of the potentially significant impacts associated with the proposed General Plan Update would be reduced to a less than significant level. However, the impacts listed below could not be feasibly mitigated and would result in a significant and unavoidable impact from implementation of the General Plan Update.

### Air Quality

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

### Greenhouse Gas Emissions

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

### Transportation

- Project implementation would conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b) (related to VMT).





## AREAS OF CONTROVERSY

Pursuant to CEQA Guidelines Section 15123(b), a summary section must address areas of controversy known to the lead agency, including issues raised by agencies and the public, and it must also address issues to be resolved, including the choice among alternatives and whether or how to mitigate significant effects.

In accordance with CEQA Guidelines Section 15082, the City of Lomita circulated a Notice of Preparation (“NOP”) of an EIR for The Campus Project on December 12, 2023, to trustee and responsible agencies, the State Clearinghouse (“SCH”), and the public. The 30-day public review period for the NOP then ended on January 26, 2024. A scoping meeting was held on January 11, 2024. The NOP and all comment letters received on the NOP are presented in Appendix A.

The NOP identified potential for significant impacts on the environment related to the following topical areas:

Aesthetics	Hazards and Hazardous Material
Agricultural Resources	Hydrology and Water Quality
Air Quality	Land Use
Biological Resources	Noise
Cultural and Tribal Cultural Resources	Population and Housing
Energy	Public Services and Recreation
Geology, Soils, and Seismicity	Transportation
Greenhouse Gas Emissions	Utilities and Service Systems

The NOP also identified certain topical areas where impacts were found to be less than significant, because implementation of the proposed Project would not result in such impacts. These topical areas include agricultural and forestry resources, and mineral resources, as discussed in Chapter 7, Effects Found Not To Be Significant, of this EIR.

## SUMMARY OF PROJECT ALTERNATIVES

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

- Alternative 1 – No Project/Existing General Plan
- Alternative 2 – Reduced Growth Alternative



### Alternative 1: No Project/Existing General Plan

Under Alternative 1, the City would continue to implement the existing General Plan and no changes to address updated OPR General Plan Guidelines, or the requirements of State law, would occur. Since adoption of the existing General Plan, the State has passed legislation requiring the city to address new circulation requirements in the General Plan and to further address greenhouse gas emissions. Additionally, the City recently updated its 2021-2029 Housing Element (adopted in 2021), and the existing General Plan does not conform to State requirements regarding planning for future housing growth. In the 2021-2029 Housing Element, the City included a Rezone Program to facilitate the development of multi-family housing, which included rezoning to accommodate the City's RHNA and by increasing the allowable density of the existing Mixed-Use Overlay. Updates to the General Plan goals, policies, and actions, as well as the Land Use Map, would not occur to address the vision and concerns of the city's residents, property owners, decision-makers, and other stakeholders that actively participated in the visioning and goal and policy development process.

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

- 2,214 fewer housing units;
- 5,843 fewer residents;
- 475,570 fewer nonresidential square feet of development; and
- 671 fewer jobs.

### Alternative 2: Reduced Growth Alternative

Alternative 2 (Reduced Growth Alternative) continues to allow for new development of residential and non-residential development, like those included in the Project, but with less anticipated mixed-use growth than reflected in the General Plan Update. Table 6-3, Alternative 2: Reduced Growth Alternative Compared to the Proposed Project, compares the assumed development potential associated with the Reduced Growth Alternative and the General Plan Update 2045 buildout.

The goals, policies, and actions of the General Plan Update would apply to subsequent development, planning, and infrastructure projects under this alternative. This Alternative reduces the severity of potential impacts related to air quality, greenhouse gas emissions, and total vehicle miles traveled, as overall development potential within the Planning Area would be less than under the Project.

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

- 1,674 fewer housing units;
- 4,419 fewer residents;
- 377,597 fewer nonresidential square feet of development; and
- 473 fewer jobs.



## SUMMARY OF ENVIRONMENTAL IMPACTS

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

The environmental impacts of the proposed Project, the impact level of significance prior to mitigation, identification of any mitigation measures, if relevant, and the impact level of significance after mitigation are summarized in Table 2, *Summary of Environmental Impacts and Mitigation Measures*.



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

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
<b>4.1 Aesthetics</b>			
AES-1: Would the project have a substantial adverse effect on a scenic vista?	Land Use Goals 1, 2, and 3. Land Use Policies 1.1, 1.2, 2.2, 2.3, 2.4, 2.5, 2.9, 3.5, and 3.9. Land Use Actions 1a, 1b, 1d, and 2a.	No mitigation measures are required.	Less Than Significant Impact
AES-2: In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	Land Use Goals 1, 2, and 3. Land Use Policies 1.1, 1.2, 2.2, 2.3, 2.4, 2.5, 2.9, 3.5, and 3.9. Land Use Actions 1a, 1b, 1d, and 2a.  Resource Management Policies 1.1, 1.6, and 1.9.  Economic Development Policy 1.2.	No mitigation measures are required.	Less Than Significant Impact
AES-3: Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Land Use Goal 2. Land Use Policies 2.2, 2.3, 2.4, and 2.5. Land Use Actions 2a and 2b.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, have a substantial adverse effect on a scenic vista?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, conflict with applicable zoning and other regulations governing scenic quality?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact



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

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
Would the project, combined with other related cumulative projects, create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact
<b>4.2 Air Quality</b>			
AQ-1: Would the project conflict with or obstruct implementation of the applicable air quality plan?	Land Use Goal 1. Land Use Policies 1.1, 1.2, 1.3, 1.4, 1.5, 1.6, and 1.8. Land Use Action 1a.  Mobility Goals 1, 3, 5, 6, and 9. Mobility Policies 1.6, 1.7, 1.8, 3.1, 3.2, 3.3, 3.4, 3.5, 3.6, 3.7, 5.1, 5.2, 5.3, 5.4, 6.1, 6.2, 6.3, 6.4, 6.5, 9.1, 9.2, 9.3, and 9.4. Mobility Actions 1e, 1f, 3a, 3b, 3c, 3d, 5a, 5b, 5c, 6a, 6b, 6c, 6d, 9a, 9b, and 9c.  Resource Management Goals 3, 4, and 5. Resource Management Policies 3.1, 3.2, 3.3, 3.4, 3.5, 3.6, 4.1, 4.2, 4.3, 4.4, 4.5, 4.6, 5.1, 5.2, 5.3, 5.4, and 5.5.  Resource Management Actions 3a, 3b, 3c, 3d, 3e, 4a, 4b, 4c, 5a, 5b, 5c, 5d, and 5e.	No mitigation measures are required.	Less Than Significant Impact



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

<b>Environmental Impact</b>	<b>General Plan Update Goals, Policies, and Actions</b>	<b>Mitigation Measures</b>	<b>Level of Significance</b>
AQ-2: Would the project result in cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under the applicable federal or state ambient air quality standard?	Refer to the General Plan Update goals, policies and actions previously listed under Impact Statement AQ-1.	There is no feasible mitigation available for this impact.	Significant and Unavoidable Impact.
AQ-3: Would the project expose sensitive receptors to substantial pollutant concentrations?	Refer to the General Plan Update goals, policies and actions previously listed under Impact Statement AQ-1.	There is no feasible mitigation available for this impact.	Significant and Unavoidable Impact.
AQ-4: Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Refer to the General Plan Update goals, policies and actions previously listed under Impact Statement AQ-1.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, conflict with or obstruct implementation of the applicable air quality plan?	Refer to the General Plan Update goals, policies and actions previously listed under Impact Statement AQ-1.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, conflict with or obstruct implementation of the applicable air quality plan, or result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable Federal or state ambient air quality standard?	Refer to the General Plan Update goals, policies and actions previously listed under Impact Statement AQ-1.	There is no feasible mitigation available for this impact.	Significant and Unavoidable Impact.



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

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
Would the project, combined with other related cumulative projects, expose sensitive receptors to substantial pollutant concentrations?	Refer to the General Plan Update goals, policies and actions previously listed under Impact Statement AQ-1.	There is no feasible mitigation available for this impact.	Significant and Unavoidable Impact.
Would the project, combined with other related cumulative projects, result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Refer to the General Plan Update goals, policies and actions previously listed under Impact Statement AQ-1.	No mitigation measures are required.	Less Than Significant Impact
<b>4.3 Biological Resources</b>			
BIO-1: Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	There are no General Plan Update goals, policies, or actions specific to candidate, sensitive, or special status species.	No mitigation measures are required.	Less Than Significant Impact
BIO-2: Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	There are no General Plan Update goals, policies, or actions specific to candidate, sensitive, or special status species.	No mitigation measures are required.	Less Than Significant Impact





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

<b>Environmental Impact</b>	<b>General Plan Update Goals, Policies, and Actions</b>	<b>Mitigation Measures</b>	<b>Level of Significance</b>
Would the project have a substantial adverse effect on State or Federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			
BIO-3: Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	There are no General Plan Update goals, policies, or actions specific to candidate, sensitive, or special status species.	No mitigation measures are required.	Less Than Significant Impact
BIO-4: Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Resource Management Policy 1.9.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	There are no General Plan Update goals, policies, or actions specific to candidate, sensitive, or special status species, or sensitive natural communities.	No mitigation measures are required.	Less Than Significant Impact



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

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
Would the project, combined with other related cumulative projects, have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? Would the project, combined with other related cumulative projects, have a substantial adverse effect on state or Federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			
Would the project, combined with other related cumulative projects, interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	There are no General Plan Update goals, policies, or actions specific to the movement of migratory fish or wildlife species, wildlife corridors, or wildlife nursery sites.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Refer to the previously listed General Plan goals, policies, and actions.	No mitigation measures are required.	Less Than Significant Impact



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

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
<b>4.4 Cultural Resources</b>			
CUL-1: Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	Resource Management Policies 2.1, 2.2, 2.4, and 2.5. Resource Management Actions 2a, 2b, 2c, and 2e.	No mitigation measures are required.	Less Than Significant Impact
CUL-2: Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	Resource Management Policies 2.1, 2.3, and 2.5. Resource Management Actions 2a, 2c, and 2f.	No mitigation measures are required.	Less Than Significant Impact
CUL-3: Would the Project disturb any human remains, including those interred outside of formal cemeteries?	Resource Management Policies 2.1 and 2.3. Resource Management Actions 2a, 2f, and 2g.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	Refer to the General Plan goals, policies, and actions listed previously.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Refer to the General Plan goals, policies, and actions listed previously.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, disturb any	Refer to the General Plan goals, policies, and actions listed previously.	No mitigation measures are required.	Less Than Significant Impact



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

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
human remains, including those interred outside of dedicated cemeteries?			
<b>4.5 Energy</b>			
EN-1: Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation; or conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	Land Use Goal 1. Land Use Policies 1.1 1.2, 1.3, 1.4, 1.5, 1.6, and 1.8. Land Use Action 1a. Mobility Goal 1, 3, 5, 6, and 9. Mobility Policies 1.6, 1.7, 1.8, 3.1, 3.2, 3.3, 3.4, 3.5, 3.6, 3.7, 5.1, 5.2, 5.3, 5.4, 6.1, 6.2, 6.3, 6.4, 6.5, 9.1, 9.2, 9.3, and 9.4. Mobility Actions 1e, 1f, 3a, 3b, 3c, 3d, 5a, 5b, 5c, 6a, 6b, 6c, 6d, 9a, 9b, and 9c. Resource Management Goals 3, 4, and 5. Resource Management Policies 3.1, 3.2, 3.3, 3.4, 3.5, 3.6, 4.1, 4.2, 4.3, 4.4, 4.5, 4.6, 5.1, 5.2, 5.3, 5.4, and 5.5. Resource Management Actions 3a, 3b, 3c, 3d, 3e, 4a, 4b, 4c, 5a, 5b, 5c, 5d, and 5e.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation or conflict	Refer to the General Plan goals, policies, and actions listed previously.	No mitigation measures are required.	Less Than Significant Impact



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

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
with or obstruct a state or local plan for renewable energy or energy efficiency.			
<b>4.6 Geology and Soils</b>			
GS-1: Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, including liquefaction, or landslides?	There are no General Plan Update goals, policies, or actions specific to geologic and seismic hazards; refer to the General Plan Safety Element.	No mitigation measures are required.	Less Than Significant Impact
GS-2: Would the project result in substantial soil erosion or the loss of topsoil?	Resource Management Policies 6.1, 6.3, and 6.5. Resource Management Action 6c.	No mitigation measures are required.	Less Than Significant Impact
GS-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?	There are no General Plan Update goals, policies, or actions specific to geologic and seismic hazards; refer to the General Plan Safety Element.	No mitigation measures are required.	Less Than Significant Impact
GS-4: Would the project be located on expansive soil, as defined in Tables 18-1-D of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	There are no General Plan Update goals, policies, or actions specific to geologic and seismic hazards; refer to the General Plan Safety Element.	No mitigation measures are required.	Less Than Significant Impact



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

<b>Environmental Impact</b>	<b>General Plan Update Goals, Policies, and Actions</b>	<b>Mitigation Measures</b>	<b>Level of Significance</b>
GS-5: Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Resource Management Goal 2. Resource Management Actions 2a and 2h.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	There are no General Plan Update goals, policies, or actions specific to geologic and seismic hazards.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking or seismic-related ground failure, including liquefaction?	There are no General Plan Update goals, policies, or actions specific to geologic and seismic hazards; refer to the General Plan Safety Element.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects result in substantial soil erosion or the loss of topsoil?	Refer to the General Plan Update goals, policies, and actions previously listed.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects be located on a geologic unit or soil that is unstable, or that	There are no General Plan Update goals, policies, or actions specific to	No mitigation measures are required.	Less Than Significant Impact



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

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse or be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	geologic and seismic hazards; refer to the General Plan Safety Element.		
Would the project, combined with other related cumulative projects directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Refer to the General Plan Update goals, policies, and actions previously listed.	No mitigation measures are required.	Less Than Significant Impact
<b>4.7 Greenhouse Gas Emissions</b>			
GHG-1: Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?  GHG-2: Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Land Use Goal 1. Land Use Policies 1.1, 1.2, 1.3, 1.4, 1.5, 1.6, and 1.8. Land Use Action 1a. Mobility Goals 1, 3, 5, 6, and 9. Mobility Policies 1.6, 1.7, 1.8, 3.1, 3.2, 3.3., 3.4, 3.5, 3.6, 3.7, 5.1, 5.2, 5.3, 5.4, 6.1, 6.2, 6.3, 6.4, 6.5, 9.1, 9.2, 9.3, and 9.4. Mobility Actions 1e, 1f, 3a, 3b, 3c, 3d, 5a, 5b, 5c, 6a, 6b, 6c, 6d, 9a, 9b, and 9c. Resource Management Goals 4 and 5. Resource Management Policies 3.2, 3.4, 4.1, 4.2, 4.3, 4.4, 4.5, 4.6, 5.1, 5.2,	There is no feasible mitigation available for this impact.	Significant and Unavoidable Impact.



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

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
	5.3, 5.4. and 5.5. Resource Management Actions 4a, 4b, 4c, 5a, 5b, 5c, 5d, and 5e.		
Would the Project, combined with other related cumulative projects, generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, or conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Refer to the General Plan goals, policies, and actions cited above.	There is no feasible mitigation available for this impact.	Significant and Unavoidable Impact.
<b>4.8 Hazards and Hazardous Materials</b>			
HAZ-1: Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Land Use Goal 5. Land Use Policies 5.1 and 5.2. Mobility Policy 7.1. Mobility Action 7a. Resource Management Policy 7.3.	No mitigation measures are required.	Less Than Significant Impact
HAZ-2: Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Refer to the General Plan Update goals, policies and actions previously listed under Impact Statement HAZ-1.	No mitigation measures are required.	Less Than Significant Impact
HAZ-3: Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste	Refer to the General Plan Update goals, policies and actions previously listed under Impact Statement HAZ-1.	No mitigation measures are required.	Less Than Significant Impact





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

<b>Environmental Impact</b>	<b>General Plan Update Goals, Policies, and Actions</b>	<b>Mitigation Measures</b>	<b>Level of Significance</b>
within one-quarter mile of an existing or proposed school?			
HAZ-4: Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Land Use Goal 5. Land Use Policies 5.1 and 5.2.	No mitigation measures are required.	Less Than Significant Impact
HAZ-5: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	Land Use Policy 2.9. Noise Element Policies 1.3 and 1.4. Noise Element Actions 1a, 1b, and 1c.	No mitigation measures are required.	Less Than Significant Impact
HAZ-6: Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	There are no General Plan Update goals, policies, or actions specific to emergency response plans or emergency evacuation plans; refer to the General Plan Safety Element.	No mitigation measures are required.	Less Than Significant Impact
HAZ-7: Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	There are no General Plan Update goals, policies, or actions specific to wildland fires; refer to the General Plan Safety Element.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, create a significant hazard to the public or the	Refer to the General Plan Update goals, policies, and actions cited above.	No mitigation measures are required.	Less Than Significant Impact



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

<b>Environmental Impact</b>	<b>General Plan Update Goals, Policies, and Actions</b>	<b>Mitigation Measures</b>	<b>Level of Significance</b>
environment through the routine transport, use, or disposal of hazardous materials?			
Would the project, combined with other related cumulative projects, create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Refer to the General Plan Update goals, policies, and actions cited above.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Refer to the General Plan Update goals, policies, and actions cited above.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Refer to the General Plan Update goals, policies, and actions cited above.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, be located within an airport land use plan or within two miles of a public airport or public use airport and result	Refer to the General Plan Update goals, policies, and actions cited above.	No mitigation measures are required.	Less Than Significant Impact



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

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
in a safety hazard or excessive noise for people residing or working in the project area?			
Would the project, combined with other related cumulative projects, impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	There are no General Plan Update goals, policies, or actions specific to emergency response plans or emergency evacuation plans; refer to the General Plan Safety Element.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	There are no General Plan Update goals, policies, or actions specific to wildland fires; refer to the General Plan Safety Element.	No mitigation measures are required.	Less Than Significant Impact
<b>4.9 Hydrology and Water Quality</b>			
HWQ-1: Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	Resource Management Policies 6.3 and 6.5. Resource Management Actions 6c and 6e.	No mitigation measures are required.	Less Than Significant Impact
HWQ-2: Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Resource Management Policies 6.1, 6.2, 6.4, and 6.6. Resource Management Actions 6a, 6b, 6d, and 6f.	No mitigation measures are required.	Less Than Significant Impact



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

<b>Environmental Impact</b>	<b>General Plan Update Goals, Policies, and Actions</b>	<b>Mitigation Measures</b>	<b>Level of Significance</b>
HWQ-3: Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: <ul style="list-style-type: none"><li>• result in substantial erosion or siltation on- or off-site;</li><li>• substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;</li><li>• 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</li><li>• impede or redirect flood flows?</li></ul>	Resource Management Policies 6.3 and 6.5. Resource Management Actions 6c and 6e.	No mitigation measures are required.	Less Than Significant Impact
HWQ-4: Would the project, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	Resource Management Policy 6.2.	No mitigation measures are required.	Less Than Significant Impact
HWQ-5: Would the project conflict with or obstruct implementation of a water quality	Resource Management Policies 6.1, 6.2, 6.4, and 6.6.	No mitigation measures are required.	Less Than Significant Impact



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

<b>Environmental Impact</b>	<b>General Plan Update Goals, Policies, and Actions</b>	<b>Mitigation Measures</b>	<b>Level of Significance</b>
control plan or sustainable groundwater management plan?	Resource Management Actions 6a, 6b, 6d, and 6f.		
Would the project, combined with other related cumulative projects, violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	Refer to the General Plan goals, policies, and actions cited above.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Refer to the General Plan goals, policies, and actions cited above.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: <ul style="list-style-type: none"><li>• Result in substantial erosion or siltation on- or off-site;</li><li>• Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;</li></ul>	Refer to the General Plan goals, policies, and actions cited above.	No mitigation measures are required.	Less Than Significant Impact



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

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
<ul style="list-style-type: none"><li>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</li><li>Impede or redirect flood flows?</li></ul>			
Would the project, combined with other related cumulative projects, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	Refer to the General Plan goals, policies, and actions cited above.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Refer to the General Plan goals, policies, and actions cited above.	No mitigation measures are required.	Less Than Significant Impact
<b>4.10 Land Use and Planning</b>			
LU-1: Would the project physically divide an established community?	Land Use Goals 1 and 2. Land Use Policies 1.1, 1.2, 2.2, 2.4, 2.5, and 3.5. Land Use Actions 1a, 1b, and 2a.	No mitigation measures are required.	Less Than Significant Impact



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

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
LU-2: Would the project conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	Land Use Goals 1 and 2. Land Use Actions 1a, 1b, and 2a.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, physically divide an established community?	Refer to the General Plan goals, policies, and actions cited above.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	Refer to the General Plan goals, policies, and actions cited above.	No mitigation measures are required.	Less Than Significant Impact
<b>4.11 Noise</b>			
NOI-1: Would the project result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Noise Policies 1.1, 1.2, 1.3, 1.4, 1.5, 1.6, 1.7, 1.8, 1.9, 2.1, 2.2, 2.3, and 2.4. Noise Actions 1a, 1b, 1c, 1d, 1e, 2a, 2b, 2c, 2d, and 2e.	No mitigation measures are required.	Less Than Significant Impact
NOI-2: Would the project result in the generation of excessive groundborne vibration or groundborne noise levels?	Noise Policy 2.7. Noise Action 2f.	No mitigation measures are required.	Less Than Significant Impact



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

<b>Environmental Impact</b>	<b>General Plan Update Goals, Policies, and Actions</b>	<b>Mitigation Measures</b>	<b>Level of Significance</b>
NOI-3: For a project located within the vicinity of a private airstrip land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise?	Noise Policy 2.7.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Refer to the General Plan goals, policies, and actions cited above.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, generate excessive groundborne vibration or groundborne noise levels?	Refer to the General Plan goals, policies, and actions cited above.	No mitigation measures are required.	Less Than Significant Impact
<b>4.12 Population and Housing</b>			
POP-1: Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	Land Use Goals 1, 2, and 4. Land Use Policies 1.1, 1.2, 4.2, and 4.3. Land Use Actions 1a, 1b, 1c, 1e, and 2a. Community Services Policies 1.1, 1.3, and 2.4.	No mitigation measures are required.	Less Than Significant Impact





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

<b>Environmental Impact</b>	<b>General Plan Update Goals, Policies, and Actions</b>	<b>Mitigation Measures</b>	<b>Level of Significance</b>
POP-2: Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	Land Use Goals 1 and 2. Land Use Policies 1.1, 1.2, 2.2, 2.4, 2.5, 2.9, and 3.5. Land Use Actions 1a, 1b, and 2a.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes, and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	Refer to the General Plan goals, policies, and actions cited above.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	Refer to the General Plan goals, policies, and actions cited above.	No mitigation measures are required.	Less Than Significant Impact
<b>4.13 Public Services</b>			
PS-1: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the	Land Use Policies 4.2, 4.3, 4.6, and 4.8. Land Use Action 4b.	No mitigation measures are required.	Less Than Significant Impact



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

<b>Environmental Impact</b>	<b>General Plan Update Goals, Policies, and Actions</b>	<b>Mitigation Measures</b>	<b>Level of Significance</b>
public services: Fire Protection and Emergency Services.			
PS-2: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Law Enforcement Services.	Land Use Policies 4.2, 4.3, 4.6, and 4.8. Land Use Action 4b.	No mitigation measures are required.	Less Than Significant Impact
PS-3: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Schools.	Land Use Policies 4.6 and 4.8. Land Use Actions 2b and 5b.	No mitigation measures are required.	Less Than Significant Impact
PS-4: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or	Land Use Policies 3.8, 4.2, 4.3, and 4.8.	No mitigation measures are required.	Less Than Significant Impact



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

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Library Facilities.			
PS-5: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: <ul style="list-style-type: none"><li>• PARKS AND RECREATION FACILITIES</li></ul> 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?	Land Use Policies 4.5, 5.4, and 5.7. Resource Management Policies 1.1, 1.2, 1.3, 1.4, 1.5, 1.6, 1.7, 1.8, 1.10, and 1.11. Resource Management Actions 1a, 1b, 1c, 1d, 1e, 1f, and 1g.	No mitigation measures are required.	Less Than Significant Impact
PS-6: Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	Land Use Policies 4.5 and 5.4.Resource Management Policies 1.1, 1.2, 1.3, 1.7, 1.8, and 1.10.	No mitigation measures are required.	Less Than Significant Impact



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

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
	Resource Management Actions 1a, 1b, 1c, and 1e.		
Would the Project, combined with other relevant cumulative projects, result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire Protection	Refer to the General Plan goals, policies, and actions cited above.	No mitigation measures are required.	Less Than Significant Impact
Would the Project, combined with other relevant cumulative projects, result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Police Protection	Refer to the General Plan Update Goals, Policies, and Actions cited above in this section.	No mitigation measures are required.	Less Than Significant Impact



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

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



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

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
<p>facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Parks</p> <p>Would the project, combined with other relevant cumulative projects, include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?</p>			
<b>4.14 Transportation</b>			
TR-1: Would the project conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?	<p>Land Use Policies 1.1, 1.2, 1.3, 3.6, and 5.3. Land Use Action 5a.</p> <p>Mobility Goals 1, 3, 5, and 6. Mobility Policies 1.1, 1.4, 1.7, 1.9, 3.1, 3.2, 3.3, 3.6, 5.1, 5.2, 5.3, 6.1, 6.2, 6.3, and 6.5. Mobility Actions 1a, 1b, 1f, 3a, 3d, 5a, 5b, 5c, 6a, 6b, 6c, 6d, and 6e.</p> <p>Resource Management Policy 1.5. Resource Management Action 1c.</p>	No mitigation measures are required.	Less Than Significant Impact
TR-2: Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	Land Use Policies 1.1, 1.2, 1.3, 3.6, and 5.3. Land Use Action 5a.	There is no feasible mitigation available for this impact.	Significant and



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

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
	Mobility Goals 1, 3, 5, 6, and 9. Mobility Policies 1.7, 1.8, 1.9, 3.2, 3.3, 3.6, 5.1, 5.2, 5.3, 6.1, 6.2, 6.3, 6.4, 9.1, 9.2, 9.3, and 9.4. Mobility Actions 1e, 1f, 3a, 3d, 5a, 5b, 5c, 6a, 6b, 6c, 6d, 6e, 9a, 9b, and 9c. Resource Management Policy 1.5. Resource Management Action 1c.		Unavoidable Impact
TR-3: Would the project substantially increase hazards due to geometric design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Land Use Policies 1.1, 2.2, and 2.5. Land Use Action 5a. Mobility Goal 3. Mobility Policies 1.6, 1.7, 3.1, 3.2, 3.3, 3.4, 3.5, 3.6, and 9.5. Mobility Actions 1f, 3a, 3c, 3d, 3e, and 9d.	No mitigation measures are required.	Less Than Significant Impact
TR-4: Would the project result in inadequate emergency access?	Mobility Goal 1. Mobility Policies 1.6, 2.1, 3.5, and 9.5. Mobility Actions 3d, 3e, and 9d.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	Refer to the General Plan goals, policies, and actions cited above.	No mitigation measures are required.	Less Than Significant Impact



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

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
Would the project, combined with other related cumulative projects, conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	Refer to the General Plan goals, policies, and actions cited above.	There is no feasible mitigation available for this impact.	Significant and Unavoidable Impact.
Would the project, combined with other related cumulative projects, substantially increase hazards due to geometric design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Refer to the General Plan goals, policies, and actions cited above.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, result in inadequate emergency access?	Refer to the General Plan goals, policies, and actions cited above.	No mitigation measures are required.	Less Than Significant Impact
<b>4.15 Tribal Cultural Resources</b>			
TCR-1: Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: <ul style="list-style-type: none"><li>Listed or eligible for listing in the California Register of Historical</li></ul>	Resource Management Policies 2.1 and 2.3. Resource Management Actions 2f and 2g.	No mitigation measures are required.	Less Than Significant Impact





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

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
<p>Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?</p> <ul style="list-style-type: none"><li>• A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.</li></ul>			
<p>Would the project, combined with other related cumulative projects, cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is::</p>	<p>Refer to the General Plan goals, policies, and actions cited above.</p>	<p>No mitigation measures are required.</p>	<p>Less Than Significant Impact</p>



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

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
<ul style="list-style-type: none"><li>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)?</li><li>A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.</li></ul>			
<b>4.16 Utilities and Service Systems</b>			
USS-1: Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	Resource Management Policies 5.1, 5.2, 5.3, 5.4, 5.5, 6.1, 6.2, 6.3, 6.4, 6.5, and 6.6. Resource Management Actions 1i, 5a, 5b, 5c, 5d, 5e, 6a, 6b, 6c, 6d, 6e, and 6f.	No mitigation measures are required.	Less Than Significant Impact



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

<b>Environmental Impact</b>	<b>General Plan Update Goals, Policies, and Actions</b>	<b>Mitigation Measures</b>	<b>Level of Significance</b>
USS-2: Would the Project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	Resource Management Policies 6.1, 6.4, and 6.6. Resource Management Actions 6a, 6b, 6d, and 6f.	No mitigation measures are required.	Less Than Significant Impact
USS-3: Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	Land Use Policies 4.1 and 4.3.	No mitigation measures are required.	Less Than Significant Impact
USS-4: Would the Project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	Resource Management Policies 7.1, 7.2, 7.4, 7.5, and 7.6. Resource Management Actions 7a, 7b, 7d, and 7e.	No mitigation measures are required.	Less Than Significant Impact
USS-5: Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	Resource Management Policies 7.1, 7.2, 7.3, 7.4, 7.5, and 7.6. Resource Management Actions 7a, 7b, 7c, 7d, and 7e.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, require or result in the relocation or construction of new or expanded water facilities, the construction or relocation of which could cause significant environmental effects, or have sufficient	Refer to the General Plan goals, policies, and actions cited above.	No mitigation measures are required.	Less Than Significant Impact



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

<b>Environmental Impact</b>	<b>General Plan Update Goals, Policies, and Actions</b>	<b>Mitigation Measures</b>	<b>Level of Significance</b>
water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			
Would the project, combined with other related cumulative projects, require or result in the relocation or construction of new or expanded wastewater facilities, the construction or relocation of which could cause significant environmental effects, or result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	Refer to the General Plan goals, policies, and actions cited above.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, require or result in the relocation or construction of new or expanded stormwater facilities, the construction or relocation of which could cause significant environmental effects?	Refer to the General Plan goals, policies, and actions cited above.	No mitigation measures are required.	Less Than Significant Impact
Would the project, combined with other related cumulative projects, require or result in the relocation or construction of new or expanded electrical, natural gas, or	Refer to the General Plan goals, policies, and actions cited above.	No mitigation measures are required.	Less Than Significant Impact



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

Environmental Impact	General Plan Update Goals, Policies, and Actions	Mitigation Measures	Level of Significance
telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			
Would the project, combined with other related cumulative projects, generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals, and comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	Refer to the General Plan goals, policies, and actions cited above.	No mitigation measures are required.	Less Than Significant Impact
Source: De Novo Planning Group 2024.			



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## 1.0 INTRODUCTION AND PURPOSE

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

### 1.1 PURPOSE OF THE EIR

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

The City of Lomita is the Lead Agency under CEQA and is responsible for preparing this Program EIR for the General Plan Update (State Clearinghouse No. 2023120347). This Program EIR was prepared in conformance with CEQA (California Public Resources Code Section 21000 et seq.), CEQA Guidelines (California Code of Regulations, Title 14, Section 15000 et seq.), and the rules, regulations, and procedures for implementation of CEQA, as adopted by the City of Lomita. The principal CEQA Guidelines sections governing content of this document are Sections 15120 through 15132 (Contents of Environmental Impact Reports) and Section 15168 (Program EIR).

The purpose of the Program EIR is to review the existing conditions, analyze potential environmental impacts, identify General Plan Update policies and programs that serve as mitigation, and identify additional mitigation measures to reduce potentially significant effects of the proposed City of Lomita General Plan Update (“General Plan Update”). For more detailed information regarding the proposed Project, refer to Section 2.0, *Project Description*.

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



record for the project, defined as a “statement of overriding considerations” per Section 15093 of the CEQA Guidelines.

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

The City prepared the EIR as a Program EIR in accordance with CEQA Guidelines Section 15168, which state the following.

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





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

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

## 1.2 LOMITA GENERAL PLAN UPDATE

### GENERAL PLAN

The Lomita General Plan (“General Plan Update” or “Project”) is the overarching policy document that guides land use, housing, circulation, open space, safety, resource management, noise, economic development, and other policy decisions throughout Lomita and the Sphere of Influence (collectively referred to as the Planning Area). The General Plan includes the eight elements mandated by state law, to the extent that each is relevant locally, including land use, circulation, housing, conservation, open space, noise, environmental justice, and safety elements, as specified in Government Code Section 65302. The City combined the topics of conservation and open space into one element, entitled the Resource Management Element, and included an extra element focused on economic development. General plans must also address the topics of climate change and resiliency planning, either as separate elements or as part of other required elements. At the discretion of each jurisdiction, the general plan may combine elements and may add optional elements relevant to the physical features of the jurisdiction. The General Plan Update sets out goals, policies, and actions in each area, serves as a policy guide for how the City will make key planning decisions in the future, and guides how the City will interact with the broader Los Angeles County, surrounding cities, and other local, regional, State, and Federal agencies. It identifies implementation programs, in the form of actions, that will ensure the abidance of goals and policies in the General Plan Update. As part of the General Plan Update, the City and the consultant team prepared several support documents that serve as the building blocks for the General Plan Update and analyze the environmental impacts associated with implementation of the General Plan Update.

### EXISTING CONDITIONS REPORT

The Existing Conditions Report discusses Lomita’s current (2019-2023) trends and conditions based on what currently exists on the ground. It provides a detailed description of a wide range of topics within the city, such as demographic and economic conditions, land use, public facilities, and environmental



resources. The Existing Conditions Report provides decision-makers, the public, and local agencies with context for making policy decisions. The Existing Conditions Report also provides information for the environmental setting and descriptions contained within this EIR.

## ENVIRONMENTAL IMPACT REPORT

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

### 1.3 INTENDED USES OF THE PROGRAM EIR

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

The City will use the EIR as the primary environmental document to evaluate all subsequent planning and permitting actions associated with implementation of the General Plan Update. Other agencies within Los Angeles County may use the provisions of the EIR as well.

### 1.4 KNOWN RESPONSIBLE AND TRUSTEE AGENCIES

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

- California Air Resources Board (“CARB”);
- California Department of Conservation;
- California Department of Fish and Wildlife (“CDFW”);
- California Department of Forestry and Fire (“CALFIRE”);
- California Department of Toxic Substances Control;



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

## 1.5 ORGANIZATION AND SCOPE

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

This Draft EIR is organized in the following manner.

### EXECUTIVE SUMMARY

The Executive Summary summarizes the characteristics of the proposed Project, known areas of controversy and issues to be resolved, and provides a concise summary matrix of the Project’s environmental impacts and possible mitigation measures. This chapter identifies alternatives that reduce or avoid at least one significant environmental effect of the Project.

### SECTION 1.0 INTRODUCTION

Section 1.0 briefly describes the Project, presents the purpose of the environmental evaluation, identifies the lead, trustee, and responsible agencies, summarizes the process associated with preparation and



certification of an EIR, identifies the scope and organization of the Draft EIR, and summarizes comments received on the NOP.

## **SECTION 2.0 PROJECT DESCRIPTION**

Section 2.0 provides a detailed description of the Project, including the location of land uses, intended objectives, background information, physical and technical characteristics, the decisions subject to CEQA, subsequent projects and activities, and a list of related agency action requirements.

## **SECTION 3.0 BASIS OF CUMULATIVE ANALYSIS**

Section 3.0 describes the approach taken and methodology for the cumulative environmental analysis.

## **SECTION 4.0 ENVIRONMENTAL ANALYSIS**

Section 4.0 evaluates the impacts associated with implementation of the General Plan Update. This section is organized according to issue area. Each area includes a description of the environmental and regulatory setting relative to the issue, the CEQA thresholds for the specific issue area, and the environmental impacts of the Project. The Impacts and Mitigation Measures subsection describes implementation of General Plan Update goals, policies, and actions and the ability of each to reduce potential impacts.

Impacts and General Plan Update goals, policies, and actions are generally organized according to the respective topical areas. However, neither an impact nor General Plan Update goals, policies, or actions should restrict it from consideration under another issue topic, despite omission from a particular section. Many of the impacts relating to the General Plan Update are multi-faceted. Similarly, the goals, policies, and actions may accomplish several objectives and reduce more than one impact. It is important that decision-makers be cognizant of this fact in the consideration and use of this document. If the City alters any goals, policies, or actions, it should first evaluate the affect it would have on other issues.

## **SECTION 5.0 OTHER CEQA CONSIDERATIONS**

Section 5.0 discusses long-term implications of the proposed action and considers irreversible environmental changes involved in the proposed action, should it be implemented, the Project's growth-inducing impacts including the potential for population growth, and energy conservation impacts.

## **SECTION 6.0 ALTERNATIVES**

Section 6.0 provides a comparative analysis between the merits of the Project and the selected alternatives. CEQA Guidelines Section 15126.6 requires that an EIR describe a range of reasonable alternatives to the project, which could feasibly attain the basic objectives of the Project and avoid and/or lessen any significant environmental effects of the Project.

## **SECTION 7.0 EFFECTS FOUND NOT TO BE SIGNIFICANT**

Section 7.0 provides an explanation of potential impacts determined not to be significant and therefore not discussed in detail in the EIR.



## SECTION 8.0 REPORT PREPARERS

Section 8.0 lists all authors and agencies that assisted in the preparation of the Draft EIR by name, title, and company or agency affiliation.

## SECTION 9.0 REFERENCES

Section 9.0 lists all technical reports and references that were used in the preparation of the Draft EIR.

## APPENDICES

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

## 1.6 ENVIRONMENTAL REVIEW PROCESS

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

### NOTICE OF PREPARATION

The City of Lomita circulated an NOP of the Project EIR on December 12, 2023, to trustee and responsible agencies, the State Clearinghouse, and the public. During the January 11, 2024, scoping meeting, no public or agency comments on the NOP related to the EIR analysis were presented or submitted. However, the City received four written comment letters during the NOP's 30-day public review period, which ended on January 26, 2024. A summary of the NOP comments is provided later in this chapter. Appendix A, NOP and NOP Comment Letters presents the NOP and its comments.

### DRAFT EIR

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

### PUBLIC NOTICE/PUBLIC REVIEW

Coinciding with the NOC, the City will provide a public Notice of Availability ("NOA") for the Draft EIR and invite comment from the general public, agencies, organizations, and other interested parties. Consistent with CEQA requirements, the review period for this Draft EIR is 45 days. The public may submit comments on the Draft EIR in written form addressed to:



Brianna Rindge, Community & Economic Development Director  
City of Lomita  
24300 Narbonne Avenue  
Lomita, CA, 90717  
Email: b.rindge@lomitacity.com

## RESPONSE TO COMMENTS/FINAL EIR

Following the public review period, the City will prepare a Final EIR that responds to written comments received during the public review period.

## CERTIFICATION OF THE EIR/PROJECT CONSIDERATION

Lomita City Council will review and consider the Final EIR. If the City finds that the Final EIR is "adequate and complete," the City Council may certify the Final EIR in accordance with CEQA. As set forth by CEQA Guidelines Section 15151, the standards of adequacy require an EIR to provide sufficient analysis accounting for environmental consequences to inform decisions on the proposed Project.

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

## 1.7 INCORPORATED BY REFERENCE

Pertinent documents relating to the EIR are cited in accordance with CEQA Guidelines Section 15148, which encourages "incorporation by reference" as a means of reducing redundancy and length of environmental reports. The documents listed below (available for public review at the City of Lomita, Community and Economic Development Department, 24300 Narbonne Avenue, Lomita, CA, 90717, and on the City's website at <https://lomitacity.com/community-economic-development>), are hereby incorporated by reference into this EIR. Information contained within each document was utilized for each section of the EIR. A brief synopsis of the scope and content of each document follows.

## CITY OF LOMITA MUNICIPAL CODE

The Lomita Municipal Code ("Municipal Code") consists of all the regulatory and penal ordinances and administrative ordinances of the City of Lomita, serving as one of the City's primary tools to control land uses, in accordance with the General Plan programs and policies. Title XI, *Planning and Zoning*, of the Municipal Code incorporates zoning regulations as adopted to protect and promote public health, safety,



comfort, convenience, prosperity, and general welfare and to provide economic and social advantages resulting from an orderly planned use of land resources.

Municipal Code Title X, *Buildings and Safety*, adopts the 2022 California Building Standards Code, with amendments in consideration of the city's local climactic, geological, and topographical considerations. Other relevant Municipal Code regulations include the following, among others: Title III, *Public Safety*; Title VIII, *Motor Vehicles and Traffic*; and Title IV, *Public Welfare, Morals, and Conduct*.

## CITY OF LOMITA CLIMATE ACTION PLAN

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

## 1.8 COMMENTS RECEIVED ON THE NOTICE OF PREPARATION

The City received four comment letters on the NOP, provided in Appendix A and summarized by Table 1-1, Notice of Preparation Summary of Comments.



**Table 1-1**  
**Notice of Preparation Summary of Comments**

<b>Organization/ Individual</b>	<b>Summary of Comments</b>
California Department of Transportation, District 7 Office ("Caltrans")	Caltrans recommended the Project include Vehicle Miles Traveled ("VMT") as the primary metric in identifying transportation impacts for all future development projects and encouraged the Lead Agency to consider any reduction in vehicle speeds to benefit pedestrian and bicyclist safety. Caltrans also provided guidance to the Lead Agency on how to encourage pedestrian mobility.
County of Los Angeles Fire Department	The County of Los Angeles Fire Department's Planning Division provided no comment at the time. The Land Development Unit requested future development within the City of Lomita General Plan Planning Area to comply with all applicable codes regarding construction, access, water mains, fire flows, and fire hydrants. The Forestry Division requested the Lead Agency to contact them if the Lead Agency has any questions. The Health Hazardous Materials Division had no comments or requirements for the Project at the time.
Los Angeles County, Sanitation Districts ("LACSD")	LACSD informed the Lead Agency of its existing regional facilities near the Planning Area and recommended that the Lead Agency review all future individual developments within the city to determine whether sufficient trunk sewer capacity exists to serve each development and if each will affect LACSD facilities.
Native American Heritage Commission ("NAHC")	NAHC provided direction regarding tribal consultation in accordance with Assembly Bill 52 and Senate Bill 18 and recommendations for the Cultural Resources Assessments.





## 2.0 PROJECT DESCRIPTION

### 2.1 PROJECT LOCATION

Lomita is located in the South Bay area of Los Angeles County, approximately 16 miles southwest of downtown Los Angeles (refer to [Figure 2-1, \*Regional Location Map\*](#)). The city is approximately 1,228 acres (1.92 square miles) and is bounded by the jurisdictions of Torrance to the north and west, Los Angeles (Harbor City neighborhood) to the east, Rolling Hills Estates on the southwest, and Rancho Palos Verdes on the southeast. Interstate 110 via Pacific Coast Highway provides access to Lomita and the greater Los Angeles region.

The Planning Area is the geographic area for which the Update provides a framework for long-term growth and resource conservation. State law requires the Planning Area for the General Plan Update to include all territory within Lomita's incorporated area plus "any land outside its boundaries which in the planning agency's judgment bears relation to its planning" (California Government Code Section 65300). The General Plan Update Planning Area, as shown in [Figure 2-2, \*General Plan Planning Area\*](#), includes the entire city limits (approximately 1,228 acres).

### 2.2 ENVIRONMENTAL SETTING

Lomita has approximately 20,092 residents.<sup>1</sup> The city and surrounding area are located within the traditional territory of the Gabrieleno Tongva people. Modern settlement of the area dates back to the Spanish period and Rancho San Pedro land grant in the late 18th century. Lomita began as an agricultural community and residential tract in the early 1900s, deriving its name from the Spanish word for "little hills." Lomita remained a predominantly agricultural community until major growth occurred following the conclusion of World War II. After several large portions of the original subdivision were annexed by adjoining cities, the City of Lomita incorporated in 1964. Today, the city is predominantly developed and characterized by residential neighborhoods at varying densities, with commercial uses concentrated along Pacific Coast Highway, Lomita Boulevard, Crenshaw Boulevard, Narbonne Avenue, and Western Avenue.

#### CITY OF LOMITA GENERAL PLAN

The City's last updated its General Plan comprehensively in 1998. Subsequent amendments include an updated Safety Element (adopted 2021) and Housing Element (adopted 2021 and certified by the State in 2022), as well as various text and Land Use Map amendments. The City's existing General Plan Land Use Map ([Figure 2-3, \*Existing General Plan Land Use Map\*](#)) designates future planned land uses within the Planning Area. [Table 2-1, \*Existing General Plan Land Use Designations\*](#), summarizes land uses included in the existing General Plan ("1998 General Plan").

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<sup>1</sup> California Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2021-2023*, May 2023.

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**Table 2-1**  
**Existing General Plan Land Use Designations**

General Plan Designation	Within Planning Area	
	Acres	% of Total Acres
<b>Agricultural</b>	90	7.3%
<b>Low Density Residential</b>	507	41.3%
<b>Medium Density Residential</b>	67	5.5%
<b>High Density Residential</b>	51	4.2%
<b>Commercial</b>	105	8.5%
<b>Industrial/Manufacturing</b>	14	1.1%
<b>Publicly Owned Land</b>	93	7.6%
<b>Mixed Use Overlay</b>	55	4.5%
<b>Right-of-Way</b>	246	20.0%
<b>Total</b>	<b>1,228</b>	<b>100%</b>
Note: Acreages are rounded to the nearest whole number. Source: De Novo Planning, <i>City of Lomita General Plan Existing Conditions Report</i> , 2023.		

#### City of Lomita General Plan Land Use Designations

**Agricultural:** This designation applies to areas which are lower density in character and where the keeping of farm animals is permitted. It corresponds to areas zoned Agriculture, Noncommercial (“A-1”) and permits development intensities of up to 8.7 units per net acre and population density up to 22 persons per net acre. Any new land division or subdivision must reflect the Low Density Residential intensity standards if the lot sizes for individual units are less than 10,000 square feet.

**Low Density Residential:** Applies to areas developed with single-family residential land uses. The allowable development intensity is 5.80 to 10.89 units per net acre and the maximum population density is 22 persons per net acre.

**Medium Density Residential:** Applies to areas developed with multifamily residential land uses and trailer parks. The allowable development intensity for this category is 10.90 to 19.80 units per net acre and the maximum population density is 50 persons per net acre.

**High Density Residential:** Also applies to areas developed with multifamily residential land uses and trailer parks, but with a maximum development intensity of 19.8 to 43.6 units per net acre and population density of 110 persons per net acre.

**Commercial:** Applies to commercial corridors including those located along Pacific Coast Highway, Lomita Boulevard, Western Avenue, and the northern end of Narbonne Avenue. Floor area ratio (“FAR”)



requirements regulate the development intensity. The maximum FAR for the land use designation is 1.0 to 1.0.

**Industrial:** Limited to the area near the intersection of Crenshaw Boulevard and Lomita Boulevard and portions of east Lomita Boulevard. The maximum FAR is 1.0 to 1.0.

**Publicly Owned Land:** The Publicly Owned Land designation includes the Civic Center, Fire Station, County Offices, Library, Railroad Museum, Navy Fields, and other public and quasi-public uses such as schools, churches, and parks.

**Mixed-Use:** Applies to areas covered by the Mixed-Use Overlay District on the City's Zoning Map. In addition to permitted commercial uses, the plan encourages mixed-use projects at densities up to 22 units per acre. The Municipal Code defines mixed-use developments are those that combine residential and non-residential uses on the same project site, either vertically (residential uses located over commercial uses) or horizontally (when the street frontage of a site is devoted to commercial uses with residential uses behind). The benefits of mixed-use projects include efficient use of land, pedestrian-friendly land uses, opportunities to revitalize older commercial corridors, and new housing that can be less automobile-dependent.

## CITY OF LOMITA ZONING ORDINANCE

The City's Zoning Ordinance is codified as Title XI, Chapter 1, *Zoning*, of the Lomita Municipal Code. The Zoning Ordinance's stated purpose is to: encourage, classify, designate, regulate, restrict, and segregate the highest and best location and use of buildings, structures, and other purposes in appropriate places; regulate and limit the height, number of stories, and size of buildings and other structures, hereafter designed, erected, or altered; regulate and limit the density of population; facilitate adequate provisions for community utilities, such as transportation, water, sewage, schools, parks, and other public requirements; lessen congestion on streets; promote the public health, safety, welfare, and general prosperity with the aim of preserving a wholesome, serviceable, and attractive community.

## 2.3 PROJECT BACKGROUND

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

The General Plan includes eight elements mandated by State law, to the extent that the issues identified by State law exist in the City's Planning Area, including land use, circulation, conservation, open space, housing, safety, noise, and environmental justice. The City updated its Safety Element in 2021 and 2021-2029 Housing Element in 2022 so neither will be updated as part of this General Plan Update project. The City may also address other topics of interest; this General Plan includes an element regarding economic development.



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

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

## 2.4 STATEMENT OF OBJECTIVES

The General Plan Update's public involvement efforts identified the following objectives for the update to the General Plan:

1. Preserve, protect, and enhance the city's existing residential neighborhoods;
2. Celebrate and enhance Downtown Lomita;
3. Expand the range of housing choices to allow more people to live and work in Lomita;
4. Encourage new desirable uses in Lomita and expand the local economy;
5. Promote walkability to everyday uses;
6. Expand the range of high-quality housing options;
7. Create pedestrian-scaled environments;
8. Target housing growth to support commercial activity;
9. Reinforce corridors with memorable places;
10. Create a fiscally-sustainable land use plan with balanced residential and nonresidential development; and
11. Address new requirements of State law.

## 2.5 PROJECT CHARACTERISTICS

The City of Lomita's comprehensive update to its existing General Plan addresses State law requirements and relevant items addressed in Government Code Section 65300 et seq. The City expects to adopt the updated Plan in 2024 to guide the city's development, growth, and sustainability through land use objectives and policy guidance. The General Plan Update is intended as an expression of the community's vision for the city and constitutes the policy and regulatory framework by which the City will review future development projects and implement public improvements. The City will apply the General Plan Update



by requiring policy consistency from development, infrastructure improvements, and other projects and by implementing the actions included in the General Plan Update.

The Update includes a comprehensive set of goals, policies, and actions (implementation measures), organized into elements with a revised Land Use Map (refer to [Figure 2-4, General Plan Update Land Use Map](#)). The goals and policies provide guidance to the City on how to direct change, manage growth, and manage resources over the 20-year life of the General Plan. In order to ensure that the City effectively implements the goals and policies in the General Plan, the Update includes a series of actions, or implementation measures, within each element alongside the goals and policies the actions implement.

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

The General Plan Update also addresses additional elements related to the physical development of the city. The degree of specificity and level of detail of the discussion of each General Plan element need only reflect local conditions and circumstances. The Project also updates the City's Zoning Ordinance and Zoning Map to provide consistency with the General Plan Update and to implement the City's previously adopted 2021-2029 Housing Element.

### 2.5.1 GENERAL PLAN UPDATE ELEMENTS

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

#### Land Use Element

The Land Use Element designates the general distribution and intensity of residential, commercial, industrial, open space, public, and other categories of public and private land uses and includes the Land Use Map, which identifies land use designations for each parcel in the Planning Area ([Figure 2-4](#)). The Element provides descriptions of land use designations and policy guidance to address the City's preferred mix of land uses, plans to manage growth, strategies to encourage land use compatibility, conservation of existing character and quality of established neighborhoods, and direction on community character and design.



### Circulation Element

The Circulation Element correlates closely with the Land Use Element and identifies the general locations and extent of existing and proposed major thoroughfares, transportation routes, and alternative transportation facilities necessary to support a multimodal transportation system. The Element intends to facilitate mobility of people and goods throughout Lomita by a variety of transportation modes, including bicycle, pedestrian, and transit.

### Resource Management Element (Conservation and Open Space)

The Resource Management Element focuses on the cultural, environmental, and human-made resources and the provision of open spaces, combining the State-mandated Open Space and Conservation Elements and providing the foundation for resource conservation in the context of the City's long-term vision for the future and the Land Use Map. The Resource Management Element also guides decision-making around the community's infrastructure systems, including water supply, wastewater, flood control, solid waste collection and disposal, storm drainage, and water quality. In addition, the chapter addresses other public and semi-public community facilities including parks and recreation.

### Safety Element

The Safety Element establishes goals, policies, and actions to protect the community from risks associated with geologic, fire, and flood hazards and sets standards for emergency preparedness. The Safety Element supports the City's participation in the Lomita Hazard Mitigation Plan, County of Los Angeles All-Hazards Mitigation Plan, and the Lomita Climate Action Plan. The City adopted its Safety Element in December 2021; thus, the City proposes no updates at this time.

### Noise Element

The Noise Element addresses the required topics related to noise, including standards and policies to protect the community from the harmful and annoying effects of exposure to excessive noise levels. The Element includes strategies to reduce land use conflicts that may result in exposure to unacceptable noise levels.

### Economic Development Element

The Economic Development Element intends to guide the City's policy decisions to support and strengthen the local economy and the city's role in the South Bay regional economy. Economic Development Element policies are intertwined with those found in other General Plan elements.

### Environmental Justice

Although the City of Lomita is not technically qualified to require an evaluation of environmental justice, this section is included for informational purposes. Environmental justice goals and policies are incorporated into the other General Plan elements to promote equity and protect human health within the community, especially for any community particularly vulnerable to environmental hazards. This includes any community disproportionately affected by environmental, health, and other burdens, or low-income areas disproportionately affected by environmental pollution and other hazards. Environmental justice issue areas include: pollution exposure (including air quality); access to public facilities, such as public improvements, public services, and community amenities; access to healthy food; safe and sanitary



living conditions; opportunities and access for physical activity; and improved opportunities for civic engagement.

### Housing Element

The Housing Element is the City's primary policy guide for the maintenance, improvement, and development of housing within Lomita. The Element indicates of the need for housing in the community in terms of affordability, availability, adequacy, and accessibility, establishes a strategy to address housing needs, and identifies a series of specific housing program actions to meet community needs at all income levels for the 6<sup>th</sup> Cycle Housing Element Planning Period (2021-2029). The City adopted its 2021-2029 Housing Element in December 2021 with updates in October 2022 and was subsequently certified by the State, thus, the City proposes no updates at this time.

### Existing and Proposed General Plan Elements

#### **Existing General Plan Elements**

- Land Use
- Circulation
- Housing
- Resource Management
- Safety
- Noise
- Economic Development

#### **General Plan Update Elements**

- Land Use
- Circulation
- Housing
- Resource Management
- Safety
- Noise
- Economic Development

Note: Environmental Justice will be incorporated into other elements of the General Plan and will not be a stand-alone element.

Implementation measures (or actions) will be included within each individual element, specifically associated with stated goals and policies.



## 2.5.2 LAND USE DESIGNATIONS

The General Plan Land Use Map identifies land use designations for each parcel within the Planning Area (Figure 2-4). The Land Use Element of the General Plan Update defines various land use designations by allowable uses and maximum and minimum development densities and intensities. [Table 2-2, \*Proposed General Plan Land Use Designations\*](#), summarizes land uses included in the General Plan Update, followed by a description of each proposed designation.

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

General Plan Land Use Designations	Within Planning Area	
	Acres	% of Total Acres
Residential – Agricultural	90	7.3%
Residential – Low Density	505	41.1%
Residential – Medium Density	66	5.4%
Residential – High Density	25	2.1%
Mixed Use – 30	13	1.1%
Mixed Use – 40	136	11.1%
Mixed Use – 70	73	5.9%
Manufacturing/Commercial	11	0.9%
Publicly Owned Land	63	5.1%
Right-of-Way	246	20.0%
<b>Total</b>	<b>1,228</b>	<b>100%</b>
Note: Acreages are rounded to the nearest whole number.		

### Residential – Agricultural (“R-AG”); 0-10.89 dwelling units per net acre (“du/ac”)

Provides for the development of residential uses of lower density and identifies where the keeping of farm animals is generally permitted. Any new land division or subdivision must reflect the Residential – Agricultural intensity standards if the lot size per individual units is less than 10,000 square feet.

### Residential – Low Density (“R-LD”); 5.8-10.89 du/ac

Provides for the development of single-family residential land uses.

### Residential – Medium Density (“R-MD”); 10.9-19.8 du/ac

Provides for the development of a range of residential land uses, including single-family detached and attached, duplexes, multifamily dwellings, and mobile home communities.

### Residential – High Density (“R-HD”); 19.8-43.6 du/ac

Provides for the development of a range of multifamily dwellings and mobile home communities.

### Manufacturing-Commercial (“M-C”); maximum FAR 1:1





Provides for a range of commercial uses and medium and light industrial uses, such as manufacturing, warehousing, research and development, and other industrial uses that can be conducted indoors or behind effective screening.

Publicly Owned Land (“POL”); no density requirement

Provides for facilities built and maintained for public uses such as the Civic Center, Fire Station, County Offices, Library, Museum, Navy Fields, and other public and quasi-public uses such as public schools and parks.

Mixed-Use – 30 (“MU30”); 20-30 du/ac; FAR 1:1

Provides for the development of residential and nonresidential development on the same project site in mixed-use formats, either vertically (residential uses located over commercial uses) or horizontally (when the street frontage of a site is devoted to commercial uses with residential uses behind). The designation intends to support lower-scale development in the city’s historic center, with a focus on maintaining smaller-scale development. For projects including residential and nonresidential components, the density requirements apply to the residential component and FAR applies to the nonresidential component. Single-use commercial projects are allowed; stand-alone residential projects are prohibited, except the sites identified in the 2021-2029 Housing Element’s Housing Sites Inventory.

Mixed-Use – 40 (“MU40”); 20-40 du/ac, FAR 1:1

Provides for the development of residential and nonresidential development on the same project site in mixed-use formats, either vertically or horizontally. For projects including residential and nonresidential components, the density requirements apply to the residential component and FAR applies to the nonresidential component. Single-use commercial projects are allowed; stand-alone residential projects are prohibited, except the sites identified in the 2021-2029 Housing Element’s Housing Sites Inventory.

Mixed-Use – 70 (“MU70”); 20-70 du/ac; FAR 1:1

Provides for the development of residential and nonresidential development on the same project site in mixed-use formats, either vertically or horizontally. For projects including residential and nonresidential components, the density requirements apply to the residential component and FAR applies to the nonresidential component. Single-use commercial projects are allowed; stand-alone residential projects are prohibited, except the sites identified in the 2021-2029 Housing Element’s Housing Sites Inventory.

### 2.5.3 ZONING CODE AND ZONING MAP AMENDMENTS

The adopted 2021-2029 Housing Element includes Program 14, Rezone Program, designed to facilitate the development of multifamily housing affordable to lower-income households, especially in areas with access to resources and opportunity. Program 14 requires the City to: (1) rezone to accommodate the shortfall in the lower-income Regional Housing Needs Allocation (“RHNA”); (2) rezone to accommodate the remaining moderate- and above-moderate income RHNA need; and (3) rezone to create a buffer of capacity for the lower- and moderate-income RHNA. In addition to the proposed MU30, MU40, and MU70 land use designations, the City’s Zoning Ordinance will include new mixed-use zones and associated development standards and land use regulations, providing the necessary densities to accommodate the



RHNA. The new mixed-use zones will implement the MU30, MU40, and MU70 land use designations and reflect the development densities and intensities of those designations. The City will also amend its Zoning Map to apply the new zones to specific parcels within the city (refer to [Figure 2-5, \*Proposed Zoning Changes\*](#)).

The adopted 2021-2029 Housing Element includes Program 11, Objective Design Standards (“ODS”), requiring the City to revise its development standards and permit requirements for multifamily development projects, increasing transparency and certainty in the development review process, thereby excluding personal and subjective judgement, utilizing clear and measurable development standards instead. The proposed ODS provide architectural and site design requirements for multifamily developments within Lomita, supplementing the City’s existing development standards provided in Lomita Municipal Code Title XI, *Planning and Zoning*. The ODS are consistent with the General Plan development densities and dictate the bulk, mass, siting, and design of buildings.

#### 2.5.4 GENERAL PLAN BUILDOUT ANALYSIS

The land use designation controls maximum density or intensity permitted for each individual parcel, unless a density bonus applies (see Lomita Municipal Code Title XI, Chapter 1, Part 5.2, *Density Bonus Ordinance*). In addition to the land use designation, a variety of factors influence the development of a parcel, including the parcel’s physical characteristics, compatibility with nearby uses, market factors, access and infrastructure limitations, and previous developments trends.

While the General Plan Update proposes no specific development projects, the Update would accommodate future growth in Lomita, including new businesses, expansion of existing businesses, and new residential uses. The City anticipates growth to occur primarily along major arterials, including Pacific Coast Highway, Lomita Boulevard, and Narbonne Avenue. The buildout analysis assumes a 20-year planning horizon with a full buildout year of 2045 (the point at which all parcels in the city are developed according to General Plan land use designation).

[Table 2-3, \*General Plan 2045 Buildout by Land Use Designation\*](#), provides a statistical summary of the buildout potential associated with the General Plan Update’s Land Use Map compared to existing, on-the-ground conditions by General Plan Update Land Use Designation. As shown in [Table 2-3](#), buildout of the General Plan could yield a total of up to 11,159 housing units, a population of 29,459 people, approximately 3.1 million square feet of non-residential building floor area, and 3,888 jobs within the Planning Area. [Table 2-4](#) represents development growth above existing conditions of up to approximately 2,885 new housing units, 7,616 people, 583,431 square feet of new non-residential building floor area, and 853 jobs.



**Table 2-3**  
**General Plan 2045 Buildout by Land Use Designation**

General Plan Land Use Designations	Existing Conditions				Proposed General Plan Update (2045)				Net Change			
	Units	Pop.	NRSF	Jobs	Units	Pop.	NRSF	Jobs	Units	Pop.	NRSF	Jobs
<b>R-AG</b>	512	1,352	15,296	16	785	2,072	0	0	273	720	-15,296	-16
<b>R-LD</b>	4,318	11,399	134,843	141	4,398	11,610	0	0	79	210	-134,843	-141
<b>R-MD</b>	1,028	2,714	33,974	34	1,130	2,983	0	0	102	269	-33,974	-34
<b>R-HD</b>	724	1,911	35,300	44	868	2,291	0	0	144	380	-35,300	-44
<b>M-C</b>	6	16	252,355	298	0	0	141,646	177	-6	-16	-110,709	-121
<b>MU30</b>	36	95	281,626	346	146	385	202,124	253	110	290	-79,502	-93
<b>MU40</b>	1,191	3,144	1,167,385	1,411	1,883	4,972	1,816,303	2,270	692	1,828	648,918	860
<b>MU70</b>	459	1,212	606,518	745	1,949	5,146	950,655	1,188	1,490	3,935	344,137	443
<b>POL</b>	0	0	0	0	0	0	0	0	0	0	0	0
<b>Grand Total</b>	<b>8,274</b>	<b>21,843</b>	<b>2,527,297</b>	<b>3,035</b>	<b>11,159</b>	<b>29,459</b>	<b>3,110,728</b>	<b>3,888</b>	<b>2,885</b>	<b>7,616</b>	<b>583,431</b>	<b>853</b>

Notes:

- a. Units: Housing Units
- b. Pop.: Population
- c. NRSF: Non-residential square footage
- d. The POL designation accommodates a variety of institutional uses with very limited current or future development potential. The potential impacts associated with the ongoing administration and expansion of public uses are addressed within individual topics areas, such as Public Services and Recreation.
- e. Numbers are rounded to the nearest whole number.



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For each environmental issue addressed in Section 5.0, *Environmental Analysis*, the analysis of the General Plan Update is based on various assumptions regarding existing and future conditions in Lomita. Unless otherwise stated, the assumptions are as specified in Table 2-4, *General Plan Update Growth Assumptions*, which are based on the General Plan 2045 Buildout shown in Table 2-3.

**Table 2-4**  
**General Plan Update Growth Assumptions**

Description	Housing Units	Population	Non-Residential Development (Square Feet)	Jobs
<b>2023 Existing Conditions</b>	8,274	21,843	2,527,297	3,035
<b>2045 General Plan</b>	11,159	29,459	3,110,728	3,888
<b>Net Change</b>	2,885	7,616	583,431	853

## 2.6 USE OF THE EIR AND REQUIRED AGENCY APPROVALS

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

### 2.6.1 CITY OF LOMITA

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

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

### 2.6.2 SUBSEQUENT USES OF THE EIR

The policy framework set forth in the General Plan Update would not result in the entitlement or construction of any new development project. All new development within the Planning Area would continue to be subject to the City's development review and approval processes. Elected and appointed officials and City staff will review subsequent project applications for consistency with the General Plan and Zoning Ordinance and will prepare appropriate environmental documentation in compliance with CEQA and other applicable environmental requirements.



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

- Approval and funding of major projects and capital improvements;
- Future Specific Plan, Planned Residential Development, or Master Plan approvals;
- Revisions to the Lomita Municipal Code (Title XI, Chapter 1 – Zoning);
- Development plan approvals, such as tentative subdivision maps, variances, conditional use permits, and other land use permits;
- Development agreements;
- Property rezoning consistent with the General Plan;
- Permit issuances and other approvals necessary for public and private development projects; and
- Permit issuances and other approvals necessary for implementation of the General Plan.

### **2.6.3 OTHER GOVERNMENT AGENCY APPROVALS**

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

- California Department of Fish and Wildlife (“CDFW”) approval of potential future streambed alteration agreements, pursuant to the California Fish and Game Code, as well as approval of any future potential take of State-listed wildlife and plant species pursuant to the California Endangered Species Act;
- Caltrans approval of projects and encroachment permits for projects affecting State highway facilities;
- Regional Water Quality Control Board (“RWQCB”) approval for National Pollution Discharge Elimination System (“NPDES”) compliance, including permits and Storm Water Pollution Prevention Plan approval and monitoring; and
- U.S. Fish and Wildlife Service (“USFWS”) approvals involving any future potential take of Federally-listed wildlife and plant species and their habitats, pursuant to the Federal Endangered Species Act.







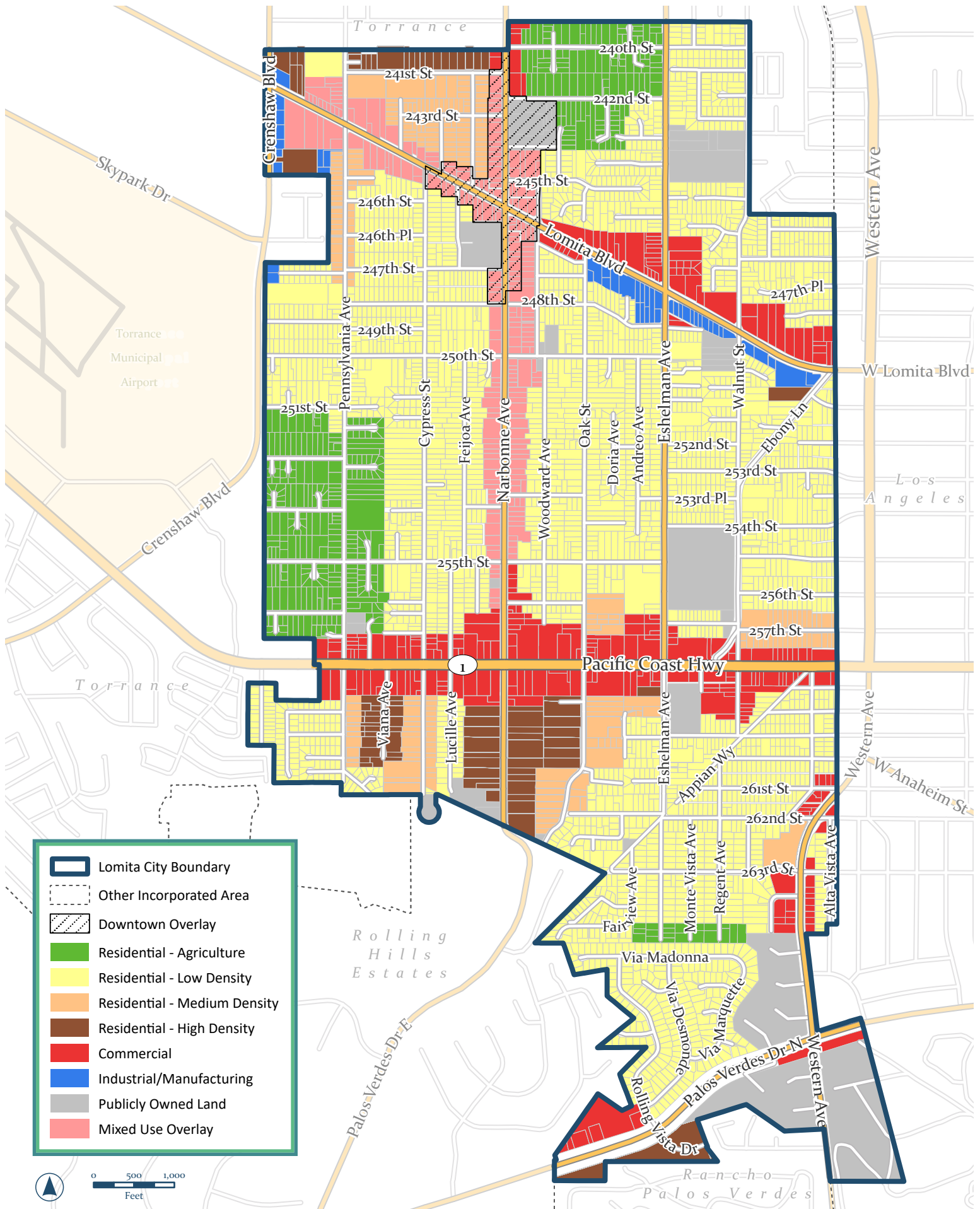
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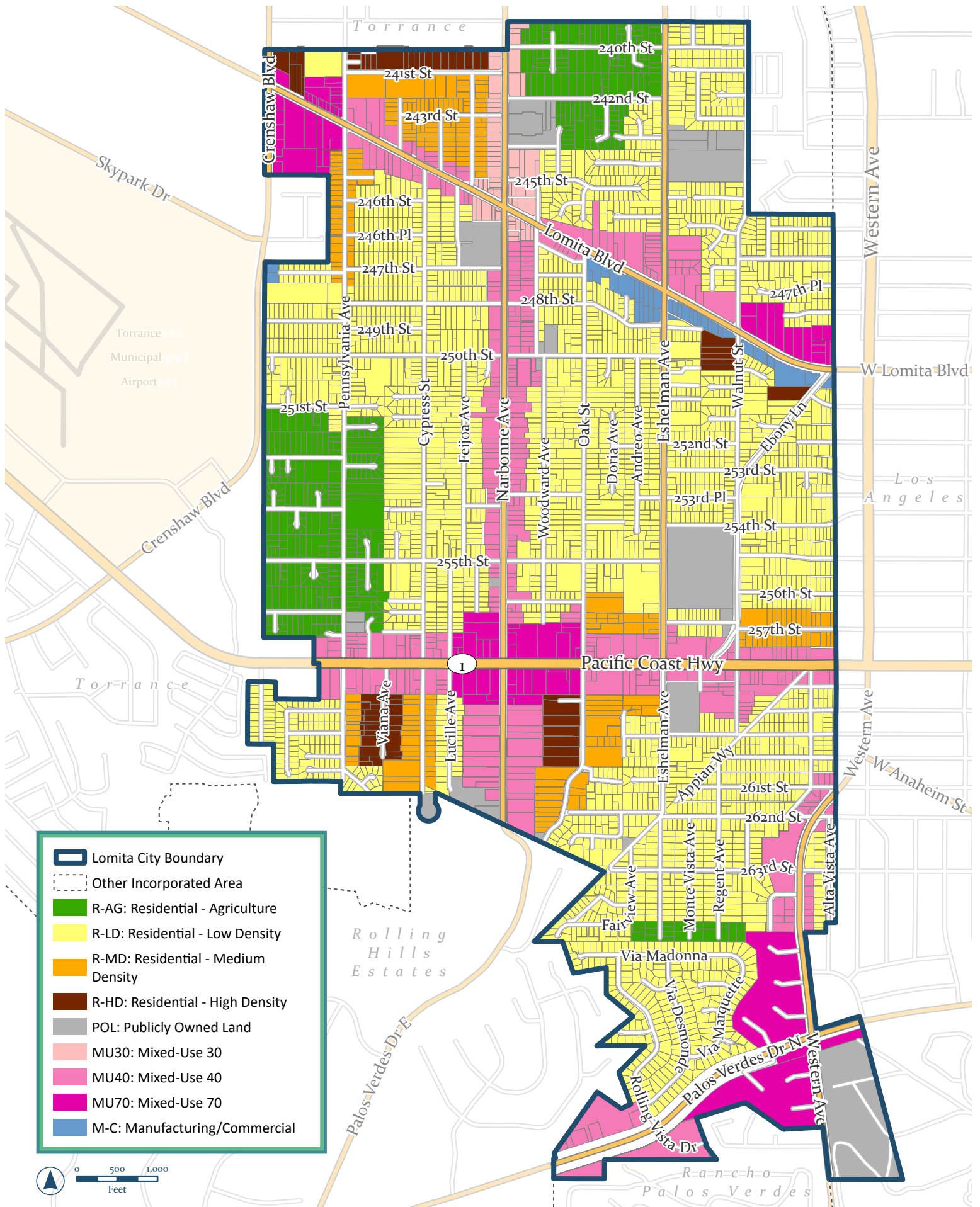
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**Figure 2-3. Existing General Plan Land Use Map**



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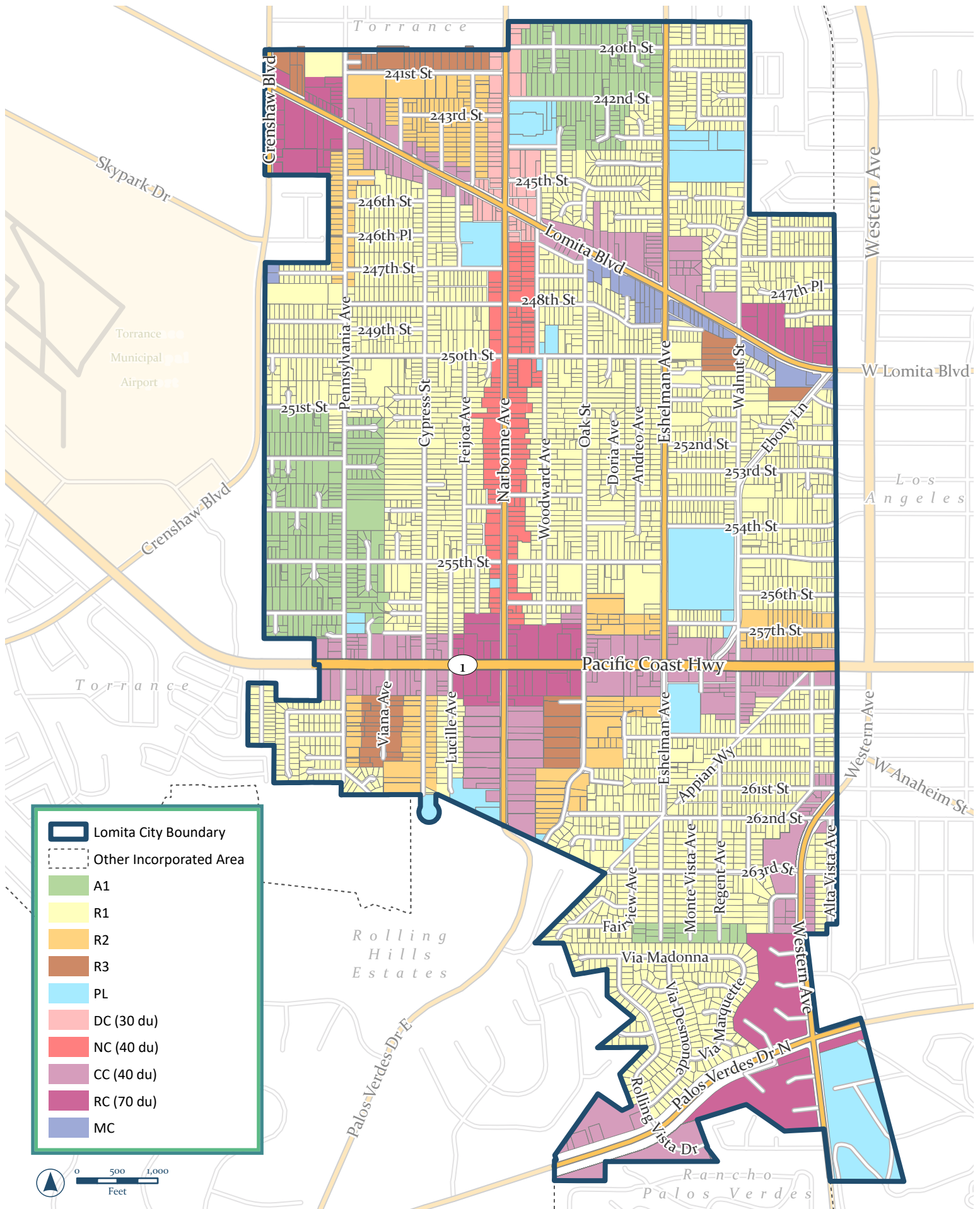


**Figure 2-4. General Plan Update Land Use Map**



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**Figure 2-5. Proposed Zoning Changes**



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## 3.0 BASIS OF CUMULATIVE ANALYSIS

### 3.1 INTRODUCTION

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

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

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

*(1) Either:*

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

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

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



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

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

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

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

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

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

### 3.2 CUMULATIVE ANALYSIS IN THIS EIR

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

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



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

The EIR assesses the overall environmental effects of the General Plan Update at the program level and evaluates the overall (cumulative) effects of development in accordance with the community development types, land use assumptions, and all goals and policies in the General Plan Update. The environmental analyses in EIR Sections 4.1 through 4.16 consider Project impacts in combination with potential regional impacts, where applicable, as 2045 approaches.

In compliance with CEQA Guidelines Section 15130(1)(b), this section of the EIR describes the environmental effects of the General Plan Update in combination with the effects of regional growth, as forecasted in the Southern California Association of Governments (“SCAG”) Regional Transportation Plan/Sustainable Communities Strategy, adopted by SCAG’s Regional Council on April 4, 2024. It is important to note that the SCAG projections (compiled using multiple sources including adopted plans, historical trends, and interviews with local jurisdictions) tend to be more accurate on a regional level than on a local or city level. It is likely that through a combination of market changes, catalytic projects, updated land use direction in the General Plan Update, and other factors, Lomita could capture either more or less of expected regional growth than forecasted by SCAG.

Table 3-1, Los Angeles County Growth Projections, summarizes household, population, and employment growth forecasts for Los Angeles County. The Project considers growth patterns through the year 2045. As shown in Table 3-1, SCAG forecasts that Los Angeles County’s population will grow to 10,793,000 persons by 2050, an increase of approximately 10.6 percent over the 2023 population estimate of 9,761,210 persons. The number of households in Los Angeles County is projected to increase from approximately 3,664,182 households in 2023 to 4,155,000 households in 2050. SCAG forecasts that employment will increase from approximately 4,767,204 jobs in 2023 to 5,461,000 jobs in 2050 within the county. Section 4.12, Population and Housing, further elaborates on projected growth assumptions within the Planning Area as well as within the Los Angeles region.



**Table 3-1**  
**Los Angeles County Growth Projections**

Description	Population	Households	Jobs (Employment)
Existing Conditions (2023) <sup>1</sup>	9,761,210	3,664,182	4,767,204 <sup>2</sup>
SCAG 2050 Forecasts <sup>3</sup>	10,793,000	4,155,000	5,461,000
2050 SCAG: Existing Conditions Difference	+1,031,790	+490,818	+697,400
2050 SCAG: Existing Conditions % Difference	+10.6%	+13.4%	+14.6%
Source: 1: California Department of Finance, Report E-5 Population and Housing Estimates for Cities, and Counties, and the State. January 1, 2023, and California Employment Development Department, Los Angeles County Profile, 2024. 2: Southern California Association of Governments, <i>SCAG Local Profiles Report County of Los Angeles</i> , May 2019. 3: Southern California Association of Governments, <i>The Southern California Association of Governments' 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy, Table 3.1 (Comparing 30 Years of Growth: Past and Future)</i> , April 2024.			

The city is substantially developed; as indicated in [Table 2-3](#) of [Section 2.0, Project Description](#), the city is forecast to have approximately 11,159 housing units by 2045 buildout, yielding approximately a 29,459 population. Therefore, the General Plan Update would facilitate the addition of 2,885 housing units through 2045, resulting in a population growth of approximately 7,616 persons in the city.



## 4.0 ENVIRONMENTAL ANALYSIS

The City determined that an Environmental Impact Report (“EIR”) is required for the Project; as allowed by CEQA Guidelines Section 15063(a), the City did not prepare an Initial Study, but did create and circulate a Notice of Preparation (“NOP”) for the Project on December 13, 2023 (refer to [Appendix A, NOP and NOP Comment Letters](#)). Input received during the NOP comment period and the EIR Scoping Meeting informed the scope of the EIR evaluation.

The EIR focuses on potentially significant and significant effects of the Project and documents the reasons for concluding that other effects will be less than significant. The following subsections of the EIR contain a detailed environmental analysis of the existing conditions, Project impacts (including direct and indirect, short-term, long-term, and cumulative impacts), recommended mitigation measures, and unavoidable significant impacts, if applicable, for the following environmental issue areas.

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

Each potentially significant environmental issue area is organized into the following subsections.

- “Environmental Setting” provides a description of the existing environmental setting and condition (typically the time of the NOP) that provides a baseline against which to compare potential impacts of the Project.
- “Regulatory Setting” contains an overview of the federal, state, regional, and local programs and regulations relevant to each environmental issue.
- “Significance Criteria and Thresholds” refers to quantitative or qualitative standards, performance levels, or criteria used to compare the existing environmental setting with and without the Project to determine whether the impact is significant. The thresholds are based primarily on CEQA Guidelines Appendix G but may also reflect established health standards, ecological tolerance standards, public service capacity standards, or guidelines established by agencies or experts. “... An ironclad definition of significant effect is not possible because the significance of any activity may vary with the setting” (CEQA Guidelines Section 15064[b]). Principally, “... a substantial, or potentially substantial, adverse change in any of the physical conditions within an area affected by the Project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic and aesthetic significance” constitutes a significant impact (CEQA Guidelines Section 15382). The standards used to evaluate the significance of impacts are sometimes qualitative



rather than quantitative because appropriate quantitative standards are either not available for many types of impacts or are not applicable for some types of projects.

- “Analysis, Impacts, and Mitigation Measures” describes the methodology used in assessing potential impacts of the Project and contains an analysis of direct and indirect impacts from construction, operation, and maintenance activities related to future development that could occur under the Project. The EIR describes the level of each impact using the following categories.
  - “Significant impacts” include a description of circumstances that would exceed an established or defined threshold.
  - “Less Than Significant impacts” include effects that may be noticeable, but do not exceed established or defined thresholds, as well as potentially significant impacts mitigated to a less-than-significant level by mitigating programs, actions, or other factors.
  - “No impact” describes circumstances where there is no adverse effect on the environment.

The Project would require Mitigation Measures to: avoid a significant adverse impact; minimize a significant adverse impact; rectify a significant adverse impact by restoration; reduce or eliminate a significant adverse impact over time by preservation and maintenance operations; or compensate for the impact by replacing or providing substitute resources or environment.

- “Cumulative Impacts” describes potential environmental changes to the existing physical conditions that may occur as a result of the proposed Project together with all other reasonably foreseeable, planned, and approved future projects producing related or cumulative impacts.
- “Significant Unavoidable Impacts” describes impacts that would be significant and cannot be feasibly mitigated to less than significant, and thus would be unavoidable. To approve a project with unavoidable significant impacts, the lead agency must adopt a Statement of Overriding Considerations. In adopting such a statement, the Lead Agency is required to balance the benefits of a project against its unavoidable environmental impacts in determining whether to approve the project. If the benefits of a project are found to outweigh the unavoidable adverse environmental effects, the adverse effects may be considered “acceptable” (CEQA Guidelines Section 15093[a]).
- “References” identifies the sources used in and throughout the subsection.

CEQA provides that an EIR shall focus on the significant effects on the environment and discuss potential environmental effects with emphasis in proportion to their severity and probability of occurrence. During preparation of this EIR, the City conducted an analysis of the proposed Project’s effect on specific environmental topic areas, included as part of the CEQA Guidelines Appendix G Environmental Checklist form. Through evaluation, certain impacts of the Project were found to have no impact or have a less than significant impact due to the inability of a project of this scope to create such impacts or the absence of Project characteristics producing effects of this type. These effects are not required to be included in the EIR’s primary environmental analysis sections (Section 4.1 through 4.16). In accordance with CEQA Guidelines Section 15128, Section 7.0, Effects Found Not To Be Significant, provides a brief description of potential impacts found to have no impact or a less than significant impact.



## 4.1 AESTHETICS

### 4.1.1 PURPOSE

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

#### CONCEPTS AND TERMINOLOGY

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

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

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

- **Scenic vista.** An area that is designated, signed, and accessible to the public for the express purposes of viewing and sightseeing. This includes any such areas designated by a federal, state, or local agency.
- **Scenic highway.** Any stretch of public roadway that is designated as a scenic corridor by a federal, state, or local agency.
- **Sensitive receptors.** Viewer responses to visual settings are inferred from a variety of factors, including distance, viewing angle, types of viewers, number of viewers, duration of view, and viewer activities. The viewer type and associated viewer sensitivity are distinguished among project viewers in recreational, residential, commercial, military, and industrial areas. Viewer activities can range from a circumstance that encourages a viewer to observe the surroundings more closely (such as recreational activities) to one that discourages close observation (such as commuting in heavy traffic). Viewers in recreational areas are considered to have high sensitivity to visual resources. Residential viewers generally have moderate sensitivity but extended viewing





periods. Viewers in commercial, military, and industrial areas are considered to have low sensitivity.

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

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

#### 4.1.2 ENVIRONMENTAL SETTING

Lomita is located in a highly urbanized area at the base of the Palos Verdes Peninsula. The terrain is relatively flat north of Pacific Coast Highway, while the southern and southwestern boundaries of the city rise by over 200 feet, allowing for scenic views of the Los Angeles Basin from some sites. Intermittent views of the Palos Verdes Hills are generally available throughout the city when looking to the south and west. Distant mountain ranges, including the Santa Monica Mountains approximately 25 miles to the north, and the San Gabriel Mountains approximately 35 miles to the northeast, contribute to the Planning Area's regional identity, while the city itself is primarily developed with limited natural or scenic resources.





The Planning Area's visual character is largely defined by its dense urban environment, predominantly residential development pattern, smaller town atmosphere, and its location within the South Bay region at the foothills of the Palos Verdes Hills. Pacific Coast Highway bisects the city, running west and east. Other major corridors and arterials generally define the Planning Area's edges. The Planning Area is primarily a residential community with well-established neighborhoods. Larger residential lots have been subdivided since the 1998 General Plan was adopted such that residential uses are characterized by single-family detached dwellings on smaller lots throughout the city, two- and three-unit development on lots in the western area of the city, and low-rise multifamily residential concentrated south of Pacific Coast Highway but found across Lomita. There are also a number of mobile home parks north and south of Lomita Boulevard. Commercial activity is concentrated along the city's major arterial roadways, particularly Pacific Coast Highway, Lomita Boulevard, Western Avenue, and the northern portion of Narbonne Avenue. Commercial structures are characterized by low-rise development (primarily one- and two-story structures). Downtown Lomita runs along Narbonne Avenue and stretches east and west along Lomita Boulevard. The downtown area is characterized by a compact, walkable environment with a mix of uses.

### SCENIC VISTAS

Scenic views within the Planning Area include long-range views of the Santa Monica Mountains and San Gabriel Mountains. These mountain ranges are identified as scenic resources within the County of Los Angeles General Plan Conservation and Natural Resources Element (County of Los Angeles, 2015). Views of these scenic resources are highly dependent on atmospheric conditions. Additionally, views of these scenic resources are intermittent from within the Planning Area due to existing development within the Planning Area and surrounding area. Long-range views are primarily provided along the north-south corridors and at elevated locations within the Planning Area, including in the southern portion of the city. Other features that contribute to the visual character within the Planning Area include trees and landscaping, the density and distribution of existing development, and the architecture of the built environment.

### SCENIC HIGHWAYS

No eligible or designated State Scenic Highways exist within the Planning Area (California DOT, n.d). The nearest officially designated State Scenic Highway is a portion of State Route ("SR") 91 in the City of Anaheim, beginning at the intersection of SR-91 and SR-55. The portion of SR-91 that is officially designated as a State Scenic Highway is located approximately 28 miles east of the Project site; the Planning Area is not within the viewshed of this State Scenic Highway. The nearest eligible State Scenic Highway is a portion of Pacific Coast Highway (SR-1), just southeast of the intersection at Lakewood Boulevard, in the City of Long Beach. The portion of SR-1 that is eligible for designation as a State Scenic Highway is located approximately ten miles east of the Planning Area.

### LIGHT & GLARE

Sensitive light and glare receptors in and around the Planning Area are generally represented by residential uses. Sunlight reflecting from structures is a primary source of glare during the day, while nighttime light and glare can be divided into both stationary and mobile sources. Stationary sources of



nighttime light include structure illumination, interior lighting, decorative landscape lighting, and streetlights. The principal mobile source of nighttime light and glare is vehicle headlamp illumination. This ambient light environment can be accentuated during periods of low clouds or fog.

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

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

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

### 4.1.3 REGULATORY SETTING

#### STATE

##### California Scenic Highways and Historic Parkways Program

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

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

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



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

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

#### California Building Standards Code

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

### LOCAL

#### City of Lomita Municipal Code

Lomita Municipal Code Title XI, Chapter 1, *Zoning*, contains the Zoning Ordinance and provides general development standards that influence the city’s scenic views and visual character, and restrict lighting. The Zoning Ordinance implements the General Plan goals and policies by classifying and regulating the specific uses of land and structures within the city. The Zoning Ordinance identifies standards that include, but are not limited to: minimum lot size and lot coverage requirements; maximum building height; minimum building setbacks; automobile storage requirements; signage requirements; open space and landscaping requirements; and lighting requirements.

Zoning Ordinance Section 11-1.70.07, *Site Plan Review*, establishes the site plan review process for applicable projects to determine whether a proposed development will properly comply with the provisions and development standards prescribed in the Zoning Ordinance. Project approval requires the reviewing body to find that:

- The site plan complies with all applicable provisions of Title XI;
- The site is suitable for the particular use or development intended, and the total development, including the application of prescribed development standards, is arranged as to avoid traffic congestion, will not adversely affect public health, safety and general welfare, will not have adverse effects on neighboring property and is consistent with all elements of the General Plan; and
- The development design is suitable and functional. This requirement shall not be interpreted to require a particular style or type or architecture.

Zoning Ordinance Section 11-1.70.09, *Conditional Use Permit*, includes findings required for approval of a conditional use permit (“CUP”) and minor CUP. Approval of projects requiring a CUP or minor CUP requires the reviewing body to find that:



- The proposed use is allowed within the district with approval of a CUP and complies with all other applicable requirements of this article;
- The proposed use is consistent with the general plan;
- The design, location, size and operating characteristics are compatible with existing and future land uses, building and structures in the vicinity and the proposed use will not jeopardize, adversely affect, endanger or otherwise constitute a menace to the public health, safety or general welfare or be materially detrimental to the property of other persons located in the vicinity;
- The site is adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping and other development features prescribed in this chapter, or as required as a condition in order to integrate the use with the uses in the neighborhood; and
- The site is served by highways and streets adequate to carry the kind and quantity of traffic such use would generate.

Zoning Ordinance Section 11-1.70.11, *Height Variation Permit*, regulates the height of structures for development in and adjacent to hillside areas in order to protect significant views. Residential lots south of Pacific Coast Highway are required to obtain a Height Variation Permit for new structures or additions over sixteen feet in height measured from the natural grade. The reviewing authority determines if the development proposal would obstruct a significant view.

#### [Design Review Policy for the Pacific Coast Highway Commercial Zone](#)

In 2002, the City of Lomita Planning Commission adopted design policy guidelines applicable to all commercial development projects within the CR (Commercial, Retail) Zoning District along Pacific Coast Highway (Resolution No. 2002-1). The adopted design policy guidelines provide standards and recommendations regarding site design, access, landscaping, and architectural design.

#### [The Downtown Lomita Design Manual](#)

Adopted in 2019, the Downtown Lomita Design Manual is intended to serve as a guide for new buildings and the conservation, adaptive re-use, and enhancement of existing buildings and streetscapes within downtown Lomita. The Design Manual provides the City with a common framework for reviewing submissions and attaching design conditions, if any, to project approvals within the downtown Lomita boundary.

### 4.1.4 SIGNIFICANCE CRITERIA AND THRESHOLDS

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

- Have a substantial adverse effect on a scenic vista (refer to Impact Statement AES-1);
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway (refer to [Section 7.0, Effects Found Not to Be Significant](#));



- In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings and/or in an urbanized area, conflict with applicable zoning and other regulations governing scenic quality (refer to Impact Statement AES-2); and/or
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area (refer to Impact Statement AES-3).

#### 4.1.5 IMPACTS AND MITIGATION MEASURES

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

**Impact Analysis:** Scenic views within the Planning Area include long-range views of the Santa Monica Mountains and San Gabriel Mountains. Views of these scenic resources are highly dependent on atmospheric conditions due to the Planning Area's distance from these scenic resources. Views of these scenic resources are intermittent from within the Planning Area due to existing development within the Planning Area and surrounding area. The Planning Area terrain is relatively flat north of Pacific Coast Highway, while the southern and southwestern boundaries of the city rise by over 200 feet, allowing for scenic views of the Los Angeles Basin and adjoining mountains from some sites. Other scenic views within the Planning Area include intermittent mid- to long-range views of the Palos Verdes Hills, which are generally available throughout the city when looking to the south and west. Major north-south and west-east trending streets, including Narbonne Avenue, Pennsylvania Avenue, and Pacific Coast Highway, generally function as view corridors to the Palos Verdes Hills.

Implementation of the Project would result in new development and intensification of existing urban uses along major corridors, including Pacific Coast Highway, Lomita Boulevard, Narbonne Avenue, Western Avenue, and Palos Verdes Drive North. While the Project does not include any specific development proposals, the Project could facilitate future development projects at higher densities and intensities than currently exist. The Zoning Ordinance regulates development within the city, including building heights, setbacks, massing, and design and architectural regulations. Pursuant to Zoning Ordinance Section 11-1.70.07, *Site Plan Review*, applicable future development projects would be reviewed to ensure that the proposed physical layout, design, or use will: comply with the Zoning Ordinance; would not have adverse effects on neighboring property; would achieve consistency with the General Plan; and would have a suitable and functional development design. Future projects on residential lots south of Pacific Coast Highway would still be required to obtain a Height Variation Permit for new structures or additions over sixteen feet in height measured from the natural grade, pursuant to Zoning Ordinance Section 11-1.70.11, *Height Variation Permit*. The Height Variation Permit ensures the project is reviewed to determine if it would obstruct a significant view. Additionally, applicable future land use and development review applications would still undergo environmental review on a project-by-project basis prior to consideration by the decision-making authority. If necessary, City staff would require project-specific mitigation to reduce potential impacts to a less than significant level. Furthermore, the General Plan Update includes goals, policies, and actions that are intended to ensure that new development and intensification of existing urban uses within the Planning Area would not result in substantial adverse effects on a scenic vista. Proposed Land Use Element Policy LU-1.2 directs the City to focus new higher density mixed-use development along major corridors and within key activity nodes to expand housing opportunity and preserve the character of existing single-family neighborhoods, thus concentrating future development in



areas less likely to be impacted by scenic vistas. Action LU-1a directs the City to update the Zoning Ordinance and Zoning Map as appropriate to ensure consistency with the General Plan Update Land Use Element, including amending the Zoning Ordinance to include new mixed-use zones and associated development standards and land use regulations, thus assisting the protection of scenic vistas through regulations and development standards. Action LU-1b directs the City to review the Zoning Ordinance and update as appropriate to reflect the goals, policies, and implementation actions included in the General Plan Update. Proposed Land Use Element Policy LU-2.2 requires compatibility between adjacent land uses to enhance livability and promote healthy lifestyles, fostering cohesion among neighboring development projects and minimizing potential conflicts which could impact scenic vistas. Proposed Land Use Element Policy LU-2.4 is aimed at protecting established residential neighborhoods by requiring new development to be sensitive to low density housing, including through appropriate building massing and scale, and to minimize impacts related to the operation of the use. This policy safeguards the integrity of scenic vistas by ensuring that new development projects respect the surrounding residential character. Proposed Land Use Element Policy LU-2.5 requires residential and nonresidential portions of mixed-use buildings and sites to be well-integrated through site and building design that ensures compatibility among different uses on the same site, preventing visual disruptions and maintaining the aesthetic appeal of scenic vistas. Proposed Land Use Element Policy LU-3.5 is aimed at preserving the character and uniqueness of existing residential neighborhoods, and Policy LU-3.9 promotes the undergrounding of utility lines and aboveground equipment. Policies LU-3.5 and LU-3.9 ensure the minimization of visual clutter to help preserve scenic vistas.

Although the potential for new mixed-use development at higher densities could occur within the Planning Area, implementation of the General Plan Update goals, policies, and actions and compliance with existing regulations would ensure that the Project would not have a substantial adverse effect on a scenic vista. Impacts would be less than significant in this regard.

#### **Proposed General Plan Update Goals, Policies, and Actions:**

##### **LAND USE ELEMENT**

**Goal LU-1: Balanced Land Use Pattern.** Preserve a balanced land use pattern that meets the diverse needs of Lomita's residents and businesses, providing a range of housing options, offering a variety of employment and recreation opportunities, and promoting a robust local economy.

**Policy LU-1.1: Land Use Planning.** Promote a comprehensive approach to land use planning that is socially, economically, and environmentally sustainable; enhances community livability and public health; offers choices in housing, jobs, amenities, and transportation; reduces pollution, greenhouse gas emissions, and the expenditure of non-renewable resources; and provides opportunities for meaningful public engagement in land use decisions.

**Policy LU-1.2: Focused Growth.** Focus new higher density mixed-use development along major corridors and within key activity nodes to expand housing opportunity, preserve the character of existing single-family neighborhoods, promote active transportation options, and enhance economic vitality.



- Action LU-1a:** Update the City’s Zoning Ordinance (Title XI, Chapter 1 of the Lomita Municipal Code) and Zoning Map as appropriate to ensure consistency with this Land Use Element and designations shown on the Land Use Map (Figure LU-1). As part of the update, address the following items:
- a. Amend the Zoning Ordinance to include new mixed-use zones and associated development standards and land use regulations, to implement the MU30, MU40, and MU70 land use designations and reflect the development densities and intensities of those designations. Moreover, amend the Zoning Map to apply the new zones to specific parcels within the city.
  - b. Reevaluate the permitted uses in the Downtown, Commercial (D-C) zone to ensure that they reflect the mix of retail, commercial, restaurant, office, service, etc. uses desired by the community for the downtown.
  - c. Ensure that minimum lot sizes for new mixed-use developments are adhered to.
- Action LU-1b:** Review the Zoning Ordinance and update as appropriate to reflect the goals, policies, and implementation actions included in this General Plan.
- Action LU-1d:** Establish in lieu fees or establish provisions for granting development incentives such as building height and development intensity when projects provide community benefits, including, but not limited to, payment of community benefits fee, publicly accessible open space/parks, additional affordable housing, public art, infrastructure improvements beyond those required for the development, and other amenities.
- Goal LU-2:** **Comprehensive Land Development.** New development is economically and environmentally sustainable, improves quality of life, and complements our existing community.
- Policy LU-2.2:** **Compatible Uses.** Require compatibility between adjacent land uses to enhance livability and promote healthy lifestyles.
- Policy LU-2.3:** **Development Tradeoffs.** Ensure that new development projects provide a net community benefit, economically or qualitatively.
- Policy LU-2.4:** **Residential Neighborhoods.** Protect established residential neighborhoods by requiring new development to be sensitive to low density housing, including through appropriate building massing and scale, and to minimize impacts related to the operation of the use.
- Policy LU-2.5:** **Mixed-Use Design Integration.** Require residential and nonresidential portions of mixed-use buildings and sites to be well-integrated through site and building design that ensures compatibility among different uses on the same site.
- Policy LU-2.9:** **Multi-Jurisdictional Coordination.** Coordinate with neighboring jurisdictions to address land use compatibility within areas surrounding Lomita, including, but not limited to, flight-related issues (from Torrance Municipal Airport) and hillside development.
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**Action LU-2a:** Ensure all projects are reviewed and processed per the California Environmental Quality Act (CEQA) Guidelines.

**Goal LU-3:** **Urban Form and Placemaking.** Maintain a distinctive and authentic sense of place.

**Policy LU-3.5: Preserve Neighborhood Character.** Preserve the character and uniqueness of existing residential neighborhoods.

**Policy LU-3.9: Visual Clutter.** Promote the beautification, accessibility, and safety of the city and streetscape through the undergrounding of utility lines and aboveground equipment.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

**AES-2: In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?**

**Impact Analysis:**

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

(a) An incorporated city that meets either of the following criteria:

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

According to the California Department of Finance, the city has a current (2023) population of 20,092 (California DOF, 2023). The adjacent city of Torrance has a population of 143,057. Combined, the cities have a population of 163,149, which exceeds 100,000 persons; thus, the city qualifies as being within an “urbanized area.” A significant impact would occur if a future development project associated with implementation of the Project conflicts with applicable zoning and other regulations governing scenic quality.

## **VISUAL CHARACTER – SHORT TERM**

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





construction of street and utility infrastructure improvements. These materials could temporarily degrade the existing visual character and quality of the respective development sites and surrounding areas.

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

### VISUAL CHARACTER – LONG TERM

The General Plan Update would support additional development beyond existing conditions. This development could increase residential densities and non-residential land use intensities in specific areas and could impact the city's visual character over the long-term. In general, the General Plan Update Land Use Element proposes an increase in building density and intensity areas along major corridors, in accordance with State and regional housing and climate change goals. For instance, as shown in [Table 2-3, General Plan 2045 Buildout by Land Use Designation](#), the majority of new residential development (2,885 units) and non-residential development (583,431 square feet) is anticipated to occur within the new mixed-use land use designations (i.e., MU30, MU40, and MU70). Refer to [Section 2.0, Project Description](#), for a description of land use designations proposed under the General Plan Update. As shown in [Figure 2-3](#) and [Figure 2-4](#), the General Plan Update proposes an increase in densities and intensities generally along Pacific Coast Highway, Lomita Boulevard, Narbonne Avenue, Western Avenue, and Palos Verdes Drive North.

The General Plan Update incorporates consistent and compatible development intensities that would maintain and enhance the overall visual character/quality of the Planning Area. Specifically, the Land Use Element includes policies and actions, maps, and diagrams to control and direct the general distribution, location, and extent of land uses within the Planning Area. For example, proposed Land Use Element Policy LU-1.2 directs the city to focus new higher density mixed-use development along major corridors and within key activity nodes to expand housing opportunity and preserve the character of existing single-family neighborhoods, ensuring more balanced visual character for future development through controlled intensity. Supporting compatible development intensities and visual coherence is facilitated by implementation of Action LU-1a, which directs the City to update the Zoning Ordinance and Zoning Map as appropriate to ensure consistency with the General Plan Update Land Use Element, including amending the Zoning Ordinance to include new mixed-use zones and associated development standards and land use regulations. Action LU-1b directs the City to review the Zoning Ordinance and update as appropriate to reflect the goals, policies, and implementation actions included in the General Plan Update, thus promoting future development that aligns with the visual character of the community. Proposed Land Use Element Policy LU-2.2 requires compatibility between adjacent land uses to enhance livability and promote healthy lifestyles, thus maintaining a harmonious visual environment through appropriate future development intensities. Proposed Land Use Element Policy LU-2.4 is aimed at protecting established residential neighborhoods by requiring new development to be sensitive to low density housing, including through appropriate building massing and scale, and to minimize impacts related to the operation of the use, ensuring neighborhood visual character preservation for future development. Proposed Land Use Element Policy LU-2.5 requires residential and nonresidential portions of mixed-use buildings and sites to



be well-integrated through site and building design that ensures compatibility among different uses on the same site, thus ensuring cohesive visual character for future development. Promoting visual consistency is facilitated by proposed Land Use Element Policy LU-3.5, which aims to preserve the character and uniqueness of existing residential neighborhoods. Proposed Land Use Element Policy LU-3.9 promotes the undergrounding of utility lines and aboveground equipment, thus enhancing visual character by reducing visual clutter. Proposed Land Use Element Policy RM-1.9 ensures consistent integration of City-approved street trees (i.e., permitted species) along sidewalks and property frontages, thus enhancing the visual character of future development through uniform landscape practices. The City's overall visual character is maintained and enhanced through proposed Land Use Element Policy ED-1.2, which is aimed at enhancing the aesthetics of commercial corridors with strategic investments, such as landscaping, outdoor lighting, wayfinding, entry and building façade improvements, and other initiatives that increase the corridors' attractiveness for businesses and consumers.

All future development would also be subject to conformance with applicable requirements in the Lomita Municipal Code. The Zoning Ordinance regulates maximum building height, building setbacks, parking and garage/carport placement, landscaping and screening requirements, and other development characteristics in place in each zoning district to protect the city's long-term visual character. Pursuant to Zoning Ordinance Section 11-1.70.07, *Site Plan Review*, applicable future development projects would be reviewed to ensure that the proposed physical layout, design, or use: complies with the Zoning Ordinance; would not have adverse effects on neighboring property; would achieve consistency with the General Plan; and would have a suitable and functional development design. Future projects on residential lots south of Pacific Coast Highway would still be required to obtain a Height Variation Permit for new structures or additions over sixteen feet in height measured from the natural grade, pursuant to Zoning Ordinance Section 11-1.70.11, *Height Variation Permit*. The Height Variation Permit ensures that each project is reviewed to determine if it would obstruct a significant view. Additionally, applicable future land use and development review applications would still undergo environmental review on a project-by-project basis prior to consideration by the decision-making authority. If necessary, City staff would require project-specific mitigation to reduce potential impacts to a less than significant level.

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

#### **Proposed General Plan Update Goals, Policies, and Actions:**

##### **LAND USE ELEMENT**

**Goal LU-1:      **Balanced Land Use Pattern.**** Preserve a balanced land use pattern that meets the diverse needs of Lomita's residents and businesses, providing a range of housing options, offering a variety of employment and recreation opportunities, and promoting a robust local economy.



- Policy LU-1.1: Land Use Planning.** Promote a comprehensive approach to land use planning that is socially, economically, and environmentally sustainable; enhances community livability and public health; offers choices in housing, jobs, amenities, and transportation; reduces pollution, greenhouse gas emissions, and the expenditure of non-renewable resources; and provides opportunities for meaningful public engagement in land use decisions.
- Policy LU-1.2: Focused Growth.** Focus new higher density mixed-use development along major corridors and within key activity nodes to expand housing opportunity, preserve the character of existing single-family neighborhoods, promote active transportation options, and enhance economic vitality.
- Action LU-1a:** Update the City's Zoning Ordinance (Title XI, Chapter 1 of the Lomita Municipal Code) and Zoning Map as appropriate to ensure consistency with this Land Use Element and designations shown on the Land Use Map (Figure LU-1). As part of the update, address the following items:
- a. Amend the Zoning Ordinance to include new mixed-use zones and associated development standards and land use regulations, to implement the MU30, MU40, and MU70 land use designations and reflect the development densities and intensities of those designations. Moreover, amend the Zoning Map to apply the new zones to specific parcels within the city.
  - b. Reevaluate the permitted uses in the Downtown, Commercial (D-C) zone to ensure that they reflect the mix of retail, commercial, restaurant, office, service, etc. uses desired by the community for the downtown.
  - c. Ensure that minimum lot sizes for new mixed-use developments are adhered to.
- Action LU-1b:** Review the Zoning Ordinance and update as appropriate to reflect the goals, policies, and implementation actions included in this General Plan.
- Action LU-1d:** Establish in lieu fees or establish provisions for granting development incentives such as building height and development intensity when projects provide community benefits, including, but not limited to, payment of community benefits fee, publicly accessible open space/parks, additional affordable housing, public art, infrastructure improvements beyond those required for the development, and other amenities.
- Goal LU-2: Comprehensive Land Development.** New development is economically and environmentally sustainable, improves quality of life, and complements our existing community.
- Policy LU-2.2: Compatible Uses.** Require compatibility between adjacent land uses to enhance livability and promote healthy lifestyles.
- Policy LU-2.3: Development Tradeoffs.** Ensure that new development projects provide a net community benefit, economically or qualitatively.
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- Policy LU-2.4: Residential Neighborhoods.** Protect established residential neighborhoods by requiring new development to be sensitive to low density housing, including through appropriate building massing and scale, and to minimize impacts related to the operation of the use.
- Policy LU-2.5: Mixed-Use Design Integration.** Require residential and nonresidential portions of mixed-use buildings and sites to be well-integrated through site and building design that ensures compatibility among different uses on the same site.
- Policy LU-2.9: Multi-Jurisdictional Coordination.** Coordinate with neighboring jurisdictions to address land use compatibility within areas surrounding Lomita, including, but not limited to, flight-related issues (from Torrance Municipal Airport) and hillside development.
- Action LU-2a:** Ensure all projects are reviewed and processed per the California Environmental Quality Act (CEQA) Guidelines.
- Goal LU-3: Urban Form and Placemaking.** Maintain a distinctive and authentic sense of place.
- Policy LU-3.5: Preserve Neighborhood Character.** Preserve the character and uniqueness of existing residential neighborhoods.
- Policy LU-3.9: Visual Clutter.** Promote the beautification, accessibility, and safety of the city and streetscape through the undergrounding of utility lines and aboveground equipment.

#### RESOURCE MANAGEMENT ELEMENT

- Policy RM-1.1: Parks and Recreation Facility Amenities.** Develop parks and recreational facilities with amenities that meet the community's needs and preferences, including but not limited to play areas for children, sports courts and fields, dog parks, community meeting rooms, and accessibility updates.
- Policy RM-1.6: Maintenance.** Ensure regular maintenance of parks, recreational facilities, open space areas, and public amenities to uphold appearance, usability, and safety.
- Policy RM-1.9: Green Streets.** Ensure the consistent integration of City-approved street trees (i.e., permitted species) along sidewalks and property frontages.

#### ECONOMIC DEVELOPMENT ELEMENT

- Policy ED-1.2 Streetscape Improvements.** Enhance aesthetics and "curb appeal" of the commercial corridors with strategic investments such as landscaping, outdoor lighting, wayfinding, entry and building façade improvements, and other initiatives that increase the corridors' attractiveness for businesses and consumers.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

**AES-3: Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?**



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

All lighting installed as part of future development projects resulting from General Plan Update implementation would be subject to conformance with applicable Zoning Ordinance requirements and guided by the General Plan Update Land Use Element, which includes policies and actions to reduce potential light and glare impacts. Proposed Land Use Element Policy LU-2.2 requires compatibility between adjacent land uses to enhance livability and promote healthy lifestyles, thus preventing new sources of substantial light and glare from future development that could adversely affect day or nighttime views in the community. The reduction of operational light and glare impacts from future development is facilitated by proposed Land Use Element Policy LU-2.4, which is aimed at protecting established residential neighborhoods by requiring new development to be sensitive to low density housing, including through appropriate building massing and scale, and to minimize impacts related to the operation of the use. Proposed Land Use Element Policy LU-2.5 requires residential and nonresidential portions of mixed-use buildings and sites to be well-integrated through site and building design that ensures compatibility among different uses on the same site, including light and glare reduction measure for future developments. Action LU-2a ensures all projects are reviewed and processed per CEQA Guidelines. Action LU-2b directs the City to analyze land use compatibility through the development review process to require adequate buffers and/or architectural enhancements that protect sensitive receptors (e.g., residences, schools, day care centers, hospitals, nursing homes) from intrusion of development activities that may cause unwanted nuisances and health risks. Actions LU-2a and LU-2b ensure light and glare potential impacts are thoroughly analyzed in the City's plan review process for future development on a project-by-project basis. Therefore, implementation of the General Plan Update would not result in adverse light and glare impacts. Impacts would be less than significant in this regard.

#### **Proposed General Plan Update Goals, Policies, and Actions:**

##### **LAND USE ELEMENT**

**Policy LU-1.2: Focused Growth.** Focus new higher density mixed-use development along major corridors and within key activity nodes to expand housing opportunity, preserve the character of existing single-family neighborhoods, promote active transportation options, and enhance economic vitality.

**Goal LU-2: Comprehensive Land Development.** New development is economically and environmentally sustainable, improves quality of life, and complements our existing community.

**Policy LU-2.2: Compatible Uses.** Require compatibility between adjacent land uses to enhance livability and promote healthy lifestyles.



**Policy LU-2.3: Development Tradeoffs.** Ensure that new development projects provide a net community benefit, economically or qualitatively.

**Policy LU-2.4: Residential Neighborhoods.** Protect established residential neighborhoods by requiring new development to be sensitive to low density housing, including through appropriate building massing and scale, and to minimize impacts related to the operation of the use.

**Policy LU-2.5: Mixed-Use Design Integration.** Require residential and nonresidential portions of mixed-use buildings and sites to be well-integrated through site and building design that ensures compatibility among different uses on the same site.

**Action LU-2a:** Ensure all projects are reviewed and processed per the California Environmental Quality Act (CEQA) Guidelines.

**Action LU-2b:** Analyze land use compatibility through the development review process to require adequate buffers and/or architectural enhancements that protect sensitive receptors (e.g., residences, schools, day care centers, hospitals, nursing homes) from intrusion of development activities that may cause unwanted nuisances and health risks.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

#### 4.1.6 CUMULATIVE IMPACTS

Section 3.0, *Basis of Cumulative Analysis*, identifies projected growth within the Planning Area with the potential to interact with the proposed Project to the extent that a significant cumulative effect may occur. The cumulative projects' setting for aesthetics is the city and the portions of neighboring jurisdictions that are visible from the city.

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

**Impact Analysis:** The Planning Area offers long-range views of the Palos Verdes Hills, Santa Monica Mountains, and San Gabriel Mountains; however, views are limited and primarily provided within the southern portion of the city and along major north-south and west-east corridors due to the existing development within the city and surrounding area. The Planning Area, including the cumulative project sites, is developed and within an urbanized area. Development and/or redevelopment of the Planning Area would be subject to the regulations and requirements of the City of Lomita Zoning Code, including building heights, setbacks, massing, and design and architectural regulations. Future development projects within the city would be subject to the City's development standards and review processes to ensure conformance with established development standards. Although the potential for new development at higher densities/intensities could occur with implementation of the Project in addition to the cumulative development projects, long-range views of scenic resources are limited due to the existing topography and urbanized nature of the area. Further, future projects implemented under the General Plan Update would be required to be consistent with the General Plan Update policies and actions and



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

**Proposed General Plan Update Goals, Policies, and Actions:** Refer to the General Plan Update goals, policies, and actions listed previously.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

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

**Impact Analysis:** Future development within the Planning Area and cumulative development are located within an "urbanized area." As previously discussed, implementation of the General Plan Update would result in new development and intensification of existing urban uses along major corridors. While the Project does not include any specific development proposals, the Project could facilitate future development projects within these areas at higher densities and intensities than currently exist. Development within the city is subject to the Zoning Ordinance, which provides for project-specific review of applicable future development proposals and ensures that development is consistent with the Municipal Code and General Plan Update goals, policies, and actions. Individual development projects are reviewed subject to the specific zoning district and development being proposed. Cumulative development projects in neighboring jurisdictions would similarly be subject to applicable regulations within that jurisdiction. Future projects implemented under the General Plan Update would be required to be consistent with the General Plan Update policies and actions and adopted regulations pertaining to scenic quality. The proposed Project would not conflict with applicable zoning and other regulations governing scenic quality. Thus, the Project's incremental effects involving potential conflicts with applicable zoning and other regulations governing scenic quality would not be cumulatively considerable.

**Proposed General Plan Update Goals, Policies, and Actions:** Refer to the General Plan Update goals, policies, and actions listed previously.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

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

**Impact Analysis:** Future development associated with the General Plan Update and cumulative development projects could introduce new sources of light or glare with the potential to adversely affect





day or nighttime views. All lighting installed in future development projects within Lomita would be subject to conformance with the General Plan Update and applicable Zoning Ordinance requirements. Further, future projects implemented under the General Plan Update would be required to be consistent with the General Plan Update policies and actions and adopted regulations pertaining to aesthetics. With implementation of the adopted policies and regulations described above, the proposed General Plan Update would not considerably contribute to permanent changes in visual character, such as increased lighting resulting in a substantial degradation. The policies and actions included within the General Plan Update and compliance with the Zoning Ordinance would reduce the cumulative effect of the General Plan Update on lighting and glare to a less-than-significant level. Thus, through compliance with existing regulatory requirements, the Project's incremental effects involving the potential to create a new source of substantial light or glare which would adversely affect day or nighttime views in the area would not be cumulative considerable.

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

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

#### 4.1.7 SIGNIFICANT UNAVOIDABLE IMPACTS

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

#### 4.1.8 REFERENCES

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

California Department of Transportation, n.d. *California State Scenic Highway System Map*, <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>, accessed January 19, 2024.

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





## 4.2 AIR QUALITY

### 4.2.1 PURPOSE

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

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

### 4.2.2 ENVIRONMENTAL SETTING

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

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

#### LOCAL CLIMATE AND METEOROLOGY

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

Average annual temperatures in the SCAB range from the low- to mid-60s degrees Fahrenheit (“°F”). Coastal areas such as the Project site exhibit less variability in annual minimum and maximum temperatures compared to inland areas, due to the more pronounced oceanic influence. The majority of the annual rainfall in the SCAB occurs between November and April. Summer rainfall is minimal and is generally limited to scattered thunderstorms in the coastal regions and slightly heavier showers in the eastern portion of the SCAB, along the coastal westerly side of the mountains. Year-to-year patterns in rainfall are unpredictable because of weather fluctuations.



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

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

In the winter, light nocturnal winds result mainly from the drainage of cool air off of the mountains toward the valley floor, while the air aloft over the valley remains warm. This forms a type of inversion known as a radiation inversion, characterized by stagnation and poor local mixing, trapping pollutants such as automobile exhaust near their source.

The temperature and precipitation levels for Torrance Airport, the closest monitoring station to the Planning Area, are in [Table 4.2-1, \*Metrological Summary\*](#). [Table 4.2-1](#) show that August is typically the warmest month and January is typically the coolest month. Rainfall in the Planning Area varies considerably in both time and space. Almost all the annual rainfall comes from the fringes of mid-latitude storms from late November to early April, with summers being almost completely dry.



**Table 4.2-1**  
**Meteorological Summary**

Month	Temperature (°F)		Average Precipitation (inches)
	Average High	Average Low	
January	65.9	44.3	3.04
February	66.5	45.8	3.23
March	67.4	47.4	2.03
April	69.6	49.9	0.84
May	71.6	53.5	0.18
June	73.8	56.7	0.06
July	77.6	60.2	0.02
August	78.6	61.1	0.06
September	78.0	59.5	0.22
October	75.4	55.4	0.42
November	71.5	48.9	1.31
December	66.9	45.0	2.15
Annual Average	71.9	52.3	13.55
Source: Western Regional Climate Center, <i>Period of Record Monthly Climate Summary</i> , <a href="https://wrcc.dri.edu/cgi-bin/cliMAIN.pl?ca8973">https://wrcc.dri.edu/cgi-bin/cliMAIN.pl?ca8973</a> , accessed January 22, 2024.			

## CRITERIA POLLUTANTS

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

Primary air pollutants are emitted directly from sources. Carbon monoxide (“CO”), reactive organic gases (“ROG”), nitrogen oxide (“NO<sub>x</sub>”), sulfur dioxide (“SO<sub>2</sub>”), coarse particulate matter (“PM<sub>10</sub>”), fine particulate matter (PM<sub>2.5</sub>), and lead are primary air pollutants. Of these, CO, NO<sub>x</sub>, SO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> are criteria pollutants. ROG and NO<sub>x</sub> are criteria pollutant precursors and form secondary criteria pollutants through chemical and photochemical reactions in the atmosphere. For example, the criteria pollutant ozone (“O<sub>3</sub>”) is formed by a chemical reaction between ROG and NO<sub>x</sub> in the presence of sunlight. O<sub>3</sub> and nitrogen dioxide (“NO<sub>2</sub>”) are the principal secondary pollutants.

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



as seen in high altitudes are most susceptible to the adverse effects of CO exposure. People with heart disease are also more susceptible to developing chest pains when exposed to low CO levels.

Ozone (O<sub>3</sub>). O<sub>3</sub> occurs in two layers of the atmosphere. The layer surrounding the Earth's surface is the troposphere. The troposphere extends approximately ten miles above ground level, where it meets the second layer, the stratosphere. The stratospheric (the "good" O<sub>3</sub> layer) extends upward from about ten to 30 miles and protects life on Earth from the sun's harmful ultraviolet rays. "Bad" O<sub>3</sub> is a photochemical pollutant, needing volatile organic compounds ("VOCs"), NO<sub>x</sub>, and sunlight to form; therefore, VOCs and NO<sub>x</sub> are O<sub>3</sub> precursors. To reduce O<sub>3</sub> concentrations, it is necessary to control the emissions of these O<sub>3</sub> precursors. Significant O<sub>3</sub> formation generally requires an adequate amount of precursors in the atmosphere and a period of several hours in a stable atmosphere with strong sunlight. High O<sub>3</sub> concentrations can form over large regions when emissions from motor vehicles and stationary sources are carried hundreds of miles from their origins.

While O<sub>3</sub> in the upper atmosphere (stratosphere) protects the earth from harmful ultraviolet radiation, high concentrations of ground-level O<sub>3</sub> (in the troposphere) can adversely affect the human respiratory system and other tissues. O<sub>3</sub> is a strong irritant that can constrict the airways, forcing the respiratory system to work hard to deliver oxygen. Individuals exercising outdoors, children, and people with pre-existing lung disease such as asthma and chronic pulmonary lung disease are considered to be the most susceptible to the health effects of O<sub>3</sub>. Short-term exposure (lasting for a few hours) to elevated O<sub>3</sub> levels can result in aggravated respiratory diseases, such as emphysema, bronchitis and asthma, shortness of breath, increased susceptibility to infections, inflammation of the lung tissue, increased fatigue, as well as chest pain, dry throat, headache, and nausea.

Nitrogen Dioxide (NO<sub>2</sub>). NO<sub>x</sub> are a family of highly reactive gases that are a primary precursor to the formation of ground-level O<sub>3</sub> and react in the atmosphere to form acid rain. NO<sub>2</sub> (often used interchangeably with NO<sub>x</sub>) is a reddish-brown gas that can cause breathing difficulties at elevated levels. Peak readings of NO<sub>2</sub> occur in areas that have a high concentration of combustion sources (e.g., motor vehicle engines, power plants, refineries, and other industrial operations). NO<sub>2</sub> can irritate and damage the lungs and lower resistance to respiratory infections such as influenza. The health effects of short-term exposure are still unclear. However, continued or frequent exposure to NO<sub>2</sub> concentrations that are typically much higher than those normally found in the ambient air may increase acute respiratory illnesses in children and increase the incidence of chronic bronchitis and lung irritation. Chronic exposure to NO<sub>2</sub> may aggravate eyes and mucus membranes and cause pulmonary dysfunction.

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

Fine Particulate Matter (PM<sub>2.5</sub>). Concerns over health impacts related to fine particulate matter (particulate matter 2.5 microns in diameter or less) resulted in the creation of State and federal PM<sub>2.5</sub>



standards. Particulate matter impacts primarily affect infants, children, the elderly, and those with pre-existing cardiopulmonary disease.

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

Sulfur Dioxide (SO<sub>2</sub>). Sulfur dioxide (SO<sub>2</sub>) is a colorless, irritating gas with an odor of rotten eggs, primarily formed by the combustion of sulfur-containing fossil fuels. Sulfur dioxide is often used interchangeably with SO<sub>x</sub>. Exposure of a few minutes to low levels of SO<sub>2</sub> can result in airway constriction in some asthmatics.

Volatile Organic Compounds (VOC). VOCs are hydrocarbon compounds (any compound containing various combinations of hydrogen and carbon atoms) that exist in the ambient air. VOCs contribute to the formation of smog through atmospheric photochemical reactions and/or may be toxic. Compounds of carbon (also known as organic compounds) have different levels of reactivity; that is, they do not react at the same speed, or do not form O<sub>3</sub> to the same extent, when exposed to photochemical processes. VOCs often have an odor, and some examples include gasoline, alcohol, and the solvents used in paints. Exceptions to the VOC designation include CO, carbon dioxide (“CO<sub>2</sub>”), carbonic acid, metallic carbides or carbonates, and ammonium carbonate. VOCs are a criteria pollutant since they are a precursor to O<sub>3</sub>, which is a criteria pollutant. The terms VOC and ROG, discussed below, are often used interchangeably.

Reactive Organic Gases (ROG). ROG are precursors in forming O<sub>3</sub>, similar to VOCs, and consist of compounds containing methane, ethane, propane, butane, and longer chain hydrocarbons, which are typically the result of some type of combustion/decomposition process. Smog is formed when ROG and NO<sub>x</sub> react in the presence of sunlight. ROG are a criteria pollutant since they are a precursor to O<sub>3</sub>, which is a criteria pollutant.

## TOXIC AIR CONTAMINANTS

Toxic air contaminants (“TACs”) are airborne substances capable of causing short-term (acute) and/or long-term (chronic) or carcinogenic (i.e., cancer causing) adverse human health effects (i.e., injury or illness). TACs include both organic and inorganic chemical substances, which may be emitted from a variety of common sources including gasoline stations, automobiles, dry cleaners, industrial operations, and painting operations. The current California list of TACs includes approximately 200 compounds, including particulate emissions from diesel-fueled engines.



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

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

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

#### Diesel Particulate Matter

Both mobile and stationary sources emit diesel particulate matter (“DPM”). In California, on-road diesel-fueled engines contribute approximately 24 percent of the statewide total, with an additional 71 percent attributed to other mobile sources, such as construction and mining equipment, agricultural equipment, and transport refrigeration units. Stationary sources contribute approximately five percent of total DPM in the state. CARB has developed several plans and programs to reduce diesel emissions such as the Diesel Risk Reduction Plan, the Statewide Portable Equipment Registration Program, and the Diesel Off-Road Online Reporting System. The Portable Equipment Registration Program and Diesel Off-Road Online Reporting System allow owners or operators of portable engines and certain other types of equipment to register their equipment, in order to operate them in the state without having to obtain individual permits from local air districts.

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

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



National Institute for Occupational Safety and Health, have calculated cancer risks from DPM similarly to those developed by OEHHA and CARB.

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

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

## ODORS

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

The ability to detect odors varies considerably among the population and overall is quite subjective. Some individuals have the ability to smell minute quantities of specific substances; others may not have the same sensitivity but may have sensitivities to odors of other substances. In addition, people may have different reactions to the same odor; an odor that is offensive to one person (e.g., from a fast-food restaurant) may be perfectly acceptable to another. It is also important to note that an unfamiliar odor is more easily detected and is more likely to cause complaints than a familiar one. This is because of the phenomenon known as odor fatigue, in which a person can become desensitized to almost any odor and recognition only occurs with an alteration in the intensity.

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

When an odorous sample is progressively diluted, the odorant concentration decreases. As this occurs, the odor intensity weakens and eventually becomes so low that the detection or recognition of the odor is quite difficult. At some point during dilution, the concentration of the odorant reaches a detection threshold. An odorant concentration below the detection threshold means that the concentration in the air is not detectable by the average human.



## SENSITIVE RECEPTORS

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

Some people are much more sensitive than others to breathing fine particles ( $PM_{10}$  and  $PM_{2.5}$ ). People with influenza, chronic respiratory and cardiovascular diseases, and the elderly may suffer worsening illness and premature death due to breathing these fine particles. People with bronchitis can expect aggravated symptoms from breathing in fine particles. Children may experience decline in lung function due to breathing in  $PM_{10}$  and  $PM_{2.5}$ . Other groups considered sensitive are smokers and people who cannot breathe well through their noses. Exercising athletes are also considered sensitive, because many breathe through their mouths during exercise.

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

## AMBIENT AIR QUALITY

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

Table 4.2-2, *Federal and State Ambient Air Quality Standards*, summarizes federal and state ambient air quality standards for important pollutants. Although independently developed, both federal and state ambient standards attempted to avoid health-related effects. As a result, the federal and state standards differ, in some cases. In general, the California standards are more stringent. This is particularly true for ozone,  $PM_{2.5}$ , and  $PM_{10}$ .





**Table 4.2-2**  
**Federal and State Ambient Air Quality Standards**

Pollutant	Averaging Time	Federal Primary Standard	State Standard
Ozone	1-Hour	--	0.09 ppm
	8-Hour	0.070 ppm	0.070 ppm
Carbon Monoxide	8-Hour	9.0 ppm	9.0 ppm
	1-Hour	35.0 ppm	20.0 ppm
Nitrogen Dioxide	Annual	0.053 ppm	0.03 ppm
	1-Hour	0.100 ppm	0.18 ppm
Sulfur Dioxide	Annual	0.03 ppm	--
	24-Hour	0.14 ppm	0.04 ppm
	1-Hour	0.075 ppm	0.25 ppm
PM <sub>10</sub>	Annual	--	20 ug/m <sup>3</sup>
	24-Hour	150 ug/m <sup>3</sup>	50 ug/m <sup>3</sup>
PM <sub>2.5</sub>	Annual	12 ug/m <sup>3</sup>	12 ug/m <sup>3</sup>
	24-Hour	35 ug/m <sup>3</sup>	--
Lead	30-Day Avg.	--	1.5 ug/m <sup>3</sup>
	3-Month Avg.	0.15 ug/m <sup>3</sup>	--
Source: California Air Resources Board, <i>Ambient Air Quality Standards</i> , <a href="https://ww2.arb.ca.gov/sites/default/files/2020-07/aaqs2.pdf">https://ww2.arb.ca.gov/sites/default/files/2020-07/aaqs2.pdf</a> , accessed January 22, 2024. Notes: "ppm" = parts per million, "ug/m <sup>3</sup> " = micrograms per cubic meter.			

### Attainment Status

In accordance with the CCAA, the CARB designates areas of the state as attainment, nonattainment, or unclassified with respect to applicable standards. An "attainment" designation for an area signifies that pollutant concentrations did not violate the applicable standard in that area. A "nonattainment" designation indicates that a pollutant concentration violated the applicable standard at least once, excluding those occasions when an exceptional event caused a violation, as defined in the criteria.

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

The EPA designates areas for O<sub>3</sub>, CO, and NO<sub>2</sub> as "does not meet the primary standards," "cannot be classified," or "better than national standards." For SO<sub>2</sub>, areas are designated as "does not meet the primary standards," "does not meet the secondary standards," "cannot be classified," or "better than national standards." However, the CARB terminology of attainment, nonattainment, and unclassified is more frequently used.

Los Angeles County has a State designation of Attainment or Unclassified for all criteria pollutants except for O<sub>3</sub>, PM<sub>10</sub> and PM<sub>2.5</sub>. Los Angeles County has a national designation of either Unclassified or Attainment



for all criteria pollutants except for Ozone and PM<sub>2.5</sub>. Table 4.2-3, State and National Attainment Status in Los Angeles County. Table 4.2-3 presents the State and national attainment status for Los Angeles County.

**Table 4.2-3**  
**State and National Attainment Status in Los Angeles County**

Criteria Pollutants	State Designations	National Designations
Ozone (O <sub>3</sub> )	Nonattainment	Nonattainment
PM <sub>10</sub>	Nonattainment	Attainment
PM <sub>2.5</sub>	Nonattainment	Nonattainment
Carbon Monoxide (CO)	Attainment	Unclassified/Attainment
Nitrogen Dioxide (NO <sub>2</sub> )	Attainment	Unclassified/Attainment
Sulfur Dioxide (SO <sub>2</sub> )	Attainment	Unclassified/Attainment
Sulfates	Attainment	--
Lead	Attainment	Nonattainment
Hydrogen Sulfide	Unclassified	--
Visibility Reducing Particles	Unclassified	--
Source: California Air Resources Board, Maps of State and Federal Area Designations, <a href="https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations">https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations</a> , accessed January 22, 2024.		

Separately, Table 4.2-4, South Coast Air Basin Attainment Status, lists the attainment status for the criteria pollutants in the SCAB.



**Table 4.2-4  
South Coast Air Basin Attainment Status**

Pollutant	Standard <sup>1</sup>	Averaging Time	Designation <sup>2</sup>	Attainment Deadline Date <sup>3</sup>
1-Hour Ozone	NAAQS	1979 1-Hour (0.12 ppm)	Nonattainment (Extreme)	2/6/2023 (not attained) <sup>4</sup>
	CAAQS	1-Hour (0.09 ppm)	Nonattainment	N/A
8-Hour Ozone <sup>5</sup>	NAAQS	1997 8-Hour (0.08 ppm)	Nonattainment (Extreme)	6/15/2024
	NAAQS	2008 8-Hour (0.075 ppm)	Nonattainment (Extreme)	7/20/2032
	NAAQS	2015 8-Hour (0.070 ppm)	Nonattainment (Extreme)	8/3/2038
	CAAQS	8-Hour (0.070 ppm)	Nonattainment	Beyond 2032
CO	NAAQS	1-Hour (35 ppm)	Attainment (Maintenance)	6/11/2007 (attained)
	CAAQS	8-Hour (9 ppm)	Attainment	6/11/2007 (attained)
NO <sub>2</sub> <sup>6</sup>	NAAQS	1-Hour (0.1 ppm)	Unclassifiable/Attainment	N/A (attained)
	NAAQS	Annual (0.053 ppm)	Attainment (Maintenance)	9/22/1998 (attained)
	CAAQS	1-hour (0.18 ppm) Annual (0.030 ppm)	Attainment	--
SO <sub>2</sub> <sup>7</sup>	NAAQS	1-Hour (75 ppb)	Designations Pending (expect Uncl./Attainment)	N/A (attained)
	NAAQS	24-Hour (0.14 ppm) Annual (0.03 ppm)	Unclassifiable/Attainment	3/19/1979 (attained)
PM <sub>10</sub>	NAAQS	1987 24-Hour (150 µg/m <sup>3</sup> )	Attainment (Maintenance) <sup>8</sup>	7/26/2013 (attained)
	CAAQS	24-Hour (50 µg/m <sup>3</sup> ) Annual (20 µg/m <sup>3</sup> )	Nonattainment	N/A
PM <sub>2.5</sub> <sup>9</sup>	NAAQS	2006 24-Hour (35 µg/m <sup>3</sup> )	Nonattainment (Serious)	12/31/2019
	NAAQS	1997 Annual	Attainment	8/24/2016



Pollutant	Standard <sup>1</sup>	Averaging Time	Designation <sup>2</sup>	Attainment Deadline Date <sup>3</sup>
		(15.0 µg/m <sup>3</sup> )		
	NAAQS	2021 Annual (12.0 µg/m <sup>3</sup> )	Nonattainment (Serious)	12/31/2025
	CAAQS	Annual (12.0 µg/m <sup>3</sup> )	Nonattainment	N/A
Lead	NAAQS	3-Months Rolling (0.15 µg/m <sup>3</sup> )	Nonattainment (Partial) <sup>10</sup>	12/31/2015
Hydrogen Sulfide (H <sub>2</sub> S)	CAAQS	1-Hour (0.03 ppm/42 µg/m <sup>3</sup> )	Attainment	--
Sulfates	CAAQS	24-Hour (25 µg/m <sup>3</sup> )	Attainment	--
Vinyl Chloride	CAAQS	24-Hour (0.01 ppm/26 µg/m <sup>3</sup> )	Attainment	--

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

Notes:

<sup>1</sup> NAAQS = National Ambient Air Quality Standards, CAAQS = California Ambient Air Quality Standards

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

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

<sup>4</sup> 1-hour O<sub>3</sub> standard (0.12 ppm) was revoked, effective June 15, 2005; however, the Basin has not attained this standard based on 2008-2010 data and is still subject to anti-backsliding requirements.

<sup>5</sup> 1997 8-hour O<sub>3</sub> standard (0.08 ppm) was reduced (0.075 ppm), effective May 27, 2008; the revoked 1997 O<sub>3</sub> standard is still subject to anti-backsliding requirements.

<sup>6</sup> New NO<sub>2</sub> 1-hour standard, effective August 2, 2010; attainment designations January 20, 2012; annual NO<sub>2</sub> standard retained.

<sup>7</sup> The 1971 annual and 24-hour SO<sub>2</sub> standards were revoked, effective August 23, 2010; however, these 1971 standards will remain in effect until one year after EPA promulgates area designations for the 2010 SO<sub>2</sub> 1-hour standard. Area designations are still pending, with Basin expected to be designated Unclassifiable /Attainment.

<sup>8</sup> Annual PM<sub>10</sub> standard was revoked, effective December 18, 2006; 24-hour PM<sub>10</sub> NAAQS deadline was 12/31/2006; SCAQMD request for attainment redesignation and PM<sub>10</sub> maintenance plan was approved by EPA on June 26, 2013, effective July 26, 2013.

<sup>9</sup> Attainment deadline for the 2006 24-Hour PM<sub>2.5</sub> NAAQS (designation effective December 14, 2009) is December 31, 2019 (end of the 10th calendar year after effective date of designations for Serious nonattainment areas). Annual PM<sub>2.5</sub> standard was revised on January 15, 2013, effective March 18, 2013, from 15 to 12 µg/m<sup>3</sup>. Designations effective April 15, 2015, so Serious area attainment deadline is December 31, 2025.

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

### Los Angeles County Monitoring

The South Coast Air Quality Management District ("SCAQMD") is divided into 38 air-monitoring areas with a designated ambient air monitoring station representative of each area. The City of Lomita is in the Southwest Los Angeles County (Area 3). The nearest air monitoring station is in Signal Hill, located at 1710



East 20<sup>th</sup> Street, approximately eight miles east of the Planning Area. Table 4.2-5, Local Air Quality Levels, presents the monitored pollutant levels within the vicinity.

The monitoring data presented in Table 4.2-5 shows that ozone and particulate matter (PM<sub>10</sub>) are the air pollutants of primary concern in the Planning Area, as detailed below.

#### Ozone

The State 1-hour concentration standard for O<sub>3</sub> was exceeded for four days in 2020 and one day in 2022 at the Signal Hill monitoring station during the 2020 to 2022 monitoring period. Similarly, the federal and State eight-hour O<sub>3</sub> standard was exceeded for four days in 2020 and one day in 2022, during the 2020 to 2022 monitoring period at the Signal Hill monitoring station.

O<sub>3</sub> is not directly emitted, as it is a secondary pollutant. O<sub>3</sub> is the result of chemical reactions between other pollutants, most importantly hydrocarbons and NO<sub>2</sub>, which occur only in the presence of bright sunlight. Pollutants emitted from upwind cities react during transport downwind to produce the oxidant concentrations experienced in the area. Many areas of the SCAQMD contribute to the O<sub>3</sub> levels experienced at the monitoring station, with the more significant areas being those directly upwind.

#### Carbon Monoxide

CO is another important pollutant that is due mainly to motor vehicles. The State and federal one-hour and eight-hour CO standards were not exceeded at any monitoring station in the SCAQMD over the 2020 to 2022 monitoring period.

#### Nitrogen Dioxide

The Signal Hill monitoring station did not record an exceedance of the State or federal NO<sub>2</sub> standards over the 2020 to 2022 monitoring period.

#### Sulfur Dioxide

The Signal Hill monitoring station did not record an exceedance of the State SO<sub>2</sub> standards over the 2020 to 2022 monitoring period.



**Table 4.2-5  
Local Area Air Quality Levels**

Pollutant (Standard)	Year		
	2020	2021	2022
<b>Ozone</b>			
Maximum 1-Hour Concentration (ppm)	0.105	0.086	0.108
Days > CAAQS (0.09 ppm)	<b>4</b>	0	<b>1</b>
Maximum 8-Hour Concentration (ppm)	0.083	0.064	0.077
Days > NAAQS (0.07 ppm)	<b>4</b>	0	<b>1</b>
Days > CAAQS (0.07 ppm)	<b>4</b>	0	<b>1</b>
<b>Carbon Monoxide<sup>1</sup></b>			
Maximum 1-Hour Concentration (ppm)	--	--	--
Days > NAAQS (20 ppm)	0	0	0
Maximum 8-Hour Concentration (ppm)	--	--	--
Days > NAAQS (9 ppm)	0	0	0
<b>Nitrogen Dioxide</b>			
Maximum 1-Hour Concentration (ppm)	0.075	0.059	0.058
Days > NAAQS (0.25 ppm)	0	0	0
<b>Sulfur Dioxide</b>			
Maximum 1-Hour Concentration (ppm)	--	0.006	0.006
Days > CAAQS (0.25 ppm)	--	0	0
<b>Inhalable Particulates (PM<sub>10</sub>)<sup>2</sup></b>			
Maximum 24-Hour Concentration (ug/m <sup>3</sup> )	43	33	57
Days > NAAQS (150 ug/m <sup>3</sup> )	0	0	0
Days > CAAQS (50 ug/m <sup>3</sup> )	0	0	2 (1%)
Annual Average (ug/m <sup>3</sup> )	22.5	17.7	24.7
Annual > NAAQS (50 ug/m <sup>3</sup> )	No	No	No
Annual > CAAQS (20 ug/m <sup>3</sup> )	<b>Yes</b>	No	<b>Yes</b>
<b>Ultra-Fine Particulates (PM<sub>2.5</sub>)</b>			
Maximum 24-Hour Concentration (ug/m <sup>3</sup> )	--	--	28.8
Days > NAAQS (35 ug/m <sup>3</sup> )	--	--	0
Annual Average (ug/m <sup>3</sup> )	--	--	10.8
Annual > NAAQS (15 ug/m <sup>3</sup> )	--	--	No
Annual > CAAQS (12 ug/m <sup>3</sup> )	--	--	No
CAAQS = California Ambient Air Quality Standard; NAAQS = National Ambient Air Quality Standard; ppm = parts per million; - - Pollutant not monitored. Source: South Coast Air Quality Management District, <i>Historical Air Quality Data by Year</i> , <a href="https://www.aqmd.gov/home/air-quality/historical-air-quality-data/historical-data-by-year">https://www.aqmd.gov/home/air-quality/historical-air-quality-data/historical-data-by-year</a> , accessed January 22, 2024. Notes: 1. Federal and State 8-hour and 1-hour CO standards were not exceeded. 2. Pollutant not monitored at the Signal Hill site for years 2020 and 2021; data for 2020 and 2021 are from LAX Hastings site at 7201 West Westchester Parkway.			

#### Particulate Matter

PM<sub>10</sub> was not monitored at the Signal Hill monitoring station during the 2020 and 2021 monitoring period; therefore, data from the LAX Hastings station, located at 7201 West Westchester Parkway, in Los Angeles,



were used for these years. PM<sub>10</sub> data from 2022 are from the Signal Hill monitoring station. The State 24-hour concentration standard for PM<sub>10</sub> was exceeded for two days (one percent of sampled days) in 2022 at the Signal Hill station over the 2020 to 2022 monitoring period. Over the same time period, the federal 24-hour and annual standards for PM<sub>10</sub> were not exceeded.

PM<sub>2.5</sub> was not monitored at the Signal Hill or LAX Hastings monitoring stations during the 2020 to 2021 monitoring period. PM<sub>2.5</sub> data from 2022 are available at the Signal Hill monitoring station. The Signal Hill monitoring station did not record an exceedance of the State or federal PM<sub>2.5</sub> standards in 2022.

### 4.2.3 REGULATORY SETTING

#### FEDERAL

##### Clean Air Act

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

The EPA is responsible for administering the FCAA. The FCAA requires the EPA to set NAAQS for several problem air pollutants based on human health and welfare criteria. Two types of NAAQS were established: primary standards, which protect public health (with an adequate margin of safety, including for sensitive populations such as children, the elderly, and individuals suffering from respiratory diseases), and secondary standards, which protect the public welfare from non-health-related adverse effects, such as visibility reduction. Reviewed every five years by a Clean Air Scientific Advisory Committee, NAAQS standards were designed to accurately reflect the latest scientific knowledge.

NAAQS standards define clean air and represent the maximum amount of pollution that can be present in outdoor air without any harmful effects on people and the environment. Existing violations of the O<sub>3</sub> and PM<sub>2.5</sub> NAAQS indicate that certain individuals exposed to these pollutants may experience certain health effects, including increased incidence of cardiovascular and respiratory ailments.

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

- O<sub>3</sub>: On October 1, 2015, the EPA lowered the national eight-hour standard from 0.075 ppm to 0.070 ppm, providing for a more stringent standard consistent with the current California state standard.
- CO: In 2011, the primary standards were retained from the original 1971 level, without revision. The secondary standards were revoked in 1985.



- **NO<sub>2</sub>:** The national NO<sub>2</sub> standard was most recently revised in 2010 following an exhaustive review of new literature pointed to evidence for adverse effects in asthmatics at lower NO<sub>2</sub> concentrations than the existing national standard.
- **SO<sub>2</sub>:** On June 2, 2010, a new one-hour SO<sub>2</sub> standard was established, and the existing 24-hour and annual primary standards were revoked. To attain the one-hour national standard, the three-year average of the annual 99<sup>th</sup> percentile of the one-hour daily maximum concentrations at each site must not exceed 75 ppb.
- **PM:** the national annual average PM<sub>2.5</sub> standard was most recently revised in 2012, following an exhaustive review of new literature pointed to evidence for increased risk of premature mortality at lower PM<sub>2.5</sub> concentrations than the existing standard.
- **Lead:** The national standard for lead was revised on October 15, 2008, to a rolling three-month average. In 2016, the primary and secondary standards were retained.

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

#### Transportation Conformity

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

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

#### Transportation Control Measures

The consideration of potential control measures as a part of making progress towards clean air goals is an aspect of the SIP development process. While most SIP control measures are aimed at reducing emissions





from stationary sources, some are typically also created to address mobile or transportation sources. These are known as transportation control measures (“TCMs”), designed to reduce vehicle miles traveled and trips, or vehicle idling and associated air pollution. TCMs are achieved by developing attractive and convenient alternatives to single-occupant vehicle use. Examples of TCMs include ridesharing programs, transportation infrastructure improvements such as adding bicycle and carpool lanes, and expansion of public transit.

## STATE

### California Clean Air Act (CCAA)

In 1988, the CCAA was first signed into law, providing a comprehensive framework for air quality planning and regulation, and spells out, in statute, the State’s air quality goals, planning and regulatory strategies, and performance. CARB is the agency responsible for administering the CCAA, establishing ambient air quality standards pursuant to the California Health and Safety Code (section 39606(b)), which are similar to the federal standards.

### California Air Quality Standards

Although NAAQS are determined by the EPA, states have the ability to set standards that are more stringent than the federal standards. As such, California established more stringent ambient air quality standards. Federal and State ambient air quality standards have been established for O<sub>3</sub>, CO, NO<sub>2</sub>, SO<sub>2</sub>, PM<sub>10</sub> and lead. In addition, California has created standards for pollutants that are not covered by federal standards. Although there is some variability among the health effects of the CAAQS pollutants, each has been linked to multiple adverse health effects including, among others, premature death, hospitalizations and emergency department visits for exacerbated chronic disease, and increased symptoms such as coughing and wheezing. Table 4.2-2 includes existing State and federal primary standards for major pollutants.

In June of 2002, CARB adopted revisions to the PM<sub>10</sub> standard and established a new PM<sub>2.5</sub> annual standard. The new standards became effective in June 2003. Subsequently, staff reviewed the published scientific literature on ground-level O<sub>3</sub> and NO<sub>2</sub> and CARB adopted revisions to the standards for these two pollutants. Revised standards for ozone and nitrogen dioxide went into effect on May 17, 2006, and March 20, 2008, respectively. These revisions reflect the most recent changes to the CAAQS.

### CARB Mobile-Source Regulation

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

### CARB Air Quality and Land Use Handbook

CARB’s *Air Quality and Land Use Handbook: A Community Health Perspective* (“CARB Handbook”) addresses the importance of considering health risk issues when siting sensitive land uses, including



residential development, in the vicinity of intensive air pollutant emission sources including freeways or high-traffic roads, distribution centers, ports, petroleum refineries, chrome plating operations, dry cleaners, and gasoline dispensing facilities. The CARB Handbook draws upon studies evaluating the health effects of traffic traveling on major interstate highways in metropolitan California centers within Los Angeles (Interstate [I] 405 and I-710), the San Francisco Bay, and San Diego areas. The recommendations identified by CARB, including siting residential uses a minimum distance of 500 feet from freeways or other high-traffic roadways, are consistent with those adopted by the State of California for location of new schools. Specifically, the CARB Handbook recommends, “Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day.”

#### Tanner Air Toxics Act

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

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

#### Climate Change Scoping Plan

On December 11, 2008, CARB adopted its *Climate Change Scoping Plan* (“Scoping Plan”), which functions as a roadmap of CARB’s plans to achieve greenhouse gas (“GHG”) emissions reductions in California required by AB 32 through subsequently enacted regulations. The Scoping Plan contains the main strategies California will implement to reduce carbon dioxide-equivalent (“CO<sub>2</sub>e”) emissions by 169 million metric tons (“MMT”), or approximately 30 percent, from the State’s projected 2020 emissions level of 596 MMT of CO<sub>2</sub>e under a business-as-usual scenario. This is a reduction of 42 MMT CO<sub>2</sub>e, or almost ten percent, from 2002 to 2004 average emissions but requires the reductions in the face of population and



economic growth through 2020. The Scoping Plan also breaks down the amount of GHG emissions reductions CARB recommends for each emissions sector of the State's GHG inventory. The Scoping Plan calls for the largest reductions in GHG emissions to be achieved by implementing the following measures and standards:

- Improved emissions standards for light-duty vehicles (estimated reductions of 31.7 MMT CO<sub>2</sub>e);
- The Low-Carbon Fuel Standard (15.0 MMT CO<sub>2</sub>e);
- Energy efficiency measures in buildings and appliances and the widespread development of combined heat and power systems (26.3 MMT CO<sub>2</sub>e); and
- A renewable portfolio standard for electricity production (21.3 MMT CO<sub>2</sub>e).

CARB updated the Scoping Plan in 2013 (*First Update to the Scoping Plan*) and again in 2017. The 2013 Scoping Plan Update built upon the initial Scoping Plan with new strategies and recommendations and also set the groundwork to reach the long-term goals set forth by the State. Successful implementation of existing programs (as identified in previous iterations of the Scoping Plan) has allowed California to meet the 2020 target. The 2017 Scoping Plan Update expanded the scope of the previous Scoping Plan further by focusing on the strategy for achieving the State's 2030 GHG target of 40 percent emissions reductions below 1990 levels (to achieve the target codified into law by SB 32) and substantially advances toward the State's 2050 climate goal to reduce GHG emissions by 80 percent below 1990 levels.

The 2017 Scoping Plan Update relied on the preexisting programs paired with an extended, more stringent Cap-and-Trade Program, to deliver climate, air quality, and other benefits. The 2017 Scoping Plan Update identified new technologically feasible and cost-effective strategies to ensure that California meets its GHG reduction goals.

CARB adopted the 2022 Scoping Plan Update ("2022 Scoping Plan") on December 15, 2022. The 2022 Scoping Plan Update assesses progress towards the SB 32 GHG emissions reduction target of at least 40 percent below 1990 emissions by 2030, while laying out a path to achieving carbon neutrality no later than 2045, and a reduction in anthropogenic emissions by 85 percent below 1990 levels.

#### California Energy Code

First established in 1978 in response to a legislative mandate to reduce California's energy consumption, the California Energy Code (CCR Title 24, Part 6) is incorporated into the Building Energy Efficiency Standards. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods.

The most recent Title 24 standards are the 2022 Title 24 standards. Buildings permitted on or after January 1, 2023, must comply with the 2022 Standards. The California Energy Commission updates the standards every three years. When compared to the 2019 Title 24 standards, the 2022 update focuses on: encouraging electric heat pump technology and use; establishing electric-ready requirements upon installation of natural gas; expanding solar photovoltaic ("PV") system and battery storage standards; and strengthening ventilation standards to improve indoor air quality.



### California Green Building Standards Code

The purpose of the California Green Building Standards Code (“CalGreen”) (CCR Title 24, Part 11) is to improve public health and safety and to promote the general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices in the following categories: 1) planning and design; 2) energy efficiency; 3) water efficiency and conservation; 4) material conservation and resource efficiency; and 5) environmental quality. CalGreen, which became effective on January 1, 2011, instituted mandatory minimum environmental performance standards for all ground-up new construction of commercial, low-rise residential uses, and State-owned buildings, as well as schools and hospitals. The mandatory standards require the following:

- 20 percent mandatory reduction in indoor water use relative to baseline levels;
- 50 percent construction/demolition waste must be diverted from landfills;
- Mandatory inspections of energy systems to ensure optimal working efficiency; and
- Low-pollutant emitting exterior and interior finish materials such as paints, carpets, vinyl flooring, and particle boards.

The voluntary standards require the following:

- Tier I: 15 percent improvement in energy requirements, stricter water conservation requirements for specific fixtures, 65 percent reduction in construction waste, 10 percent recycled content, 20 percent permeable paving, 20 percent cement reduction, and cool/solar reflective roof.
- Tier II: 30 percent improvement in energy requirements, stricter water conservation requirements for specific fixtures, 75 percent reduction in construction waste, 15 percent recycled content, 30 percent permeable paving, 30 percent cement reduction, and cool/solar reflective roof.

The latest version of CalGreen is the 2022 CalGreen Code, which became effective on January 1, 2023. Between 2010 and 2022, continuous updates and additions have been made to CALGreen, including water conservation and recycling, electric vehicle infrastructure and charging, and changes intended to eliminate conflicts with the California Energy Code, which is Part 6 of Title 24.

### Title 20

CCR Title 20 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. 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. Title 20 presents protocols for testing each type of appliance covered under the regulations, and appliances must meet the standards for energy performance, energy design, water performance, and water design. Title 20 contains three types of standards for appliances: federal and state standards for federally regulated appliances, state standards for federally regulated appliances, and state standards for non-federally regulated appliances.

## LOCAL

### South Coast Air Quality Management District (SCAQMD)

The SCAQMD shares responsibility with CARB for ensuring that all State and federal ambient air quality standards are achieved and maintained over the SCAQMD area. This area approximately 10,743 square miles and includes all of Orange County and the urban portions of Los Angeles, Riverside and San Bernardino counties.

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

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

In 2003, an AQMP was prepared by SCAQMD to bring the SCAB, as well as portions of the Salton Sea Air Basin under SCAQMD jurisdiction, into compliance with the one-hour O<sub>3</sub> and PM<sub>10</sub> national standards. The 2003 AQMP also replaced the 1997 attainment demonstration for the federal CO standard and provided a basis for a maintenance plan for CO for the future. It also updated the maintenance plan for the federal NO<sub>2</sub> standard, which the SCAB has met since 1992.

A subsequent AQMP for the SCAB was adopted by SCAQMD on June 1, 2007. The goal of the 2007 AQMP was to lead the SCAB into compliance with the national eight-hour O<sub>3</sub> and PM<sub>2.5</sub> standards. The 2007 AQMP outlined a detailed strategy for meeting the national health-based standards for PM<sub>2.5</sub> by 2015 and eight-hour O<sub>3</sub> by 2024 while accounting for and accommodating future expected growth. The 2007 AQMP incorporated significant new emissions inventories, ambient measurements, scientific data, control strategies, and air quality modeling. Most of the reductions were to be from mobile sources, which are currently responsible for about 75 percent of all smog and particulate-forming emissions.

The SCAQMD approved the 2012 AQMP on December 7, 2012. The 2012 AQMP incorporated the latest scientific and technological information and planning assumptions, including the 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy ("RTP/SCS") and updated emission inventory methodologies for various source categories. The 2012 AQMP outlines a comprehensive control strategy



that meets the requirement for expeditious progress toward attainment with the 24-hour PM<sub>2.5</sub> NAAQS with all feasible control measures and demonstrates attainment of the standard by 2014. The 2012 AQMP also updates the eight-hour O<sub>3</sub> control plan with new emission reduction commitments from a set of new control measures that implement the 2007 AQMP's Section 182 (e)(5) commitments. The goal of the Final 2012 AQMP is to lead the SCAB into compliance with the national eight-hour O<sub>3</sub> and PM<sub>2.5</sub> standards.

The SCAQMD approved the Final 2016 AQMP on March 3, 2017. The 2016 AQMP included transportation control measures developed by SCAG from the 2016–2040 RTP/SCS, as well as the integrated strategies and measures needed to meet the NAAQS. The 2016 AQMP demonstrated attainment of the one-hour and eight-hour O<sub>3</sub> NAAQS, as well as the latest 24-hour and annual PM<sub>2.5</sub> standards.

SCAQMD approved the Final 2022 AQMP on December 2, 2022. The Final 2022 AQMP builds upon measures already in place from previous AQMPs to reduce air pollution and meet the federal O<sub>3</sub> standard established by the EPA in 2015. It includes a variety of additional actions and strategies such as regulation, accelerated deployment of available cleaner technologies (e.g., zero emission emissions technologies, when cost-effective and feasible, and low NO<sub>x</sub> technologies in other applications), best management practices, co-benefits from existing programs (e.g., climate and energy efficiency), incentives, and other FCAA measures to achieve the 2015 eight-hour O<sub>3</sub> standard. The 2022 AQMP is based on the most recent assumptions provided by both CARB and SCAG (SCAG's 2020-2045 RTP/SCS) for motor vehicle emissions and demographic updates and includes updated transportation conformity budgets.

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

The SCAQMD is responsible for limiting emissions that can be generated throughout the SCAB by various stationary, area, and mobile sources. The SCAQMD Governing Board adopted specific rules and regulations which limit the emissions that can be generated by various uses and activities and identify specific pollution reduction measures which must be implemented in association with various uses and activities. These rules regulate the emissions of not only the federal and State criteria pollutants, but also TACs and acutely hazardous materials. The rules are also subject to ongoing refinement by SCAQMD.

Among SCAQMD rules that may be applicable to future development projects within Lomita are Rule 401 (Visible Emissions), Rule 402 (Nuisance), Rule 403 (Fugitive Dust), Rule 1113 (Architectural Coatings), Rule 1138 (Control of Emissions from Restaurant Operations), Rule 1146.2 (Emissions of Oxides of Nitrogen from Large Water Heaters and Small Boilers and Process Heaters), and Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities). Rule 401 restricts the emissions of air contaminants that significantly reduce air opacity. Rule 402 restricts discharges that cause nuisance to the public. Rule 403 requires the use of stringent best available control measures ("BACMs") to minimize PM<sub>10</sub> emissions during grading and construction activities. Rule 1113 requires reductions in the VOC content of coatings. Rule 1138 specifies PM and VOC emissions and odor control requirements for some kinds of commercial cooking operations. Rule 1146.2 restricts the NO<sub>x</sub> emissions from natural gas-fired water heaters, boilers, and process heaters as defined by this rule. Compliance with SCAQMD Rule 1403 requires the owner or operator of any demolition or renovation activity to have an asbestos survey performed prior to demolition and to provide notification to SCAQMD prior to commencing demolition activities.





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

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

[Southern California Association of Governments \(SCAG\) Regional Transportation Plan/Sustainable Communities Strategy \(RTP/SCS\)<sup>1</sup>](#)

SCAG is the regional planning agency that implements Connect SoCal, (also referred to as the Regional Transportation Plan/Sustainable Communities Strategy [RTP/SCS]) for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties and addresses regional issues relating to transportation, the economy, community development, and the environment. SCAG coordinates with various air quality and transportation stakeholders in southern California to ensure compliance with the federal and State air quality requirements. Pursuant to California Health and Safety Code Section 40460, SCAG has the responsibility of preparing and approving the portions of the AQMP relating to the regional demographic projections and integrated regional land use, housing, employment, and transportation programs, measures, and strategies. Connect SoCal 2020 includes transportation programs, measures, and strategies generally designed to reduce vehicle miles travelled ("VMT"), which are contained in the 2022 AQMP. The SCAQMD combines its portion of the AQMP with measures prepared by SCAG.<sup>2</sup> The Transportation Control Measures, included as Appendix IV-C of the 2022 AQMP, are based on Connect SoCal 2020.

The 2022 AQMP forecasts the 2037 emissions inventories "with growth" based on Connect SoCal 2020. The region is projected to see a 12-percent growth in population, a 17-percent growth in housing units, an 11-percent growth in employment, and a 5-percent growth in VMT between 2018 and 2037. Despite regional growth in the past, air quality has improved substantially over the years, primarily because of air quality control programs at the local, State, and federal levels.<sup>3</sup>

SCAG adopted Connect SoCal 2024 after issuance of the Project's Notice of Preparation ("NOP") and initiation of the analysis presented in this EIR. Connect SoCal 2024 carries forward policy direction established in Connect SoCal 2020, as well as more recent Regional Council actions that address emerging issues facing the region. Connect SoCal 2024 outlines a vision for a more resilient and equitable future,

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<sup>1</sup> SCAG adopted Connect SoCal 2024 on April 4, 2024. However, the 2022 AQMP utilizes growth forecasts and measures from Connect SoCal 2020. Therefore, for purposes of this EIR and the air quality analysis, Connect SoCal 2020 is relevant and applicable to consistency with the 2022 AQMP.

<sup>2</sup> South Coast AQMD, *2022 Air Quality Management Plan*, adopted December 2, 2022.

<sup>3</sup> South Coast AQMD, *2022 Air Quality Management Plan*, adopted December 2, 2022.



with investment, policies and strategies for achieving the region's shared goals through 2050. As with the previous RTP/SCS, Connect SoCal 2024 is a long-term plan for the southern California region that details investment in the transportation system and development in communities. SCAG worked closely with local jurisdictions to develop Connect SoCal 2024, which incorporates current demographics and anticipated future population, household, and employment growth patterns based, in part, upon local growth forecasts, projects and programs, and includes complementary regional policies and initiatives. The Plan outlines a forecasted development pattern that demonstrates how the region can sustainably accommodate needed housing. In addition, Connect SoCal 2024 is supported by a combination of transportation and land use strategies that outline how the region can achieve California's GHG-emission-reduction goals and FCAA requirements.

#### [Los Angeles County General Plan](#)

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

#### [City of Lomita Climate Action Plan](#)

The City of Lomita, in cooperation with the South Bay Cities Council of Governments ("SBCCOG"), developed a Climate Action Plan ("CAP") to reduce GHG emissions within the city. The CAP identifies community-wide strategies to lower GHG emissions from a range of sources within the jurisdiction, including transportation, land use, energy generation and consumption, water, and waste.

#### [City of Lomita General Plan Safety Element](#)

The existing City of Lomita General Plan Safety Element contains the following goals, policies, and actions that are relevant to air quality:

**Goal 1:** A built environment that protects against extreme heat and air pollution.

**Policy 1.1:** Improve indoor air quality and urban cooling in homes near major roads.

**Action 1.1a:** Create a clean air checklist for new development of sensitive land uses. This checklist should include landscaping, ventilation systems, double-paned windows, setbacks, and barriers.

**Action 1.1b:** Consider applying for grant funding to install air conditioning with HEPA filters in homes within 1000 feet of a major road for low-income households.

**Action 1.1c:** Continue current city efforts to repair and rehabilitate substandard housing for lower-income households, including programs and grants to weatherize houses for extreme heat and air pollution.

**Policy 1.2:** Reduce air pollution from mobile sources.

**Action 1.2a:** Amend the zoning code to provide incentives to increase the number of required electric vehicle charging stations associated with a development. Identify potential locations for public EV charging in larger parking lots.





**Action 1.2b:** Work with local non-profits and public agencies to advertise programs that provide sustainable cars and slow-speed vehicles (e-bikes, e-scooter and neighborhood electric vehicles) with an emphasis for low-income households.

**Action 1.2c:** Promote and enforce the use of City-designated truck routes to limit the impact of truck ingress and egress in Lomita through the use of signage and additional monitoring in targeted issue areas. Ensure that pedestrian walkways are unobscured and well maintained through planning and code enforcement efforts.

**Policy 1.3:** Promote a healthy urban forest to mitigate air pollution and extreme heat.

**Action 3.1d:** Use the emergency alert systems and other standard City communication to alert the public when local air quality reaches “Very Unhealthy” levels or when local air temperature exceeds 100°F.

#### 4.2.4 SIGNIFICANCE CRITERIA AND THRESHOLDS

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

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

#### METHODOLOGY AND ASSUMPTIONS

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

##### Construction

Construction of the growth anticipated by implementation of the General Plan Update would have the potential to temporarily emit criteria air pollutant emissions through the use of heavy-duty construction equipment, such as excavators, cranes, and forklifts, and through vehicle trips generated from workers and haul trucks traveling to and from project sites. In addition, fugitive dust emissions would result from demolition and various soil-handling activities. This analysis includes construction emissions of VOC, NO<sub>x</sub>, CO, SO<sub>2</sub>, PM<sub>10</sub> and PM<sub>2.5</sub>. Construction emissions can vary substantially from day-to-day, depending on the intensity and specific type of construction activity. The maximum daily regional emissions are



predicted values for the worst-case day and do not represent the emissions that would actually occur during every day of construction.

The proposed Project is a planning-level document, and, as such, there are no specific projects, project construction dates, or specific construction plans identified. Therefore, quantification of emissions associated with buildout cannot be specifically determined at this time. However, the type and size of total anticipated growth is known. Construction emissions are based on the type and amount of off-road construction equipment and the scope of future development that could be allowed under the proposed Project. Therefore, since CalEEMod provides default construction scenarios based on size and land use type, a reasonable worst case annual construction scenario was analyzed to provide an idea of daily emissions that could occur due to construction under the proposed Project.<sup>4</sup> Buildout of the General Plan Update (based on the land use assumptions provided by the proposed project) expected to occur by 2045 were modeled in CalEEMod.<sup>5</sup>

Estimated to begin in January 2025, construction should continue throughout 2045. Emission calculations assumed construction in 2025 as a conservative peak emissions year. One year later, construction emissions would be less because cleaner construction equipment and vehicle fleet mixes are expected as a result of state regulations that require cleaner construction equipment to be phased-in for heavy-duty equipment. Thus, construction emissions occurring in later years would be less than the impacts disclosed herein.

Modeling for construction activities include demolition, site preparation, excavation/grading, building construction, paving, and architectural coating. CalEEMod defaults were used to determine construction equipment based on the type of construction. Modeling assumed the land uses contained in [Table 2-3 of Section 3.0, Project Description](#). For the purposes of analysis, a simplified construction schedule includes a conservative assumption that all modeled construction phases would occur throughout the entirety of the 2025 through 2045 construction period.

Daily regional criteria air pollutant emissions for the different phases of construction were forecast based on construction activities, on-road and off-road mobile sources, and fugitive dust emission factors associated with the specific construction activity. Off-road mobile source emissions would result from the use of heavy-duty construction equipment such as bulldozers, loaders, and cranes. These off-road mobile sources emit VOC, NO<sub>x</sub>, CO, SO<sub>2</sub>, PM<sub>10</sub> and PM<sub>2.5</sub>. The emissions were estimated using CalEEMod (v.2022.1) software, an emissions inventory software program recommended by SCAQMD. CalEEMod is based on outputs from the OFFROAD model and Emission Factor ("EMFAC") model, which are emissions estimation models developed by CARB and used to calculate emissions from construction activities, heavy-duty off-road equipment, and on-road vehicles.

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<sup>4</sup> Note that CalEEMod estimates daily emissions based on the size and type of the development, the number of days that would be needed to complete the activity (CalEEMod default), and the amount of equipment that would be needed to accomplish construction (CalEEMod default).

<sup>5</sup> For the sake of a conservative analysis, the modeling for both Project construction and operational phases account for the total development that is projected to exist in the Planning Area at 2045 buildout, which includes both existing and potential future development within the Planning Area in year 2045. This acts as a proxy for the 'worst-case scenario' for the purposes of CEQA analysis.

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CalEEMod estimates fugitive dust emissions (using PM<sub>10</sub> as a surrogate) during construction activities, which are based on the methods described in the US EPA AP-42 Compilation of Air Pollutant Emission Factors. During the application of architectural coatings, evaporation of solvents contained in surface coatings result in VOC emissions. CalEEMod was used to calculate VOC emissions based on the building surface area and the default VOC content provided by the air district or CARB's statewide limits.

On-road mobile sources during construction also have the potential to generate temporary criteria air pollutant emissions through worker vehicles and haul trucks traveling to and from project sites during construction. Mobile source emissions were calculated using VMT and trips data provided by Kittelson & Associates, as provided in the Transportation Impact Assessment developed for the proposed Project (Kittelson & Associates 2024).

#### Operational

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

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

#### Intersection Hot Spots

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

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



The potential for future development accommodated by the General Plan Update to cause or contribute to CO hotspots is evaluated by comparing Project intersections' volume data from the Transportation Impact Assessment (Kittelson & Associates 2024) with prior studies conducted by the SCAQMD in support of their AQMPs and considering existing background CO concentrations.

#### Toxic Air Contaminant Impacts (Construction and Operation)

Construction and operational activities have the potential to result in health risk impacts (cancer, or other acute or chronic conditions) related to TACs exposure from airborne emissions, specifically the emissions of diesel particulate matter. Health risk from TACs exposure is a cumulative localized impact-based exposure of nearby sensitive receptors to specific construction activities as well as on location to the construction and operational activities that emit TACs. A Health Risk Assessment ("HRA") requires a determination of the magnitude of health risks associated with TACs exposure. In order to determine the specific numerical cancer and non-cancer (acute and chronic) risks associated with TACs on nearby individual receptors (including residences and workers), HRAs include dispersion modeling of TACs. In order to accurately model the magnitude of TAC exposure on individual receptors, the following information is required:

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

Dispersion modeling software (such as AERMOD) incorporates this information, which is used in conjunction with facility health risk assessment software (such as the Hotspots Analysis and Reporting Program, otherwise known as HARP-2). A numerical estimate of maximum health risks provide the results of such analysis, which are incorporated into the HRA (with detailed methodology and a list of assumptions provided). However, since the proposed Project is a long-range planning document and therefore does not provide sufficient detail regarding specific development projects that would be developed as part of future Project implementation (such as providing detailed information on the type, location, and sizing of potential sources of TACs such as warehouses, gasoline/diesel refueling stations, light industrial facilities, etc.), there is insufficient information available at this level of analysis to conduct a reasonable or scientifically valid analysis of TACs. Specific development projects in Lomita that have the potential to generate potentially significant risks associated with the release of TACs are required by



SCAQMD to undergo an analysis of their potential health risks associated with TACs, based upon the specific details of each individual project, in accordance with AB 2588 and the Tanner Air Toxics Act.<sup>6</sup>

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

## 5.2.5 IMPACTS AND MITIGATION MEASURES

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

**Impact Analysis:** The following analysis addresses the General Plan Update's consistency with applicable plans and policies that govern air quality. In particular, the analysis addresses consistency with SCAQMD's AQMP, an air quality plan that includes strategies for achieving attainment of applicable O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> standards.

As discussed above, SCAQMD adopted a series of AQMPs to lead the SCAB into compliance with several criteria air pollutant standards and other federal requirements, while taking into account construction and operational emissions associated with population and economic growth projections provided by SCAG's 2020-2045 RTP/SCS. SCAQMD recommends that, when determining whether a project is consistent with the relevant AQMPs, the lead agency should assess whether the project would directly obstruct implementation of the plans by impeding SCAQMD's efforts to achieve attainment with respect to any criteria air pollutant for which it is currently not in attainment of the NAAQS and CAAQS (e.g., O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>) and whether it is consistent with the demographic and economic assumptions (typically land use related, such as employment and population/residential units) upon which the plan is based. SCAQMD guidance indicates that projects whose growth is included in the projections used in the formulation of the AQMP are considered to be consistent with the plan and would not interfere with its attainment.

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

CEQA requires general plans to be evaluated for consistency with the AQMP. Because the AQMP strategy is based on projections from local general plans, only new or amended general plan elements, specific plans, or individual projects under the general plan need to undergo a consistency review. Projects

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<sup>6</sup> See SCAQMD's *Air Quality Analysis Handbook* for more detail: <https://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook>



considered consistent with the local general plan are consistent with the air quality-related regional plan. Indicators of consistency include:

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

## CONSTRUCTION

### Control Strategies

The SCAB is in designated nonattainment for O<sub>3</sub> and PM<sub>2.5</sub> under the CAAQS and NAAQS and nonattainment for PM<sub>10</sub> under the CAAQS. Future development accommodated by the General Plan Update involves long-term growth associated with buildout of the City of Lomita. Therefore, the emissions of criteria pollutants associated with future developments under the General Plan Update could exceed the SCAQMD thresholds for criteria pollutants. Future development of individual projects under the General Plan Update would be required to comply with CARB's requirements to minimize short-term emissions from on-road and off-road diesel equipment, including the ATCM to limit heavy-duty diesel motor vehicle idling to no more than five minutes at any given time, and with SCAQMD's regulations such as Rule 403 for controlling fugitive dust and Rule 1113 for controlling VOC emissions from architectural coatings. Furthermore, as applicable to the type of development, individual future projects implemented under the proposed General Plan Update would comply with fleet rules to reduce on-road truck emissions (i.e., 13 CCR, Section 2025 (CARB Truck and Bus regulation)). The General Plan Update includes goals, policies, and actions that support reduced air quality impacts associated with construction activities which would be applicable to the proposed Project. Proposed Resource Management Element Policy RM-4.6 encourages contractors to use low-emission equipment and vehicles for City construction projects. Policy RM-3.1 requires the City to coordinate with State and regional agencies such as the SCAQMD, SCAG, SBCCOG, and CARB to address air quality issues. Compliance with these measures and other requirements would be consistent with and meet or exceed the AQMP requirements for control strategies intended to reduce emissions from construction equipment and activities. Therefore, the construction anticipated by the proposed Project would be consistent with the AQMP under the first indicator.

### Growth Projections

Implementation of the General Plan Update would result in an increase in short-term employment as compared to existing conditions. Future development accommodated by the General Plan Update would involve construction, but implementation of the General Plan Update would not necessarily create new construction jobs, since construction-related jobs generated by future development would likely be filled by employees within the construction industry within the City of Lomita and the greater Los Angeles County region. Construction industry jobs generally have no regular place of business, as construction workers commute to job sites throughout a given region, which may change several times a year. Moreover, these jobs would be temporary in nature. Therefore, the construction jobs generated by future development accommodated by the General Plan Update would not conflict with the long-term employment or population projections upon which the 2022 AQMP is based.



## OPERATION

### Control Strategies

Future development under the General Plan Update would be required to comply with CARB motor vehicle standards, the SCAQMD regulations for stationary sources and architectural coatings, Title 24 energy efficiency standards, and, to the extent applicable, the 2020-2045 RTP/SCS.

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

The types and location of land uses anticipated by the General Plan Update would further encourage land use and transportation strategies related to reducing vehicle trips by increasing commercial and residential density near public transit. The availability of public transportation and the focus on increasing density relative to the existing public transportation enables implementation of the General Plan Update to potentially reduce vehicle trips, VMT, and associated transportation-related emissions per capita. Specifically, the General Plan Update includes the following goals, policies, and actions that support reduced air quality impacts associated with Project operation. Proposed Land Use Element Goal LU-1 requires the city to implement a balanced land use pattern. Policy LU-1.1 requires the city to promote a comprehensive approach to land use planning that is socially, economically, and environmentally sustainable. Policy LU-1.2, which requires the City to focus new higher density mixed-use development along major corridors and within key activity nodes to expand housing opportunity, preserve the character of existing single-family neighborhoods, promote active transportation options, and enhance economic vitality. Proposed Mobility Element Goal M-3 encourages the development of complete streets. Policy M-1.8 encourages the preparation of TDM plans for all major developments or facility expansions to encourage ride-sharing and other improvements, thereby reducing vehicle trips. Policy M-5.1 requires the City to work with Los Angeles County Metropolitan Transportation Authority (“Metro”), Torrance Transit, and other local public transit providers to plan and improve local transit service and transit facilities, including bus stops, in the city. Policy M-6.1 encourages the City to implement the Bicycle and Pedestrian Master Plan to provide active transportation facilities that can serve as an alternative to automobiles. Policy M-9.4 encourages the City to work with developers to reduce GHG emissions and minimize congestion related to new development through improvements to the circulation system and on-site improvements that encourage public and active modes of travel. The proposed Project would be consistent with the AQMP under the first indicator. Therefore, air quality impacts associated with implementation of the General Plan Update would be less than significant.





### Growth Projections

The SCAB emissions inventory is formed, in part, by existing city and county general plans. The AQMP is based on population, employment, and VMT forecasts by SCAG. A project might be in conflict with the AQMP if the development is greater than that anticipated in the local general plan and SCAG's growth projections. Future development in the City of Lomita that is consistent with the General Plan Update would increase vehicle trips and VMT over existing conditions, which would result in emissions of O<sub>3</sub> precursors and PM. Individual projects under the General Plan Update would be required to undergo subsequent environmental review pursuant to CEQA on a project-by-project bases, as well as demonstrating compliance with the AQMP. Individual projects would also be required to demonstrate compliance with SCAQMD rules and regulations governing air quality.

The City of Lomita continues to coordinate with the SCAQMD and SCAG to ensure city-wide growth projections, land use planning efforts, and local development patterns are accounted for in the regional planning and air quality planning processes. Furthermore, the proposed General Plan includes policies and actions that when implemented would minimize potential impacts to air quality. The proposed General Plan Update Resource Management Element includes Goal RM-3 and related policies and actions to address potential air quality impacts by improving air quality in Lomita and the region through reductions in air pollutants and GHG emissions. Additionally, the proposed General Plan Update Land Use Element promotes a land use pattern that would potentially reduce per capita transportation-related pollution and air quality impacts, by promoting per capita reductions in vehicle trips and VMT. Therefore, implementation of the proposed General Plan Update would not conflict with or obstruct the implementation of the applicable air quality plan. This impact would be less than significant.

### **Proposed General Plan Update Goals, Policies, and Actions:**

#### **LAND USE ELEMENT**

**Goal LU-1:**            **Balanced Land Use Pattern.** Preserve a balanced land use pattern that meets the diverse needs of Lomita's residents and businesses, providing a range of housing options, offering a variety of employment and recreation opportunities, and promoting a robust local economy.

**Policy LU-1.1:**       **Land Planning.** Promote a comprehensive approach to land use planning that is socially, economically, and environmentally sustainable; enhances community livability and public health; offers choices in housing, jobs, amenities, and transportation; reduces pollution, greenhouse gas emissions, and the expenditure of non-renewable resources; and provides opportunities for meaningful public engagement in land use decisions.

**Policy LU-1.2:**       **Focused Growth.** Focus new higher density mixed-use development along major corridors and within key activity nodes to expand housing opportunity, preserve the character of existing single-family neighborhoods, promote active transportation options, and enhance economic vitality.





- Policy LU-1.3:**      **Employment/Housing Balance.** Strive to balance levels of employment and housing within the community to provide more opportunities for residents to work locally, reduce commute times, and improve air quality.
- Policy LU-1.4:**      **Thriving Downtown.** Promote economic opportunities in Downtown Lomita through a mixture of housing, destination-type commercial uses, eateries, entertainment, and civic uses such as cultural and performing arts facilities. Support pedestrian-friendly and human-scaled development within the downtown area to reduce vehicle trips and parking demand.
- Policy LU-1.5:**      **Neighborhood-Serving Uses.** Support the development of neighborhood-scaled retail and service uses nearby residences to meet daily needs and reduce vehicle trips.
- Policy LU-1.6:**      **Capture Local Spending.** Encourage the development of a broad range of commercial uses that capture a greater share of local spending and reduce residents' reliance upon travel to nearby communities.
- Policy LU-1.8:**      **Mixed-Use.** Create opportunities for development projects that mix housing with commercial uses to enable Lomita's residents to live close to businesses and employment, improving multi-modal travel and increasing social interaction.
- Action LU-1a:**      Update the City's Zoning Ordinance (Title XI, Chapter 1 of the Lomita Municipal Code) and Zoning Map as appropriate to ensure consistency with this Land Use Element and designations shown on the Land Use Map (Figure LU-1). As part of the update, address the following items:
- a.    Amend the Zoning Ordinance to include new mixed-use zones and associated development standards and land use regulations, to implement the MU30, MU40, and MU70 land use designations and reflect the development densities and intensities of those designations. Moreover, amend the Zoning Map to apply the new zones to specific parcels within the city.
  - b.    Reevaluate the permitted uses in the Downtown, Commercial (D-C) zone to ensure that they reflect the mix of retail, commercial, restaurant, office, service, etc. uses desired by the community for the downtown.
  - c.    Ensure that minimum lot sizes for new mixed-use developments are adhered to.

## MOBILITY ELEMENT

- Goal M-1:**          **Local Circulation System.** A community served by a safe and balanced circulation system that meets the needs of all users.
- Policy M-1.6:**      **Promote Safe Streets.** Use a safe systems approach for transportation planning, street design, operations, emergency response, and maintenance that proactively identifies opportunities to improve safety where conflicts between users exist to eliminate traffic fatalities and serious injuries in our roadways.



- Policy M-1.7:** **Traffic Calming on Local Streets.** Traffic Calming on Local Streets. Use traffic calming strategies such as signage, speed radar feedback signs, curb extensions, and deflections, as recommended in the City's Traffic Calming Toolkit, to create a pedestrian-friendly circulation system and promote safety, while not reducing parking supply.
- Policy M-1.8:** **Transportation Demand Management.** Encourage the preparation of Transportation Demand Management plans for all major developments or facility expansions to encourage ride-sharing and other improvements, thereby reducing vehicle trips.
- Action M-1e:** Monitor the development of new mobility technologies and the potential local effects on vehicular, bicycle, pedestrian, and transit facilities and operations, and seek funding to invest in associated infrastructure and technologies such as Traffic System Management (TSM) and traffic signal synchronization.
- Action M-1f:** Evaluate the applicability of traffic calming tools to minimize cut-through traffic on local streets, especially in residential areas and near schools, and implement improvements as necessary.
- Goal M-3:** **Complete Streets.** A community with a well-designed and built transportation network that is safe, accessible, comfortable, and convenient for all transportation modes and users.
- Policy M-3.1:** **Complete Streets for Roadway Projects.** Apply complete streets principles to all transportation improvement projects (e.g., safety, intelligent transportation systems, pedestrian, bicycle, and transit facilities) to accommodate the needs of street users of all ages and abilities.
- Policy M-3.2:** **Multimodal Connectivity.** Link activity centers, employment centers, public facilities, and schools to transit and active transportation facilities.
- Policy M-3.3:** **Streetscape Improvements.** Require roadway, sidewalk, and median improvements that enhance the visual character of the roadway system and promote pedestrian and bicycle safety, including street lighting, wayfinding, street trees, and other nonvehicular infrastructure.
- Policy M-3.4:** **Traffic Calming on Residential Streets.** Encourage traffic calming strategies and incorporation of traffic calming design in residential areas to slow traffic and promote safety.
- Policy M-3.5:** **ADA Accessibility.** Implement a transportation network that is safe, accessible, and consistent with the Americans with Disabilities Act (ADA), to allow mobility-impaired users, such as disabled persons and seniors, to safely travel within the city.
- Policy M-3.6:** **Safe Routes to School.** Provide infrastructure improvements, enforcement, and incentives to support Safe Routes to School programs and promote walking and bicycling to local schools.
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- Policy M-3.7:** **Right-of-Way Design.** Ensure the City is fully utilizing legal right-of-way to provide space for an appropriate mix of streetscape elements.
- Action M-3a:** When planning roadway facilities, incorporate the concept of complete streets, while considering the land use and design context of the surrounding areas.
- Action M-3b:** Periodically review and update the City's Right-of-Way Standards to ensure that the standards reflect the City's goals and policies for the circulation system.
- Action M-3c:** Partner with Lomita school administrators to improve traffic and parking conditions in school areas, especially during school drop-off and pick-up periods.
- Action M-3d:** Develop strategies and guidelines to set curb use priorities that consider the needs of through traffic, transit stops, bus turnouts, passenger drop-off/pick-up, deliveries, and short-term/long-term parking, especially along major corridors.
- Goal M-5:** **Transit.** A community connected to a comprehensive public transportation system.
- Policy M-5.1:** **Transit Use.** Support programs encouraging public transit use by people living in, working in, or visiting Lomita.
- Policy M-5.2:** **Improve Local Public Transit Service.** Work with Metro, Torrance Transit, and other local public transit providers to plan and improve local transit service and transit facilities, including bus stops, in the city.
- Policy M-5.3:** **Transit Facilities.** Require new developments to construct, when appropriate, transit facilities, including bus turn-outs, bus stop infrastructure, and route information signage.
- Policy M-5.4:** **Effects of New Technologies on Transit Use.** Monitor the development of new mobility technologies and the potential effects on transit demand and how users access public transit.
- Action M-5a:** Continue on-going coordination with transit authorities toward the expansion of transit facilities.
- Action M-5b:** Work with transit providers to increase transit service frequency, speed, and reliability and increase ridership and to strengthen linkages and access to key destinations.
- Action M-5c:** Explore new intracity transit options such as a Lomita trolley to transport individuals between commercial areas, residential areas, and parks.
- Goal M-6:** **Active Transportation.** A community with a comprehensive network of pedestrian and bicycle facilities that encourages active transportation.
- Policy M-6.1:** **Bicycle and Pedestrian Master Plan.** Implement the Bicycle and Pedestrian Master Plan to provide active transportation facilities that can serve as an alternative to automobiles, including the Plan's facility recommendations as shown in Figure M-2.
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- Policy M-6.2:** **Local Travel Network.** Coordinate with the South Bay Cities Council of Governments to promote local micromobility modes by implementing the Local Travel Network plan and supporting efforts to integrate the network with adjacent cities, as shown in Figure M-3.
- Policy M-6.3:** **Sidewalk and Bikeway Gaps.** Create a connected and complete active transportation network by identifying and eliminating gaps in sidewalks and bikeways, evaluating the adequacy of existing urban trails, and prioritizing sidewalk maintenance.
- Policy M-6.4:** **Bicycle/Pedestrian Facilities at New Developments.** Require new residential and non-residential developments in the city to provide safe and attractive bicycle and pedestrian facilities, such as secure bicycle parking, pedestrian-scale lighting, street furniture, landscaping, and other improvements.
- Policy M-6.5:** **Effects of New Technologies on Active Transportation.** Monitor the development of new mobility technologies and the potential effects on designing a transportation network that accommodates all modes and users.
- Action M-6a:** As part of development review and specific plans, require land development projects to provide connectivity and accessibility to a mix of uses such as schools, parks, work, and shopping destinations that meet residents' daily needs including secure parking and safety measures.
- Action M-6b:** Review and update the City's Municipal Code, as necessary, to consider bicycle and pedestrian access as part of the site plan review for new development projects.
- Action M-6c:** Dedicate capital improvement funding for citywide projects including pedestrian refuge islands, raised crosswalks, or other relevant crosswalk enhancements as they become available.
- Action M-6d:** Require that all roadway resurfacing projects and land development projects with impacts to roadways be subject to a review process that considers lane reconfiguration and other opportunities to improve the bicycle and pedestrian network.
- Goal M-9:** **Transportation Management.** A community with transportation management strategies that contribute to achieving regional and statewide greenhouse gas emissions targets.
- Policy M-9.1:** **Vehicle Miles Traveled Guidelines.** Require vehicle miles traveled (VMT) analysis for the purposes of environmental review under the California Environmental Quality Act (CEQA). The City shall continue to maintain Level of Service (LOS) standards for the purposes of planning and designing street improvements.
- Policy M-9.2:** **Transportation Demand Management.** Require transportation demand management (TDM) strategies as mitigation measures for new projects that exceed the City's VMT impact thresholds.
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- Policy M-9.3:** **Regional Coordination.** Encourage regional agencies such as Metro, the South Coast Air Quality Management District (SCAQMD), and the South Bay Cities Council of Governments to promote TDM programs that reduce single-occupancy vehicle travel.
- Policy M-9.4:** **New Development.** Work with developers to reduce greenhouse gas emissions and minimize congestion related to new development through improvements to the circulation system and on-site improvements that encourage public and active modes of travel.
- Action M-9a:** Review and update the City's Municipal Code and related implementation documents, as necessary, to reflect TDM best practices.
- Action M-9b:** Require developments that are approved based on TDM plans to incorporate monitoring and enforcement of TDM targets as part of those plans.
- Action M-9c:** Consider adoption of vehicle miles traveled (VMT) guidelines and thresholds for transportation analysis for the purposes of environmental review under the California Environmental Quality Act (CEQA).

#### RESOURCE MANAGEMENT ELEMENT

- Goal RM-3:** **Air Quality.** Improve air quality and reduce air pollutant emissions.
- Policy RM-3.1:** **Regional Air Quality.** Coordinate with state and regional agencies such as the South Coast Air Quality Management District (SCAQMD), the Southern California Association of Governments (SCAG), the South Bay Cities Council of Governments (SBCCOG), and the California Air Resources Board (CARB) to address air quality issues.
- Policy RM-3.2:** **Land Use Planning.** Reduce concentrated air pollution and the incidence of respiratory illness through the land use planning process by diversifying the land use mix, bringing compatible uses closer together, reducing Vehicle Miles Traveled (VMT), and applying other similar measures.
- Policy RM-3.3:** **Stationary and Mobile Sources.** Seek to reduce air pollutant emissions through regulation of stationary and mobile sources of air pollution, as feasible.
- Policy RM-3.4:** **Sustainable Technology.** Encourage new and emerging technologies that could decrease air pollution.
- Policy RM-3.5:** **Public Education.** Raise public awareness of the impacts of air pollution on physical health and the environment.
- Policy RM-3.6:** **Grant Funding.** Explore grant funding from state, federal, and non-governmental organizations for clean air projects to improve air quality and decrease air pollutant emissions.
- Action M-3a:** Coordinate with the SCAQMD to further reduce smog pollution and mitigate major stationary sources of air pollution in the city.



- Action M-3b:** As applicable, review new residential and nonresidential development projects during the CEQA process for potential air quality impacts to residences and other sensitive receptors.
- Action M-3c:** Integrate smart technology equipment into urban infrastructure that can monitor and provide real time air quality data.
- Action M-3d:** Conduct educational outreach to residential and business community stakeholders about air quality standards, air pollution impact on physical health and the environment, and best practices to improve overall air quality.
- Action M-3e:** Identify state, federal, and non-governmental organizations that provide grant funding for clean air projects.
- Goal RM-4:** **Greenhouse Gas Reduction.** Commit to reducing municipal greenhouse gas emissions and achieving a low carbon future.
- Policy RM-4.1:** **Low-carbon Municipality.** Demonstrate environmental leadership and reduce greenhouse gas emissions from municipal facilities and operations by at least 49% below 2005 levels by 2035, in conjunction with the City's 2018 Climate Action Plan (CAP).
- Policy RM-4.2:** **GHG Inventory.** Update the community and municipal GHG inventories every five years to track progress toward achieving the City's GHG reduction goal.
- Policy RM-4.3:** **Development Standards.** Require residential and nonresidential development projects to implement sustainable development standards to decrease greenhouse gas emissions.
- Policy RM-4.4:** **Sustainable Infrastructure.** Continue to invest in public infrastructure that supports the use of energy efficient or low-emission transportation.
- Policy RM-4.5:** **State and Federal Targets.** Review existing City practices to identify methods to decrease overall greenhouse gas emissions.
- Policy RM-4.6:** **City Contractors.** Encourage contractors to use low-emission equipment and vehicles for City construction projects.
- Action RM-4a:** Implement the local GHG reduction measures identified in the City of Lomita 2018 Climate Action Plan (CAP) and perform on-going monitoring and reporting of GHG reduction impacts.
- Action RM-4b:** Continue to participate in the South Bay Cities Council of Governments' (SBCCOG) climate action planning process and update Lomita's CAP at least every five years.
- Action RM-4c:** Explore incentives for city contractors who invest in and use low-emission equipment and vehicles for city infrastructure projects or establish minimum requirements in the Municipal Code.
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- Goal RM-5:** **Sustainability/Energy Resources.** Carefully and safely manage energy resources, embracing sustainable practices for long-term vitality.
- Policy RM-5.1:** **Renewable Energy Production.** Promote the development and use of renewable energy sources for city, residential, and business facilities.
- Policy RM-5.2:** **Energy Audits.** Promote home energy audits with regional programs such as Energy Upgrade California or other state programs.
- Policy RM-5.3:** **Regional Partnerships.** Coordinate with the South Bay Cities Council of Governments and other organizations for outreach events to promote energy awareness and existing programs and incentives that are offered for energy efficiency.
- Policy RM-5.4:** **Green Building Standards.** Ensure that residential and nonresidential development projects comply with the most current version of the California Green Building Standards Code.
- Policy RM-5.5:** **Energy Upgrades.** Encourage property owners to participate in solar retrofit and other energy-efficient home improvement projects to reduce reliance on traditional energy sources.
- Action RM-5a:** As feasible, use renewable energy sources at City facilities.
- Action RM-5b:** Organize and conduct educational workshops with utility companies informing the public of the benefits of home energy audits and energy saving practices.
- Action RM-5c:** Conduct outreach events with the SBCCOG to inform residents and businesses about existing programs and incentives that are offered for energy efficiency.
- Action RM-5d:** Continue to review development projects to ensure that all new residential and nonresidential development complies with local and state regulations regarding energy efficiency.
- Action RM-5e:** Consider adopting minimum energy efficiency requirements in the Zoning Code.
- Mitigation Measures:** No mitigation is required.
- Level of Significance:** Less Than Significant Impact.



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

**Impact Analysis:** O<sub>3</sub>, NO<sub>2</sub>, VOC and PM<sub>10</sub> and PM<sub>2.5</sub> are pollutants of concern, as SCAB has been designated as a nonattainment area for State O<sub>3</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> and as a federal nonattainment area for O<sub>3</sub> and PM<sub>10</sub>. SCAB is currently in attainment and/or unclassified for State and federal CO, SO<sub>x</sub>, NO<sub>2</sub>, lead and federal attainment for PM<sub>10</sub>. SCAQMD has established numerical significance thresholds for regional emissions during construction and operation, which are based on the recognition that SCAB is a distinct geographic area with a critical air pollution problem for which ambient air quality standards have been promulgated to protect public health. Implementation of the General Plan Update would potentially cause or contribute to an exceedance of an ambient air quality standard if the following would occur:

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

- 75 pounds a day for VOC;
- 100 pounds per day for NO<sub>x</sub>;
- 150 pounds per day for PM<sub>10</sub>; and
- 55 pounds per day for PM<sub>2.5</sub>.

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

- 55 pounds a day for VOC;
- 55 pounds per day for NO<sub>x</sub>;
- 150 pounds per day for PM<sub>10</sub>; and
- 55 pounds per day for PM<sub>2.5</sub>.

## CONSTRUCTION

Construction of the growth anticipated by the proposed General Plan Update has the potential to temporarily emit criteria air pollutant emissions through the use of heavy-duty construction equipment and from vehicle trips generated by workers and haul trucks. In addition, fugitive dust emissions would result from demolition and various soil-handling activities. Mobile source emissions, primarily NO<sub>x</sub> and PM emissions (i.e., PM<sub>10</sub> and PM<sub>2.5</sub>), would result from the use of diesel-powered on- and off-road vehicles and equipment. Construction emissions can vary substantially from day-to-day, depending on the level of activity and the specific type of construction activity.

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





scenario. Specifically, emissions were modeled for all development within the Planning Area in buildout year 2045.<sup>7</sup>

As detailed in the methodology section above, daily emissions were estimated for the construction of the land uses provided in [Table 2-3 of Section 3.0, Project Description](#). Appendices A and B provide detailed information on modeling parameter inputs. [Table 4.2-6, Maximum Regional Construction Emissions](#) presents the results of criteria air pollutant calculations. The calculations used to develop construction emissions incorporate compliance with applicable dust control measures required to be implemented during each phase of construction by SCAQMD Rule 403 (Control of Fugitive Dust) and fugitive VOC control measures required to be implemented by architectural coating emission factors based on SCAQMD Rule 1113 (Architectural Coatings).

As shown in [Table 4.2-6](#), construction-related daily emissions would exceed the SCAQMD significance threshold for NO<sub>x</sub>. Therefore, short-term regional construction emissions would be potentially significant.

**Table 4.2-6**  
**Maximum Regional Construction Emissions (pounds/day)**

Source	VOC	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Maximum Daily Emissions</b>	47.5	162.9	409.7	0.4	97.0	33.2
<b>SCAQMD Threshold</b>	75	100	550	150	150	55
<b>Above Threshold?</b>	No	<b>Yes</b>	No	No	No	No
Source: CalEEMod v.2022.1						

## OPERATION

Operation of future development accommodated by the General Plan Update would generate criteria air pollutant emissions from project-generated vehicle trips traveling within the city, energy sources such as natural gas combustion, and area sources such as landscaping equipment and consumer products usage. The on-road mobile sources related to the operation of future development accommodated by the General Plan Update include passenger vehicles, onsite use of off-road equipment and delivery trucks. VMT data takes into account ridership, mode, and distance on freeways and local streets as provided in [Section 5.14, Transportation](#). [Table 4.2-7, Maximum Regional Operational Emissions \(pounds/day\)](#), presents projected emissions resulting from operational activities of future development accommodated by the General Plan Update.

<sup>7</sup> Note that this approach provides an overestimate of the emissions generated by the proposed project within the Planning Area (since it models total development that is projected to exist within the Planning Area in 2045, including development that currently exists and would continue to exist in 2045). This approach to estimated proposed project emissions provides a proxy for the 'worst-case scenario' for the purposes of CEQA analysis.



**Table 4.2-7**  
**Maximum Regional Operational Emissions (pounds/day)**

Source	VOC	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Maximum Daily Emissions	2,353.7	359.8	5,844.5	14.5	1,093	625.3
SCAQMD Threshold	55	55	550	150	150	55
Above Threshold?	Yes	Yes	Yes	No	Yes	Yes
Source: CalEEMod v.2022.1						

As identified in [Table 4.2-7](#), operational emissions for future development accommodated by the General Plan Update would exceed regulatory thresholds for VOC, NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>. While these thresholds are the only thresholds available for numerically determining significance, it should be noted that these thresholds were specifically developed for use in determining significance for individual projects and not for program-level documents, such as the General Plan Update. However, as emissions for VOC, NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> exceed regulatory thresholds, the regional operational emissions would be potentially significant.

## CONCLUSION

The exact level of construction emissions from the development anticipated by future development accommodated by the General Plan Update cannot be quantified without full detail of the development projects to be implemented and the extent to which mitigation can be applied. Individual projects anticipated by the General Plan Update would be required to implement their own environmental review. The proposed policies and actions of the General Plan Update listed below would potentially reduce emissions, which could potentially address impacts related to conflicts with an applicable air quality plan. For instance, the General Plan Update includes: proposed Resource Management Element Policy RM-3.1, which directs to the City to coordinate with State and regional agencies, such as the SCAQMD, SCAG, SBCCOG, and CARB to address air quality issues; Policy RM-3.2, which requires the City to reduce concentrated air pollution and the incidence of respiratory illness through the land use planning process by diversifying the land use mix, bringing compatible uses closer together, reducing VMT, and applying other similar measures; and the policies under the proposed General Plan Update Land Use Element Goal LU-1, which promotes balanced land use patterns. These policies and actions are oriented toward the reduction of the air quality impacts of individual projects.

With respect to operational emissions, future development under the General Plan Update would be required to comply with the AQMP, SIP, CARB, SCAQMD regulations, Title 24 energy efficiency standards, and the General Plan Update's policies and actions. However, as there is no way to determine the effectiveness of such regulations, policies, and actions for individual projects, it is impossible to determine if potential impacts would be reduced to below regulatory thresholds. For construction emissions, the policies and actions of the General Plan listed below would reduce operational emissions. For example, the General Plan Update includes proposed Land Use Element Policy LU-1.1 through Policy LU-1.8, which



encourage a balanced land use pattern that would promote a reduction in overall vehicle trips and VMT. Proposed Mobility Element Goal M-1 and the policies under it would promote a multi-modal circulation system, which would encourage a reduction on single-occupancy vehicle trips. Mobility Element Goal M-6 promotes pedestrian and bicycle transportation as alternative transportation options. Policy M-9.2 promotes TDM to further reduce operational VMT. Proposed Resource Management Element Policy RM-4.4 promotes continued investment in public infrastructure that supports the use of energy efficient or low-emission transportation. The policies under Goal RM-5 promote more careful and efficient use of energy resources, including Policy RM-5.1, which promotes renewable energy production.

There are no feasible criteria air pollutant reduction measures beyond those identified within the policies and actions listed above and those listed below, that would reduce impacts. While implementation of these General Plan Updated goals, policies, and actions would reduce criteria pollutant emissions, the extent of impact reduction would be determined on a project-by-project basis, as necessary. Therefore, this impact would be significant and unavoidable.

**Proposed General Plan Update Goals, Policies, and Actions:** Refer to the General Plan Update goals, policies and actions previously listed under Impact Statement AQ-1.

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

**Level of Significance:** Significant and Unavoidable Impact.

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

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

- Localized emissions from NO<sub>2</sub> and CO for future development accommodated by the General Plan Update, when combined with existing ambient concentrations, would exceed the CAAQS.
- Localized emissions from PM<sub>10</sub> and PM<sub>2.5</sub> would result in exceedance of the following incremental increase thresholds:
  - 10.4 µg/m<sup>3</sup> (24-hour) and 1.0 µg/m<sup>3</sup> of PM<sub>10</sub> (Annual) for construction;
  - 10.4 µg/m<sup>3</sup> (24-hour) of PM<sub>2.5</sub> for construction;
  - 2.5 µg/m<sup>3</sup> (24-hour) and 1.0 µg/m<sup>3</sup> (Annual) of PM<sub>10</sub> for operations; and
  - 2.5 µg/m<sup>3</sup> (24-hour) of PM<sub>2.5</sub> for operation.

Additionally, buildout of the General Plan Update would be considered to emit significant carcinogenic materials or TACs if development were to exceed the maximum incremental cancer risk of ten in one



million or an acute or chronic hazard index of 1.0; or if cancer burden were to correspond to an increase in more than 0.5 excess cancer cases in areas where the Project-related increase in individual cancer risk exceeds one in one million.

## LOCAL AIR QUALITY

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

## INTERSECTION HOT SPOT ANALYSIS

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

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

Additionally, SCAQMD conducted CO modeling for the 2003 AQMP for the following 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. Based on the intersection volumes identified in the 2003 AQMP, if a project's traffic levels exceed 100,000 vehicles per day at any proposed project-impacted intersection, there would be the potential for significant impacts, and dispersion modeling would need to be conducted to determine project level impacts.

As provided within the Transportation Impact Analysis (see [Appendix F](#)), there are no intersections that would exceed 100,000 vehicles per day within the Planning Area. As a result, CO concentrations are expected to be less than those estimated in the 2003 AQMP and would not exceed the applicable thresholds. Thus, this comparison demonstrates that the proposed Project would not contribute



considerably to the formation of CO hotspots, and no further CO analysis is required. Therefore, with respect to CO hotspots, proposed Project impacts would be less than significant.

### TOXIC AIR CONTAMINANTS

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

### HEALTH IMPACTS

Because regional emissions could exceed the SCAQMD regulatory thresholds during construction and operational activities, there is the potential that these emissions would exceed the CAAQS and NAAQS, potentially resulting in a health impact. Without knowing the exact specifications for all projects that may be developed under the General Plan Update, it is not possible to accurately calculate the potential for health impacts from the overall General Plan Update. Individual development projects would be required to assess the potential for health impacts from the construction and operation of individual projects. As there is no way to determine the potential for these projects to affect health of sensitive receptors within the City of Lomita, the proposed Project would result in potentially significant health impacts.

The proposed policies of the General Plan Update listed below would potentially reduce emissions, which could potentially reduce impacts related to potentially significant health impacts. Proposed Land Use Element Goal LU-1 requires the City to implement a balanced land use pattern. Policy LU-1.1 requires the City to promote a comprehensive approach to land use planning that is socially, economically, and environmentally sustainable. Policy LU-1.2 requires the City to focus new higher density mixed-use development along major corridors and within key activity nodes to expand housing opportunity, preserve the character of existing single-family neighborhoods, promote active transportation options, and enhance economic vitality. Proposed Mobility Element Policy M-1.8 encourages the preparation of TDM plans for all major developments or facility expansions to encourage ride-sharing and other improvements, thereby reducing vehicle trips. Goal M-3 encourages the development of complete streets. Policy M-5.1 requires the City to work with Metro, Torrance Transit, and other local public transit providers to plan and improve local transit service and transit facilities, including bus stops, in the city. Policy M-6.1 encourages the City to implement the Bicycle and Pedestrian Master Plan to provide active transportation facilities that can serve as an alternative to automobiles. Policy M-9.4 encourages the City to work with developers to reduce GHG emissions and minimize congestion related to new development through improvements to the circulation system and on-site improvements that encourage public and active modes of travel.



## CONCLUSION

With respect to local air quality emissions, TAC emissions, and health impacts, future development under the General Plan Update would be required to comply with the AQMP, SIP, CARB, SCAQMD regulations, Title 24 energy efficiency standards, and the proposed General Plan Update policies and actions. Implementation of the goals and policies would mitigate and reduce such emissions. However, the exact location, type, nature, and size of future projects that may expose sensitive receptors to pollutant concentrations cannot be calculated at this time, as the details of potential future projects are not currently known. As such, there is no way to determine the extent to which these regulations will be, or need to be, implemented, and it is impossible to determine if potential impacts would be reduced to below regulatory thresholds. Therefore, localized operational impacts, construction and operational health and TAC impacts would remain significant and unavoidable.

**Proposed General Plan Update Goals, Policies, and Actions:** Refer to the General Plan Update goals, policies and actions previously listed under Impact Statement AQ-1.

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

**Level of Significance:** Significant and Unavoidable Impact.

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

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

According to the SCAQMD's CEQA Handbook, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. Potential operational airborne odors could be created by commercial and industrial uses developed under the General Plan Update. However, future development would be required to comply with the City's Municipal Code, including Chapter 6.16, *Animal Regulations*, which prohibits animal premises from being sources of offensive odors, and SCAQMD's Rule 402 (Nuisance), which prohibits the emissions of nuisance air contaminants or odorous compounds. The other potential source of odors would be new waste receptacles within the Planning Area. The receptacles would be stored in areas and in containers, as required by the city, and be emptied on a regular basis, before potentially substantial odors have developed.



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

**Proposed General Plan Update Goals, Policies, and Actions:** Refer to the General Plan goals, policies, and actions previously described in Impact Statement AQ-1.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

## 5.2.6 CUMULATIVE IMPACTS

Section 4.0, *Basis of Cumulative Analysis*, identifies projected growth within the Planning Area with the potential to interact with the proposed Project to the extent that a significant cumulative effect may occur. The geographic setting for air quality considers development within the city, as well as the SCAB.

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

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

**Proposed General Plan Update Goals, Policies, and Actions:** Refer to the General Plan goals, policies, and actions previously listed under Impact Statement AQ-1.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

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

**Impact Analysis:** Construction of the growth anticipated by implementation of the General Plan Update has the potential to temporarily emit criteria air pollutant emissions through the use of heavy-duty construction equipment, and through vehicle trips generated by workers and haul trucks. In addition, fugitive dust emissions would result from demolition and various soil-handling activities. Mobile source





emissions, primarily NO<sub>x</sub> and PM emissions (i.e., PM<sub>10</sub> and PM<sub>2.5</sub>), would result from the use of diesel-powered on- and off-road vehicles and equipment. Construction emissions can vary substantially from day-to-day, depending on the level of activity and the specific type of construction activity. As shown in [Table 4.2-6](#), construction-related daily emissions would exceed the SCAQMD significance thresholds for NO<sub>x</sub>.

Operation of the future development accommodated by the General Plan Update would generate criteria air pollutant emissions from Project-generated vehicle trips traveling within the city, energy sources such as natural gas combustion, and area sources such as landscaping equipment and consumer products usage. As identified in [Table 4.2-7](#), potential operational emissions for the proposed Project would also exceed regulatory thresholds (for VOC, NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>). Feasible mitigation measures are incorporated into the policies and actions included within the General Plan Update. However, there are no feasible criteria air pollutant reduction measures, beyond those identified within the policies and actions listed under Impact Statement AQ-1, that would reduce impacts. While implementation of these policies and actions would reduce criteria pollutant emissions, the extent to which the impacts would be generated by future development and infrastructure projects have to be determined on a project-by-project basis, as necessary.

Moreover, with respect to local air quality emissions, TAC emissions, and health impacts, future development under the General Plan Update would be required to comply with the AQMP, SIP, CARB, SCAQMD regulations, Title 24 energy efficiency standards, and the proposed General Plan Update policies and actions. Implementation of the policies and actions listed above would mitigate and reduce such emissions. However, as there is no way to determine the extent to which these regulations would be, or need to be, implemented, it is impossible to determine if potential impacts would be reduced to below regulatory thresholds. The details and potential emissions levels of future development projects are not known at this time, as there are no specific development projects proposed as part of the General Plan Update. Therefore, the Project's incremental contribution to cumulative localized operational impacts, construction and operational health, and TAC impacts would be cumulatively considerable.

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

**Proposed General Plan Update Goals, Policies, and Actions:** Refer to the General Plan goals, policies, and actions previously listed under Impact Statement AQ-1.

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





**Level of Significance:** Significant and Unavoidable Impact.

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

**Impact Analysis:** As stated under Impact AQ-3, with respect to local air quality emissions, TAC emissions, and health impacts, future development under the General Plan Update would be required to comply with AQMP, SIP, CARB, SCAQMD regulations, Title 24 energy efficiency standards, and the proposed General Plan Update policies and actions. Implementation of the General Plan Update policies and actions listed above would mitigate and reduce such emissions. However, the exact location, type, nature, and size of future projects that may expose sensitive receptors to pollutant concentrations cannot be calculated at this time, as the details of potential future projects are not currently known. As such, there is no way to determine the extent to which these regulations will be, or need to be, implemented, and it is impossible to determine if potential impacts would be reduced to below regulatory thresholds. Additionally, as project-specific information is not currently known, there are no known feasible mitigation measures that can be identified at this time beyond the policies and actions listed under Impact Statement AQ-1. Therefore, the project's incremental contribution to exposure of sensitive receptors to substantial pollutant concentrations would be cumulatively considerable.

**Proposed General Plan Update Goals, Policies, and Actions:** Refer to the General Plan goals, policies, and actions previously listed under Impact Statement AQ-1.

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

**Level of Significance:** Significant and Unavoidable Impact.

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

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

**Proposed General Plan Update Goals, Policies, and Actions:** Refer to the General Plan goals, policies, and actions previously listed under Impact Statement AQ-1.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.



### 5.2.7 SIGNIFICANT UNAVOIDABLE IMPACTS

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

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

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

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

### 4.2.8 REFERENCES

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## 4.3 BIOLOGICAL RESOURCES

### 4.3.1 PURPOSE

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

#### KEY TERMS

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

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

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

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

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



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

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

## 4.3.2 ENVIRONMENTAL SETTING

### BIOREGIONS

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

### CALIFORNIA WILDLIFE HABITAT RELATIONSHIP SYSTEM

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

According to the CWHR System, there are four cover types (wildlife habitat classifications) in the Planning Area out of 59 found in the State. The vast majority of the Planning Area is designated as an Urban cover type. However, the Planning Area includes three other cover types: Annual Grassland, Barren, and Coastal Scrub. These three cover types occupy a relatively smaller extent within the Planning Area, as shown in [Figure 4.3-1](#).

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



### Developed Cover Types

**Urban** habitats are not limited to any particular physical setting. The three urban categories relevant to wildlife are downtown, urban residential, and suburbia. The heavily-developed downtown is usually at the center, followed by concentric zones of urban residential and then suburbia. Moving outward from downtown, development decreases and the vegetative cover increases. Species richness and diversity is extremely low in the inner cover. The structure of urban vegetation varies, with five types of vegetative structure defined as tree grove, street strip, shade tree/lawn, lawn, and shrub cover. A distinguishing feature of the urban wildlife habitat is the mixture of native and exotic species. Approximately 1,212.6 acres of the Planning Area are identified as urban habitat.

### Herbaceous Dominated Cover Types

**Annual Grassland** habitats are open grasslands composed primarily of annual plant species and occur mostly on flat plains to gently rolling foothills. Introduced annual grasses are the dominant plant species in this habitat, including wild oats, soft chess, ripgut brome, red brome, wild barley, and foxtail fescue. Approximately 12.0 acres of the Planning Area are identified as Annual Grassland habitat.

### Shrub Dominated Cover Types

**Coastal Scrub** habitats are typified by low- to moderate-sized shrubs with mesophytic leaves, flexible branches, semi-woody stems growing from a woody base, and a shallow root system. Coastal Scrub seems to tolerate drier conditions than its associated habitats. It is typical of areas with: steep, south-facing slopes; sandy, mudstone or shale soils; and average annual rainfall of less than 30 centimeters ("cm") (approximately 12 inches). It also regularly occurs on stabilized dunes, flat terraces, and moderate slopes of all aspects where average annual rainfall is up to 60 cm (approximately 24 inches). Approximately two acres of the Planning Area are identified as Coastal Scrub habitat.

### Non-Vegetated Cover Types

**Barren** habitat is the absence of vegetation, to include any habitat with less than two percent total vegetation cover by herbaceous, desert, or non-wildland species and less than ten percent cover by tree or shrub species. Urban settings covered in pavement and buildings may be classified as barren, as long as vegetation, including non-native landscaping, does not reach the percent cover thresholds for vegetated habitats. Approximately one acre of the Planning Area is identified as Barren habitat.

### SPECIAL-STATUS SPECIES

As previously described, special-status species are those plants and animals that, because of their recognized rarity or vulnerability to various causes of habitat loss or population decline, are recognized by federal, state, or other agencies. The following discussion is based on a background search of special status species documented in the CNDDDB, the CNPS Inventory of Rare and Endangered Plants, and USFWS Threatened and Endangered Species lists. The search was regional in scope and focused on the documented occurrences within the following U.S. Geological Survey quadrangles: Beverly Hills, Hollywood, Los Angeles, Venice, Inglewood, South Gate, Redondo Beach, Torrance, Long Beach (referred to herein as 9-quad search area), San Pedro, and a one-mile radius search area of the Planning Area; refer to Appendix C, Biological Resources.



### Special-Status Plants

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

Table 4.3-1, *Special-Status Plants Present or Potentially Present*, provides a list of special-status plant species documented within a one-mile search area of the Planning Area and their current protective status.

**Table 4.3-1**  
**Special-Status Plants Present or Potentially Present**

Scientific Name	Common Name	Federal Status	State Status	CRPR*
<i>Nama stenocarpa</i>	Mud Nama	None	None	2B.2
<i>Lasthenia glabrata ssp. coulteri</i>	Coulter's Goldfields	None	None	1B.1
<i>Nama stenocarpa</i>	Mud Nama	None	None	2B.2
Source: CDFW, CNDDb, 2023. Notes: *California Rare Plant Rank (CRPR) Key: 1B.1 Plants rare, threatened, or endangered in California and elsewhere; seriously threatened in California. 2B.2 Plants rare, threatened, or endangered in California, but more common elsewhere; fairly threatened in California.				

### Special-Status Animals

The search revealed documented occurrences of six special status animal species within one mile of the Planning Area; refer to Appendix C. This includes: three birds, one insect, one reptile, and one mammal. Table 4.3-2, *Special-Status Animals Present or Potentially Present*, provides a list of the special-status animal species documented within one mile of the Planning Area and their current protective status.





**Table 4.3-2**  
**Special-Status Animals Present or Potentially Present**

Scientific Name	Common Name	Federal Status	State Status	CDFW Status*
<b>Birds</b>				
<i>Agelaius Tricolor</i>	Tricolored Blackbird	None	Threatened	SSC
<i>Poliioptila Californica Californica</i>	Coastal California Gnatcatcher	Threatened	None	SSC
<i>Sternula Antillarum Browni</i>	California Least Tern	Endangered	Endangered	FP
<b>Insects</b>				
<i>Glaucopsyche Lygdamus Palosverdesensis</i>	Palos Verdes Blue Butterfly	Endangered	None	--
<b>Reptiles</b>				
<i>Anniella Stebbinsi</i>	Southern California Legless Lizard	None	None	SSC
<b>Mammal</b>				
<i>Nyctinomops Femorosaccus</i>	Pocketed Free-Tailed Bat	None	None	SSC
Source: CDFW, CNDDDB, 2022. Notes: Nine-quad search area of Lomita. *CDFW Status Key: SSC CDFW Species of Special Concern FP California Fully Protected				

### Sensitive Natural Communities

The CDFW considers sensitive natural communities to have significant biotic value, with species of plants and animals unique to each community. The CNDDDB search found that no sensitive natural communities exist within the nine-quad search area. The Planning Area is largely built-out with a dominating Urban cover type, reducing its hospitability to many natural communities that typically exist in southern California.

### Aquatic Resources

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



### 4.3.3 REGULATORY SETTING

#### FEDERAL

##### Federal Endangered Species Act

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

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

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

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

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

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



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

#### Migratory Bird Treaty Act

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

#### Bald and Golden Eagle Preservation Act

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

#### Section 404 of the Clean Water Act

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

USACE grants two types of permits, individual and nationwide. Project-specific individual permits are required for certain activities that may have a potential for more than a minimal impact and necessitate a detailed application. The most common type of permit is a nationwide permit which authorizes activities



on a nationwide basis unless specifically limited and are designed to regulate with little delay or paperwork certain activities having minimal impacts. Nationwide permits typically take two to three months to obtain, whereas individual permits can take one year or more. To qualify for a nationwide permit, specific criteria must be met. Criteria restrictions must be met, allowing permittees to proceed with certain activities without notifying USACE. Some nationwide permits require a pre-construction notification before activities can begin.

#### Section 401 of the Clean Water Act

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

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

#### STATE

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

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

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

The CDFW also produced a Species of Special Concern list to serve as a species watch list. Species on this list are either of limited distribution or their habitats have been reduced substantially, such that a threat



to their populations may be imminent. Species of special concern may receive special attention during environmental review, but they do not have formal statutory protection.

#### California Environmental Quality Act

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

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

California Fish and Game Code Sections 1600 through 1616 establish a fee-based process to ensure that projects conducted in and around lakes, rivers, or streams do not adversely impact fish and wildlife resources, or, when adverse impacts cannot be avoided, ensures that adequate mitigation and/or compensation is provided.

Fish and Game Code Section 1602 requires any person, state, or local governmental agency or public utility to notify the CDFW before beginning any activity that would do one or more of the following:

- Substantially obstruct or divert the natural flow of a river, stream, or lake;
- Substantially change or use any material from the bed, channel, or bank of a river, stream, or lake; or
- Deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it can pass into a river, stream, or lake.

Fish and Game Code Section 1602 applies to all perennial, intermittent, and ephemeral rivers, streams, and lakes in the State. CDFW’s regulatory authority extends to include riparian habitat (including wetlands) supported by a river, stream, or lake regardless of the presence or absence of hydric soils and saturated soil conditions. Generally, the CDFW takes jurisdiction to the top of the bank of the stream or to the outer limit of the adjacent riparian vegetation (outer drip line), whichever is greater. Notification is generally required for any project that would take place in, or in the vicinity of, a river, stream, lake, or their tributaries. This includes rivers or streams that flow at least periodically or permanently through a bed or channel with banks that support fish or other aquatic life and watercourses having a surface or subsurface flow that support or have supported riparian vegetation.

#### Native Plant Protection Act (Fish and Game Code Sections 1900 through 1913)

Enacted in Fish and Game Code Sections 1900 through 1913, the Native Plant Protection Act was developed to preserve, protect, and enhance rare and endangered plants in the State of California. The Native Plant Protection Act requires all State agencies to use their authority to carry out programs to conserve endangered and rare native plants. Provisions of the Native Plant Protection Act prohibit the taking of listed plants from the wild and require notification of the CDFW at least ten days in advance of any change in land use which would adversely impact listed plants. This allows the CDFW to salvage listed plant species that may otherwise be destroyed.



#### California Fish and Game Code Sections 3503, 3503.5, 3511, 3513, 4700, 5050, and 5515

The CDFW administers the Fish and Game Code. There are particular sections of the Fish and Game Code that are applicable to natural resource management. For example, Section 3503 of the Code makes it unlawful to destroy the nests or eggs of any birds that are protected under the MBTA. Furthermore, any birds in the orders falconiformes or strigiformes (i.e., birds of prey, such as hawks, eagles, and owls) are protected under Fish and Game Code Section 3503.5 which makes it unlawful to take, possess, or destroy their nest or eggs. A consultation with CDFW would be required prior to the removal of any bird of prey nest that may occur on a project site. Fish and Game Code Sections 3511, 4700, 5050, and 5515 list fully protected bird, mammal, reptile and amphibian, and fish species, respectively. The CDFW is unable to authorize the issuance of permits or licenses to take these species. Examples of species that are fully State-protected include golden eagle and white-tailed kite (*Elanus leucurus*). Fish and Game Code Section 3513 makes it unlawful to take or possess any migratory nongame bird as designated in the MBTA or any part of such migratory nongame bird except as provided by rules and regulations adopted by the Secretary of the Interior under provisions of the MBTA.

#### California Native Plant Society Rare or Endangered Plant Species

Vascular plants listed as rare or endangered by the CNPS, but which have no designated status under State and federal endangered species legislation are defined as follows.

- California Rare Plant Rank
  - 1A. Plants Presumed Extirpated in California and either Rare or Extinct Elsewhere
  - 1B. Plants Rare, Threatened, or Endangered in California and Elsewhere
  - 2A. Plants Presumed Extirpated in California, but More Common Elsewhere
  - 2B. Plants Rare, Threatened, or Endangered in California, but More Common Elsewhere
  3. Plants about Which More Information is Needed - A Review List
  4. Plants of Limited Distribution - A Watch List
- Threat Ranks
  1. Seriously threatened in California (over 80 percent of occurrences threatened/high degree and immediacy of threat)
  2. Moderately threatened in California (20 to 80 percent occurrences threatened/moderate degree and immediacy of threat)
  3. Not very threatened in California (less than 20 percent of occurrences threatened/low degree and immediacy of threat or no current threats known)

#### LOCAL

##### City of Lomita Municipal Code

The City of Lomita Municipal Code Chapter 2, *Street Trees*, outlines the City's tree planting and master street tree plan. Per Section 12.28.030, *Jurisdiction and Control*, the City Manager has exclusive jurisdiction over the planting, maintenance, and removal of City trees, plants and other vegetation within



streets and on other City property. The planting, spraying, pruning, or removal of street trees or trees on public property requires a permit.

Municipal Code Section 5-9.050, *Subdivision Design*, requires new development to limit clearing and grading of native vegetation to the minimum extent practicable.

#### 4.3.4 SIGNIFICANCE CRITERIA AND THRESHOLDS

Appendix G of the CEQA Guidelines contains the Initial Study Environmental Checklist, which includes questions related to biological resources. The issues presented in the Initial Study Environmental Checklist are utilized as thresholds of significance in this section. Accordingly, a project may create a significant environmental impact if it would:

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service (refer to Impact Statement BIO-1);
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service (refer to Impact Statement BIO-2);
- Have a substantial adverse effect on Federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means (refer to Impact Statement BIO-2);
- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites (refer to Impact Statement BIO-3);
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (refer to Impact Statement BIO-4); and
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan (refer to Section 7.0, *Effects Found Not to Be Significant*).

CEQA Guidelines Section 15065(a), Mandatory Findings of Significance, states that a project may have a significant effect on the environment if it would have “... *the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of an endangered, rare or threatened species*”

An evaluation of whether an impact on biological resources would be substantial must consider both the resource itself and how that resource fits into a regional and/or local context. Substantial impacts are those that would substantially diminish or result in the loss of an important biological resource or those that would obviously conflict with local, State, or federal resource conservation plans, goals, or regulations. Impacts are sometimes locally adverse but not significant because, although they would





result in an adverse alteration of existing conditions, they would not substantially diminish or result in the permanent loss of an important resource on a population- or region-wide basis.

CEQA Guidelines Section 15380, *Endangered, Rare or Threatened Species*, states that a Lead Agency can consider a non-listed species to be rare, threatened, or endangered for the purposes of CEQA if the species can be shown to meet the criteria in the definition of rare, threatened, or endangered. For the purposes of this discussion, the current scientific knowledge on the population size and distribution for each special-status species was considered according to the definitions for rare, threatened, and endangered listed in CEQA Guidelines Section 15380.

#### 4.3.5 IMPACTS AND MITIGATION MEASURES

**BIO-1: Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**

**Impact Analysis:** The Planning Area is developed and characterized by residential neighborhoods at varying densities, with commercial uses concentrated along Pacific Coast Highway, Lomita Boulevard, Crenshaw Boulevard, Narbonne Avenue, and Western Avenue. The Planning Area consists primarily of developed and/or disturbed land that has been developed, paved, or landscaped, and existing vegetation consists of primarily ornamental and/or nonnative plant species. Pursuant to the special-status species searches presented in [Table 5.4-1](#) and [Table 5.4-2](#), three special-status plant species and six special-status animal species have been identified within one mile of the Planning Area and are considered candidate, sensitive, or special status under FESA, CESA and/or CNPS/CRPR designation. A CNDDB search revealed no sensitive natural communities within the nine-quad search area (refer to [Appendix C](#)).

The Project proposes a comprehensive update to the City's existing General Plan, including a revised Land Use Map. Implementation of the General Plan Update would result in new development and intensification of existing urban uses primarily in the new mixed-use zones MU30, MU40, and MU70. The General Plan Update would not modify the characteristics and standards of the "Publicly Owned Land" Land Use designation and would continue to provide for public parks, parks that are part of school sites, public and private outdoor recreational facilities, and landscaped open space areas. Further, the Project does not include any specific development proposals and would not result in significant direct impacts to existing biological resources. However, subsequent development projects under the proposed General Plan Update could result in direct impacts to certain species found present on an individual project site. For instance, future development within the city could involve the removal of trees, which may have the potential to impact nesting migratory birds. Proposed removal of any street trees or trees on public property within the city would be reviewed in accordance with Municipal Code Section 9-2.20 and would be required to comply with the requirements for removal. Future development projects would be required to adhere to applicable federal, State, and local regulations that provide for sensitive species as part of the discretionary approval process for site-specific development projects. Compliance with applicable regulations at the time of future development would minimize adverse impacts to sensitive species. Therefore, impacts would be less than significant in this regard.





Additionally, the General Plan Update includes policies and actions to preserve and protect biological resources within the Planning Area. The proposed Resource Management Element Policy RM-1.1 requires the City to develop parks and recreational facilities with amenities that meet the community's needs and preferences. Policy RM-1.2 requires the City to prioritize parks and recreation capital improvements projects in neighborhoods and areas most in need. Both Policies RM-1.1 and RM-1.2 support the preservation of biological resources by enhancing open space areas. Policy RM-1.6 requires the City to continue to maintain regular maintenance in open space areas within the city, thus protecting biological resources through open space management. Policy RM-1.9 requires the City to ensure street trees are consistent along sidewalks and property frontages, thereby demonstrating a commitment to maintaining and potentially expanding street trees in the Planning Area, during the course of future development projects. Action RM-1d directs the City to develop a maintenance schedule for open space areas and requires an update every two years. Action RM-1e encourages the City to research available grant funding for open space improvements. Actions RM-1d and RM-1e ensure the protection of biological resources through established and funded maintenance and enhancement efforts.

**Proposed General Plan Update Goals, Policies, and Actions:** There are no General Plan Update goals, policies, or actions specific to candidate, sensitive, or special status species.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

**BIO-2: Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?**

**Would the project have a substantial adverse effect on State or Federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

**Impact Analysis:** The CDFW considers sensitive natural communities to have significant biotic value, with species of plants and animals unique to each community. The CNDDDB search revealed no sensitive natural communities within the nine-quad search area. The Planning Area is largely built-out with a dominating Urban cover type, reducing its hospitability to many natural communities that typically exist in southern California.

While not always documented as a sensitive natural community in the CNDDDB, streams, rivers, wet meadows, and vernal pools are of high concern because they provide unique aquatic habitat for many endemic species, including special status plants, birds, invertebrates, and amphibians. These aquatic habitats oftentimes qualify as protected wetlands or jurisdictional waters and are protected from disturbance through the CWA. There are no large water bodies or creeks within the Planning Area and no known vernal pools have been identified. There are no aquatic resources or riparian habitats within the Planning Area.

The General Plan Update is a planning document that enables additional development consistent with the proposed Land Use Map but does not include any site-specific development proposals; therefore,



adoption of the General Plan Update would not directly impact the environment. However, the Project could have an indirect change on the physical environment through subsequently approved projects that are consistent with the buildout under the General Plan Update. Individual projects within the Planning Area would require detailed and site-specific review to determine the presence or absence of water features. If water features are present and disturbance is required, federal and State laws require measures to reduce, avoid, or compensate for impacts to these resources. The permit process implements the requirements of these federal and State laws. Thus, the Project would result in less than significant impacts on sensitive natural communities, including riparian habitats or on State or federally protected wetlands.

**Proposed General Plan Update Goals, Policies, and Actions:** There are no General Plan Update goals, policies, or actions specific to sensitive natural communities.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

**BIO-3: Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?**

**Impact Analysis:** Habitat loss, fragmentation, and degradation resulting from land use changes or habitat conversion can alter the use and viability of wildlife movement corridors (i.e., linear habitats that naturally connect and provide passage between two or more otherwise disjunct larger habitats or habitat fragments). Wildlife habitat corridors maintain connectivity for: daily movement, travel, mate-seeking, and migration; plant propagation; genetic interchange; population movement in response to environmental change or natural disaster; and recolonization of habitats subject to local extirpation or removal. The suitability of habitat as a wildlife movement corridor is related to, among other factors, the habitat corridor's dimensions (length and width), topography, vegetation, exposure to human influence, and the species in question.

The Planning Area is developed and characterized by residential neighborhoods at varying densities, with commercial uses concentrated along Pacific Coast Highway, Lomita Boulevard, Crenshaw Boulevard, Narbonne Avenue, and Western Avenue. The Planning Area consists primarily of disturbed land that has been developed, paved, or landscaped, and existing vegetation consists of primarily ornamental and/or nonnative plant species. As such, the Planning Area does not provide for habitat linkages. Therefore, the Project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. Through compliance with federal, State, and local regulations, future development under the General Plan Update would result in a less than significant impact associated with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or the use of native wildlife nursery sites.



**Proposed General Plan Update Goals, Policies, and Actions:** There are no General Plan Update goals, policies, or actions specific to the movement of migratory fish or wildlife species, wildlife corridors, or wildlife nursery sites.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

**BIO-4: Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

**Impact Analysis:** Future development under the General Plan Update would be subject to all applicable federal, State, regional, and local policies and regulations related to the protection of biological resources, as outlined above. The City does not have a tree preservation policy or ordinance; however, Lomita Municipal Code Title IX, Chapter 2, *Street Trees*, addresses the City's tree planting and master street tree plan and requires authorization for the planting, spraying, pruning, or removal of street trees or trees on public property. The Tree Maintenance Division keeps the city parkway trees properly trimmed for safety and tree health. In addition, the proposed General Plan Resource Management Element includes policies and actions intended to provide for additional trees within the city. Policy RM-1.9 requires the City to ensure street trees are consistent along sidewalks and property frontages, thereby demonstrating a commitment to maintaining and potentially expanding street trees in the Planning Area, during the course of future development projects. Future development projects would be assessed for consistency with the Lomita Municipal Code and General Plan Update goals, policies, and actions. Therefore, the General Plan Update would not conflict with any local policies or ordinances protecting biological resources, and impacts would be less than significant in this regard.

**Proposed General Plan Update Goals, Policies, and Actions:**

**RESOURCE MANAGEMENT ELEMENT**

**Policy RM-1.9: Green Streets.** Ensure the consistent integration of City-approved street trees (i.e., permitted species) along sidewalks and property frontages.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

#### 4.3.6 CUMULATIVE IMPACTS

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

**Would the project, combined with other related cumulative projects, have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a**



**candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?**

**Would the project, combined with other related cumulative projects, have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?**

**Would the project, combined with other related cumulative projects, have a substantial adverse effect on state or Federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

**Impact Analysis:** As described above, the potential for the Project to have a substantial adverse effect on any special status species, riparian habitat, sensitive natural community, or wetlands is less than significant, as these resources do not generally occur within the Planning Area. Future development within the city could involve the removal of trees, which may have the potential to impact nesting migratory birds. Proposed removal of any street trees or trees on public property within the city would be reviewed in accordance with Municipal Code Title IX, Chapter 2, *Street Trees*, and would be required to comply with the requirements for removal. Future development projects would be required to adhere to applicable federal, State, and local regulations that provide for sensitive species as part of the discretionary approval process for site-specific development projects.

Any future development would be assessed for consistency with local policies and ordinances, including the Municipal Code, and adopted regulations pertaining to biological resources, as appropriate. With implementation of the adopted policies and regulations described above, the proposed General Plan Update would not considerably contribute to adverse effects to biological resources, including special status plant or wildlife species, riparian habitat or other sensitive natural community, or any State or federally protected wetlands. Compliance with existing regulations would ensure that the cumulative effect of the General Plan Update on biological resources would remain less than significant. Therefore, the proposed Project's incremental effects related to special status plant or wildlife species, riparian habitats or other sensitive natural community, or any State or federally protected wetlands, would not be cumulatively considerable.

**Proposed General Plan Update Goals, Policies, and Actions:** There are no General Plan Update goals, policies, or actions specific to candidate, sensitive, or special status species, or sensitive natural communities.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

**Would the project, combined with other related cumulative projects, interfere substantially with the movement of any native resident or migratory fish or wildlife species or with**



**established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?**

**Impact Analysis:** The Planning Area consists primarily of disturbed land that has been developed, paved, or landscaped, and existing vegetation consists of primarily ornamental and/or nonnative plant species. As such, the Planning Area does not provide for habitat linkages. Therefore, the Project would not interfere substantially with the movement of: any native, resident or migratory fish or wildlife species; established native resident or migratory wildlife corridors; or impede the use of native wildlife nursery sites. The General Plan Update would not considerably contribute to interference of wildlife movement nor impede the use of native wildlife nursery sites. Therefore, the Project's incremental effects involving the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impeding the use of native wildlife nursery sites, would not be cumulatively considerable.

**Proposed General Plan Update Goals, Policies, and Actions:** There are no General Plan Update goals, policies, or actions specific to the movement of migratory fish or wildlife species, wildlife corridors, or wildlife nursery sites.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

**Would the project, combined with other related cumulative projects, conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

**Impact Analysis:** Site-specific development is not currently proposed as part of the Project; however, future development associated with implementation of the Project would be assessed for consistency with local policies and ordinances, including the Municipal Code and General Plan Update goals and policies, as appropriate. The City would review any proposal to remove street trees or trees on public property in accordance with Municipal Code Title IX, Chapter 2, *Street Trees*, and such a project is required to comply with the requirements for removal. Similarly, cumulative development within the region would be required to comply with any agency-specific policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Future development within the city and cumulative development would be assessed for consistency with the agency-specific Municipal Code and General Plan Update goals, policies, and actions. Since the Project would not conflict with any local policies or ordinances protecting biological resources, the Project's incremental effects would not be cumulatively considerable in this regard.

**Proposed General Plan Update Goals, Policies, and Actions:** Refer to the previously listed General Plan goals, policies, and actions.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.



#### 4.3.7 SIGNIFICANT UNAVOIDABLE IMPACTS

Impacts to biological resources associated with the implementation of the General Plan Update would be less than significant. No significant unavoidable impacts to biological resources would occur as a result of the General Plan Update.

#### 4.3.8 REFERENCES

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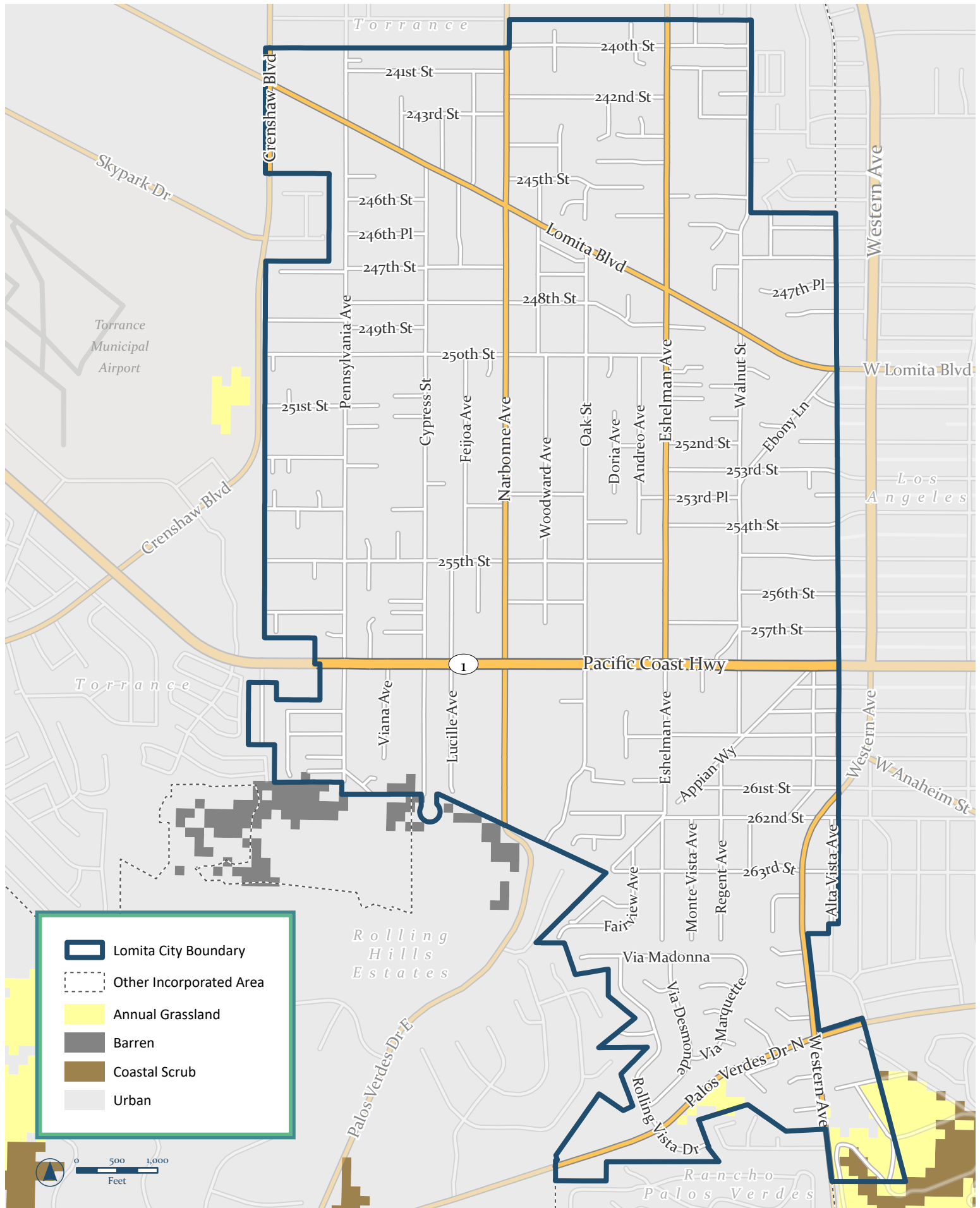
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California State Water Resources Control Board (SWRCB), *Onsite Wastewater Treatment System Policy: Draft Substitute Environmental Document*, March 19, 2012, [https://www.waterboards.ca.gov/water\\_issues/programs/owts/docs/substitute\\_environdoc.pdf](https://www.waterboards.ca.gov/water_issues/programs/owts/docs/substitute_environdoc.pdf), accessed April 4, 2024.

Guzy, G. and Anderson, R., *Memorandum: Supreme Court Ruling Concerning CWA Jurisdiction of Isolated Waters: U.S. Environmental Protection Agency and Army Corps of Engineers*, January 2001.

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**Figure 4.3-1. Land Cover Types**



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## 4.4 CULTURAL RESOURCES

### 4.4.1 PURPOSE

This section identifies existing cultural (including historic and archeological resources) resources within the Planning Area and provides an analysis of potential impacts associated with implementation of the General Plan Update.

This section is primarily based upon the *Cultural and Paleontological Resources Assessment Report for the Lomita General Plan Update Project, City of Lomita, Los Angeles County, California* (Cultural Resources Study), prepared by Cogstone and dated March 2024; refer to Appendix D, *Cultural and Paleontological Resources Study*.

For impacts specific to tribal cultural resources, refer to Section 4.15, *Tribal Cultural Resources*.

### 4.4.2 ENVIRONMENTAL SETTING

Located in Los Angeles County, the Planning Area is situated approximately 15 miles south-southwest of downtown Los Angeles. The Los Angeles River lays approximately eight miles to the east, Compton Creek is approximately seven miles east-northeast, and the Pacific Ocean is approximately two miles to the west.

#### PREHISTORIC SETTING

Numerous chronological sequences have been devised to understand cultural changes for various areas within southern California over the past century. The Encinitas Tradition characteristics are abundant metates and manos, crudely made core and flake tools, bone tools, shell ornaments, and very few projectile points, with subsistence focusing on collecting (plants, shellfish, etc.). Faunal remains vary by location but include shellfish, land animals, marine mammals, and fish. The Encinitas Tradition is currently redefined as comprising four geographical patterns. These are: (1) Topanga in coastal Los Angeles and Orange counties; (2) La Jolla in coastal San Diego County; (3) Greven Knoll in inland San Bernardino, Riverside, Orange, and Los Angeles Counties; and (4) Pauma in inland San Diego County.

The Del Rey Tradition replaced the Encinitas Tradition in the greater Los Angeles Basin. The Del Rey Tradition has been generally assigned to the Intermediate and Late Prehistoric periods. The changes that initiated the beginning of the Intermediate Period include new settlement patterns, economic foci, and artifact types that coincided with the arrival of a biologically distinctive population. The Intermediate and Late Prehistoric periods have not been well-defined; however, many archaeologists have proposed that the beginning of the Intermediate marked the arrival of Takic-speaking groups (from the Mojave Desert, southern Sierra Nevada, and San Joaquin Valley) and that the Late Prehistoric Period reflected Shoshonean groups (from the Great Basin). Related cultural and biological changes occurred on the southern Channel Islands about 300 years later.

The Del Rey Tradition replaces usage of the Intermediate and Late Prehistoric designations for both the southern California mainland and the southern Channel Islands. Within the Del Rey Tradition are two regional patterns named Angeles and Island. The Del Rey Tradition represents the arrival, divergence, and



development of the Gabrielino in southern California. The latest cultural revisions for the Planning Area define traits for time phases of the Topanga pattern of the Encinitas Tradition applicable to coastal Los Angeles and Orange Counties, as shown in [Table 4.4-1, \*Cultural Patterns and Phases\*](#). Later, the Angeles pattern replaced this pattern within the Planning Area.

**Table 4.4-1**  
**Cultural Patterns and Phases**

Phase	Dates Before Present	Material Cultural	Other Traits
Topanga I	8,500 to 5,000	Abundant manos and metates, many core tools and scrapers, few but large points, charmstones, cogged stones, early discoidals, faunal remains rare	Shellfish and hunting important, secondary burials under metate cairns (some with long bones only), some extended inhumations, no cremations
Topanga II	5,000 to 3,500	Abundant but decreasing manos and metates, adoption of mortars and pestles, smaller points, cogged stones, late discoidals, fewer scraper planes and core tools, some stone balls and charmstones	Shellfish important, addition of acorns, reburial of long bones only, addition of flexed inhumations (some beneath metate cairns), cremations rare
Topanga III	3,500 to 1,000	Abundant but decreasing manos and metates, increasing use of mortars and pestles, wider variety of small projectile points, stone-lined ovens	Hunting and gathering important, flexed inhumations (some under rock cairns), cremations rare, possible subsistence focus on yucca/agave
Angeles IV	1,000 to 800	Cottonwood arrow points for arrows appear, Olivella cupped beads and Mytilus shell disks appear, some imported pottery appears, possible appearance of ceramic pipes	Changes in settlement pattern to fewer but larger permanent villages, flexed primary inhumations, cremations uncommon
Angeles V	800 to 450	Artifact abundance and size increases, steatite trade from islands increases, larger and more elaborate effigies	Development of mainland dialect of Gabrielino, settlement in open grasslands, exploitation of marine resources declined and use of small seeds increased, flexed primary inhumations, cremations uncommon
Angeles VI	450 to 150	Addition of locally made pottery, metal needle-drilled Olivella beads, addition of Euro-American material culture (glass beads and metal tools)	Use of domesticated animals, flexed primary inhumations continue, some cremations

Source: Cogstone, March 2024.

Topanga Pattern groups were relatively small and highly mobile. Sites known are temporary campsites, not villages, and tend to be along the coast in wetlands, bays, coastal plains, near coastal valleys, marine terraces, and mountains. The Topanga toolkit is dominated by manos and metates with projectile points scarce.



In Topanga Phase I, other typical characteristics were a few mortars and pestles, abundant core tools (scraper planes, choppers, and hammerstones), relatively few large, leaf-shaped projectile points, coggled stones, and early discoidals. Secondary inhumation under cairns was the common mortuary practice. In Orange County, as many as 600 flexed burials were present at one site, dated 6,435 radiocarbon years before present.

In Topanga Phase II, flexed burials and secondary burials under cairns continued. Adoption of the mortar and pestle is a marker of this phase. Other typical artifacts include manos, metates, scrapers, core tools, discoidals, charmstones, coggled stones and an increase in the number of projectile points. In Orange County, stabilization of sea level during this time period resulted in increased use of estuary, near shore, and local terrestrial food sources.

In Topanga Phase III, there was continuing abundance of metates, manos, and core tools in use, plus increasing amounts of mortars and pestles. More numerous and varied types of projectile points are observed along with the introduction of stone-line earthen ovens. Cooking features such as these were possibly used to bake yucca or agave. Both flexed and extended burials are known.

The Angeles pattern generally is restricted to the mainland and appears to have been less technologically conservative and more ecologically diverse, with a largely terrestrial focus and greater emphasis on hunting and nearshore fishing.

The Angeles Phase IV is marked by new material items including cottonwood points for arrows, Olivella cupped beads, Mytilus shell disks, birdstones (zoomorphic effigies with magico-religious properties), and trade items from the Southwest including pottery. It appears that populations increased and there was a change in the settlement pattern to fewer but larger, permanent villages. Presence and utility of steatite (a rock composed almost exclusively of mineral talc and used for carvings) vessels may have impeded the diffusion of pottery into the Los Angeles Basin. The settlement pattern altered to one of fewer and larger permanent villages. Smaller special-purpose sites continued to be used.

Angeles Phase V components contain more and larger steatite artifacts, including larger vessels, more elaborate effigies, and comals. Settlement locations shifted from woodland to open grasslands. The exploitation of marine resources seems to have declined and use of small seeds increased. Many Gabrielino inhumations contained grave goods while cremations did not.

Angeles Phase VI reflects the ethnographic mainland Gabrielino of the post-contact period (i.e., after A.D. 1542). One of the first changes in Gabrielino culture after contact was undoubtedly population loss due to disease, coupled with resulting social and political disruption. Angeles Phase VI material culture is essentially Angeles Phase V augmented by a number of Euro-American tools and materials, including glass beads and metal tools such as knives and needles (used in bead manufacture). The frequency of Euro-American material culture increased through time until it constituted the vast majority of materials used. Locally produced brownware pottery appears along with metal needle-drilled Olivella disk beads.

The ethnographic mainland Gabrielino subsistence system was based primarily on terrestrial hunting and gathering, although nearshore fish and shellfish played important roles. Sea mammals, especially whales (likely from beached carcasses), were prized. In addition, the Gabrielino obtained and exploited European



plant and animal domesticates. Ethnographically, the mainland Gabrielino practiced interment and some cremation.

## ETHNOGRAPHIC OVERVIEW

The Gabrielino are considered to have been one of the wealthiest tribes and to have greatly influenced tribes they traded with. Houses were domed, circular structures thatched with tule or similar materials. The best-known artifacts were made of steatite and were highly prized. Many common everyday items were decorated with inlaid shell or carvings reflecting an elaborately developed artisanship.

The main food zones were marine, woodland, and grassland. Plant foods were, by far, the greatest part of the traditional diet at contact. Acorns were the most important single food source. Villages were located near water sources necessary for the leaching of acorns, which was a daily occurrence. Grass seeds were the next most abundant plant food used along with chia. Seeds were parched, ground, and cooked as mush in various combinations according to taste and availability. Greens and fruits were eaten raw or cooked or sometimes dried for storage. Bulbs, roots, and tubers were dug in the spring and summer and usually eaten fresh. Mushrooms and tree fungus were prized as delicacies. Various teas were made from flowers, fruits, stems, and roots for medicinal cures as well as beverages.

The principal game animals were deer, rabbit, jackrabbit, woodrat, mice, ground squirrels, antelope, quail, dove, ducks, and other birds. Trout and other fish were caught in the streams, while salmon were available when they ran in the larger creeks. Gabrielino extensively utilized marine foods. Sea mammals, fish, and crustaceans were hunted and gathered from both the shoreline and the open ocean, using reed and dugout canoes. Shellfish were the most common resource, including abalone, turban, mussels, clams, scallops, bubble shells, and others.

The closest major Tongva village, Swaanga, was located approximately 1.12 miles east of the city. Smaller villages and seasonal camps may have been present within the city limits.

## HISTORIC SETTING

### Early California History

Juan Cabrillo was the first European to sail along the coast of California in 1542 and was followed in 1602 by Sebastian Vizcaino. Between 1769 and 1822, the Spanish had colonized California and established missions, presidios, and pueblos.

In 1821, Mexico won its independence from Spain and worked to lessen the wealth and power held by the missions. Passed in 1833, the Secularization Act gave the vast mission lands to the Mexican governor and downgrading the missions' status to that of parish churches. The governor then redistributed the former mission lands in the form of grants, to private owners. Ranchos in California numbered over 500 by 1846, all but approximately 30 of which resulted from land grants. The city is within the former Los Palos Verdes land grant.

Following the signing of the Treaty of Guadalupe Hidalgo on February 2, 1848, which ceased American/Mexican hostilities, the region transitioned to the American Period of California. In 1850, California was granted statehood, and although the United States promised to honor the land grants, the



process of defining rancho boundaries and proving legal ownership became time consuming and expensive. Legal debts led to bankruptcies, followed by the rise in prices of beef, hide, and tallow. This, combined with flooding and drought, was detrimental to the cattle industry. Ranchos were divided up and sold inexpensively.

### The City of Lomita

The area of what is now the city of Lomita (meaning “little hills”) once belonged to the 75,000-acre Rancho San Pedro. Rancho San Pedro originally consisted of the Palos Verdes and San Pedro area and was granted in 1784 to Juan Jose Dominguez by the Spanish Governor of California as a reward for his military service. In 1841, the Dominguez family and the Sepulveda family divided the land between them after a fierce land dispute. The Palos Verdes portion was taken by the Sepulvedas while the remainder of the rancho stayed with the Dominguez family.

In the early 1860s, years of flooding and devastating drought crippled the cattle ranches of southern California. The resulting debt accrued by ranch owners resulted in the division and sale of the large ranchos into much smaller parcels of land. By 1882, Nathaniel Narbonne (a sheep farmer and owner of the Ranch Water Company) and his business partner Ben Weston (a farmer) owned the land which would become the city of Lomita.

In 1907, W.I. Hollingsworth & Co. established the “Lomita” Subdivision, consisting of seven square miles of residential tracks. At the time, Lomita was 15 miles from the post office in nearby Los Angeles. A contemporary newspaper article from 1908 advertised five- and ten-acre tracts for small farms with options for water and water ownership. According to a 1909 advertisement by W.I. Hollingsworth & Co., one acre of land could be purchased for \$400 or with a \$10 down payment and \$10 per month. By 1910, Lomita consisted of 90 families, two general merchandise stores, a blacksmith, a school house, a church, a town hall, a restaurant, a telephone system, and complete water systems.

In 1923, while drilling for a new water system, oil was discovered. This changed the course of the town of Lomita as 5,000 acres of land was sold at premium rates and converted into oil fields. While Lomita experienced the oil boom of the 1920s, a profitable agriculture industry took shape in the 1930s. By 1931, Lomita was advertised as the home of the largest celery crop in the world. At the time, the local Japanese community formed 150 acres of celery. During World War II, Lomita’s contributions to the war effort were highlighted by many successful war bond drives, with sales into the hundreds of thousands of dollars.

Following the end of the war, the population of Lomita and the surrounding area underwent a significant boom. Throughout the 1950s and 1960s, Lomita battled against neighboring Torrance and its creeping annexation of the original subdivision. In 1964, Lomita filed for incorporation to stop Torrance’s encroachment, who just prior to Lomita’s incorporation was in the process of initiating a total of 57 uninhabited annexation proceedings. The city of Lomita was officially incorporated on June 30, 1964.

## **CULTURAL RESOURCES**

### California Historic Resources Information System

On June 13, 2023, a records search of the area including the entire City of Lomita was conducted at the California Historic Resources Inventory System (“CHRIS”) at the South Central Coastal Information Center



("SSCIC") located at the California State University, Fullerton. Two cultural resources consisting of one prehistoric archaeological site (P-19-000110) and one historic district (P-19-190005), have been recorded within the city, as shown in Table 4.4-2, *Previously Recorded Cultural Resources Within the City*.

**Table 4.4-2**  
**Previously Recorded Cultural Resources Within the City**

CHRIS Primary Number	Resource Type	Resource Description	Year Recorded	NRHP/CRHR Status
P-19-000110; CA-LAN-000110	Prehistoric Archaeological Site	SSCIC site record provides no site description	1952, 2005	Unevaluated
P-19-190005	Historic Built Environment	San Pedro Defense Fuel Support Point ("DFSP") Historic District. Administrative buildings, fuel tanks, pipelines, pumping stations, roads, ammunition bunkers, and guard watchtower from World War II period.	1998	NR/CR – Determined Eligible under criteria A/1 and C/3

Source: Cogstone, March 2024.

In 1952, H. Eberhart originally recorded Site P-19-000110 as a prehistoric archaeological site. No description of site components was included with the original documentation. In 2005, Richard S. Shepard updated the site but did not reidentify it nor observe archaeological evidence; however, development in the area may have removed the site at the time of construction.

In 1998, Robert Whetsell, Milo McLeod, and Karen G. Miller recorded Site P-19-190005 as the San Pedro Defense Fuel Support Point ("DFSP") Historic District. The San Pedro DFSP Historic District includes administrative buildings, fuel tanks, pipelines, pumping stations, roads, ammunition bunkers, and a guard watchtower, all of which have remained intact from the World War II period. The San Pedro DFSP Historic District spans 331 acres and sits adjacent to Los Angeles Harbor. The DFSP site was selected as a bulk fuel depot for World War II efforts in the Pacific Theater because of its proximity to one of the major refinery areas in the United States. The San Pedro DFSP Historic District was also strategically located and had easy pipeline access to the ship loading facilities and outer berths of the Los Angeles Harbor. The San Pedro DFSP Historic District was found to exhibit exceptional integrity of setting, materials, workmanship, and design reflecting its historic and current use as a military fuel supply center. Infrastructure associated with administration, security, and fuel storage remains intact, and substantially unchanged since the property's period of significance. The San Pedro DFSP Depot is determined eligible for listing in the National Register of Historic Places ("NRHP") under Criteria A and C and listed in the California Register of Historic Resources ("CRHR").



### Built Environment Resource Directory

A search of the Built Environment Resource Directory (“BERD”) identified two additional CRHR listed resources. A full list of the resources located within the city is located in Appendix E of Appendix D of this Draft EIR.

#### Eshelman Avenue Elementary School (Property Number 97751)

Eshelman Avenue Elementary School is located at 25902 Eshelman Avenue. Built in 1923, this historic resource is currently assigned the California Historic Resource Status Code 2S2 (Individual property determined eligible for National Register by consensus through Section 106 process; listed in the California Register).

#### Harbor Hills Housing Project (Property Number 103214)

The Harbor Hills Housing Project at 26607 Western Avenue was built in 1940-1941. This Mid-Century Modern style multi-family residence represents the second public housing project constructed by the Los Angeles County Housing Authority during the Great Depression/pre-war era. This historic resource is currently assigned the California Historic Resource Status Code 2S2 (Individual property determined eligible for National Register by consensus through Section 106 process; listed in the California Register).

### Other Sources

In addition to the SCCIC records search, a variety of sources were consulted in November 2023 to obtain information regarding the cultural context of the Planning Area. There were no results from the NRHP, the California Historical Landmarks (“CHL”), California Points of Historical Interest (“CPHI”), nor the California Department of Transportation (“Caltrans”) Historic Bridge Inventory.

#### Historic United States Geological Survey Topographic Maps

According to the 1896 topographic map, there are no residences depicted within the current city boundaries of Lomita; however, several roads are present. There is a data gap between 1896 and 1924/1925, when Lomita is depicted with multiple streets organized in a grid pattern with buildings organized along the streets. By 1951, Narbonne High School and Orange Street School are visible, and Lomita School is also present. By 1964, Narbonne High School and Orange Street School were renamed to Fleming Jr. High School and Eshelman Avenue School, respectively.

#### Historic United States Department of Agriculture Aerial Photographs

The earliest known aerial photograph of Lomita from 1928 shows substantial development including both built environment and agricultural fields. Major streets, such as Lomita Boulevard and Pacific Coast Highway, are visible within the boundary of Lomita. In the 1930s and 1940s, Lomita retained a blend of residential and agricultural development. By 1952, much of the agricultural lots were developed with residential or commercial buildings; however, some larger concentrations of agricultural lots remained in the northeastern section of Lomita. By 1953, the majority of agricultural fields were also developed. Between 1963 and 1972, the last large open area at the southernmost section of Lomita were developed as a residential area.





#### [Bureau of Land Management \(“BLM”\) General Land Office Records](#)

In 1815, son of Spanish soldier Jose Dolores Sepulveda, Jose Loreto Sepulveda was born in Los Angeles. In 1835, Jose Loreto Sepulveda married Juana Cedaria Pantoja and together they had 15 children. In 1846, ownership of Rancho Palos Verdes was granted to Jose Sepulveda and his brother Juan Sepulveda, by the Mexican governor of California, Pio Pico. Following the Annexation of California from Mexico to the United States, the Sepulveda family was required to petition the United States Land Commission to confirm their claim to Rancho Palos Verdes. The family was forced to wait decades before confirmation was officially granted in 1880. In 1881, Jose Sepulveda died and was buried in Old Calvary Cemetery in Los Angeles.

#### [Local Registers \(Historical Societies/Archives\)](#)

The 1998 Lomita General Plan identified the Lomita Railroad Museum (formerly the Martin Lewis Railroad Museum), located at 2135 250<sup>th</sup> Street, as a locally historic structure. The Martin Lewis Railroad Museum was donated by Mrs. Irene Lewis in memory of her late husband, and now as the Lomita Railroad Museum, it contains a replica turn-of-the-century railroad station and an old steam engine and caboose. The Lomita Railroad Museum was designed after the Boston & Maine’s Greenwood Station, in Wakefield, Massachusetts.

The 1998 City of Lomita General Plan identified additional structures of potential significance, including the Lomita Elementary School (administration building), the Old Fire House, and a number of older commercial buildings in the downtown area. The administration building of Lomita Elementary School is located at 2211 247<sup>th</sup> Street. The Old Fire House reference in the existing General Plan does not include an address. It may refer to Station 6, located at 25517 Narbonne Avenue, or an old bar called The Firehouse, located at 24123 Narbonne Avenue. This latter business no longer exists, but Lomita Alehouse is located there now. This building does not appear to be historic in age.

### 4.4.3 REGULATORY SETTING

#### FEDERAL

##### [National Historic Preservation Act](#)

Enacted in 1966 and amended in 2000, the National Historic Preservation Act (“NHPA”) declared a national policy of historic preservation and instituted a multifaceted program, administered by the Secretary of the Interior, to encourage the achievement of preservation goals at federal, state, and local levels. The NHPA authorized the expansion and maintenance of the NRHP, established the position of State Historic Preservation Officer (“SHPO”) and provided for the designation of State Review Boards, set up a mechanism to certify local governments to carry out the purposes of the NHPA, assisted Native American tribes to preserve their cultural heritage, and created the Advisory Council on Historic Preservation (“ACHP”).

##### [Section 106 Process](#)

Through regulations associated with the NHPA, an impact to a cultural resource would be considered significant if government action would affect a resource listed in or eligible for NRHP listing. The NHPA codifies a list of cultural resources found to be significant within the context of national history, as





determined by a technical process of evaluation. Resources that have not yet been placed on the NRHP, and are yet to be evaluated, are afforded protection under NHPA until shown not to be significant.

NHPA Section 106 and its implementing regulations (36 Code of Federal Regulations Part 800) state that for a cultural resource to be determined eligible for listing in the NRHP, the resource must meet specific criteria associated with historic significance and possess certain levels of integrity of form, location, and setting. NRHP listing criteria are applied within an analysis when there is some question as to the significance of a cultural resource. The criteria for evaluation are defined as the quality of significance in American history, architecture, archeology, engineering, and culture. This quality must be present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association. A property is eligible for the NRHP if it is significant under one or more of the following criteria:

Criterion A: It is associated with events that have made a significant contribution to the broad patterns of our history; or

Criterion B: It is associated with the lives of persons significant in our past; or

Criterion C: It embodies the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

Criterion D: It has yielded, or may be likely to yield, information important in prehistory or history.

Criterion D is usually reserved for archaeological resources. Eligible cultural resources must meet at least one of the above criteria and exhibit integrity, measured by the degree to which the resource retains its historical properties and conveys its historical character.

The Section 106 evaluation process does not apply to projects undertaken under city environmental compliance jurisdiction. However, should the undertaking require funding, permits, or other administrative actions issued or overseen by a federal agency, analysis of potential impacts to cultural resources following the Section 106 process would likely be necessary. The Section 106 process typically excludes cultural resources created less than 50 years ago, unless the resource is considered highly significant from the local perspective. Finally, the Section 106 process allows stakeholder comment and must consider aspects of local significance before a judgment is rendered.

#### [Secretary of the Interior's Standards for the Treatment of Historic Properties](#)

Evolving from the Secretary of the Interior's Standards for Historic Preservation Projects with Guidelines for Applying the Standards that were developed in 1976, the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings was published in 1995 and codified as 36 Code of Federal Regulations Part 67. Neither technical nor prescriptive, these standards are "intended to promote responsible preservation practices that help protect our Nation's irreplaceable cultural resources." "Preservation" acknowledges a resource as a document of its history over time and emphasizes stabilization, maintenance, and repair of existing historic fabric. "Rehabilitation" not only incorporates the retention of



features that convey historic character, but also accommodates alterations and additions to facilitate continuing or new uses. “Restoration” involves the retention and replacement of features from a specific period of significance. “Reconstruction,” the least used treatment, provides a basis for recreating a missing resource. These standards have been adopted, or are used informally, by many agencies at all levels of government to review projects that affect historic resources.

## STATE

### California Environmental Quality Act

CEQA requires a lead agency determine whether a project may have a significant effect on historical resources (Public Resources Code [“PRC”] Section 21084.1). A historical resource is a resource listed in, or determined to be eligible for listing in, the CRHR, a resource included in a local register of historical resources, or any object building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant (State CEQA Guidelines, Section 15064.5[a][1-3]).

A resource is considered historically significant if it meets any of the following criteria:

- 1) Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
- 2) Is associated with the lives of persons important in our past;
- 3) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- 4) Has yielded, or may be likely to yield, information important in prehistory or history.

In addition, if it can be demonstrated that a project would cause damage to a unique archaeological resource, the lead agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place or left in an undisturbed state. To the extent that resources cannot be left undisturbed, mitigation measures are required (PRC Section 21083.2[a], [b], and [c]). Public Resources Code PRC Section 21083.2(g) defines a unique archaeological resource as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information;
- Has a special and particular quality such as being the oldest of its type or the best available example of its type; or
- Is directly associated with a scientifically recognized important prehistoric or historic event or person.

### California Register of Historical Resources (CRHR)

Created in 1992 and implemented in 1998, the CRHR is “an authoritative guide in California to be used by State and local agencies, private groups, and citizens to identify the State’s historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change.” Certain properties, including those listed in or formally determined eligible for listing in the NRHP



and California Historical Landmarks numbered 770 and higher, are automatically included in the CRHR. Other properties recognized under the California Points of Historical Interest program, identified as significant in historical resources surveys or designated by local landmarks programs, may be nominated for inclusion in the CRHR. A resource, either an individual property or a contributor to a historic district, may be listed in the CRHR if the State Historical Resources Commission determines that it meets one or more of the criteria modeled on the NRHP criteria.

#### Public Resources Code Section 5097 (Related to Cultural Resources)

California PRC Section 5097 addresses the disposition of Native American burials in archaeological sites and: protects such remains from disturbance, vandalism, or inadvertent destruction; establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project; and establishes the California Native American Heritage Commission (“NAHC”) to resolve disputes regarding the disposition of such remains. It has been incorporated into CEQA Guidelines Section 15064.5(e).

The NAHC, created by statute in 1976 (Assembly Bill [“AB”] 4239), is a nine-member body appointed by the governor to identify, catalog, and protect cultural resources (i.e., places of special religious or social significance to Native Americans, and known graves and cemeteries of Native Americans on private lands) in California. The NAHC is charged with the duty of preserving and ensuring accessibility of sacred sites and burials, the disposition of Native American human remains and burial items, maintaining an inventory of Native American sacred sites located on public lands (i.e., Sacred Lands File), and reviewing current administrative and statutory protections related to these sacred sites.

PRC Sections 5097.9 through 5097.991 establish that no public agency or private party using or occupying public property (or operating on under a public license, permit, grant, lease or contract made after July 1, 1977) shall in any manner interfere with the free expression or exercise of Native American religion as provided in the U.S. Constitution and the California Constitution. It also prohibits such agencies and parties from causing severe or irreparable damage to any Native American sanctified cemetery, place of worship, religious or ceremonial site or sacred shrine located on public property, except on a clear and convincing showing that the public interest and necessity so require it.

These sections also establish the State’s NAHC, which is tasked with working to ensure the preservation and protection of Native American human remains, associated grave goods and cultural resources. Towards this end, the NAHC has a strategic plan for assisting the public, development communities, local and federal agencies, educational institutions, and California Native Americans to better understand problems relating to the protection and preservation of cultural resources and to serve as a tool to resolve these problems. In 2006, AB 2641 amended PRC Sections 5097.91 and 5097.98 to authorize the NAHC to bring legal action when necessary to prevent damage to Native American burial grounds or places of worship. It also established more specific procedures to be implemented in the event that Native American remains are discovered.

#### California Health and Safety Code (Sections 7050.5, 7051, and 7054)

Sections 7050.5, 7051, and 7054 of the California Health and Safety Code collectively address the illegality of interference with human burial remains (except as allowed under applicable sections of the PRC), as



well as the disposition of Native American burials in archaeological sites, and protects such remains from disturbance, vandalism, or inadvertent destruction. The California Health and Safety Code also establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project, treatment of the remains prior to, during and after evaluation, and reburial procedures.

#### Mills Act

Under California Government Code Section 50280 et seq., the City is authorized to enter into contracts with the owners of qualified historical properties to provide for the appropriate use, maintenance, and rehabilitation so that such properties retain their historic characters. As an incentive to entering the contract, the provisions of the Mills Act allow the County Tax Assessor to assess the property using a different formula which typically results in a lower tax bill.

#### LOCAL

#### The Downtown Lomita Design Manual 2019 Updates

The Downtown Lomita Design Manual serves as a guide for new buildings and the conservation, adaptive re-use, and enhancement of existing buildings, and streetscape within the Downtown Lomita study area. These practical guidelines for the restoration and rehabilitation of those buildings and storefronts would contribute to the distinct character of Downtown Lomita. The design manual would provide the City with a common framework for reviewing submissions and attaching design condition to project approvals.

#### 4.4.4 SIGNIFICANCE CRITERIA AND THRESHOLDS

CEQA Guidelines Appendix G contains the Initial Study Environmental Checklist, which includes questions related to cultural resources. The issues presented in the Initial Study Environmental Checklist serve as thresholds of significance in this section. Accordingly, a project may create a significant environmental impact if it would:

- Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5 (refer to Impact Statement CUL-1);
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5 (refer to Impact Statement CUL-2); and/or
- Disturb any human remains, including those interred outside of formal cemeteries (refer to Impact Statement CUL-3).



#### 4.4.5 IMPACTS AND MITIGATION MEASURES

##### **CUL-1: Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?**

**Impact Analysis:** There are three CRHR-listed resources in the city: the Eshelman Avenue Elementary School, the Harbor Hills Housing Project, and the San Pedro DFSP Historic District. The Lomita Railroad Museum has been designated as significant and both the Lomita Elementary School and Old Fire House are considered potentially significant at the local level. Additionally, undiscovered or potentially eligible sites may be located in various areas of the Planning Area. Redevelopment and alteration of existing structures has the potential to impact known and potentially eligible historical resources. A substantial adverse change in the significance of an historic resource is defined in Section 15064.5 (b)(1) of the CEQA Guidelines as the “physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.” While the General Plan Update does not directly propose any changes to historic resources, future development allowed under the General Plan Update could cause a substantial adverse change in the significance of known historical resources or unknown historical resources which have not yet been identified. This is considered a potentially significant impact.

The General Plan Update Resource Management Element includes goals, policies, and actions addressing heritage resources, including historical resources. Proposed Resource Management Element Policy RM-2.2 encourages the voluntary designation of potentially historic properties as landmarks or historic districts. Proposed Resource Management Element Policy RM-2.4 directs the City to evaluate the condition of historic buildings, the cost of rehabilitation and the feasibility of preservation or conservation alternatives when considering the demolition or movement of historic structures. Both policies RM-2.2 and RM-2.4 demonstrate the City’s desire to protect and preserve historic buildings. Action RM-2a requires the City to assess development proposals for potential impacts to sensitive historic, archaeological, tribal cultural, and paleontological resources pursuant to CEQA, thus protecting heritage and historical resources through analysis of potential impacts from future development projects. Action RM-2c directs the City to consider conducting a historic properties inventory that takes into consideration buildings, neighborhoods, and other features of historic, architectural, or cultural significance, thus demonstrating the City’s intention to record, document and evaluate potential historical resources. Action RM-2e requires that, for structures that potentially have historic significance, a study be conducted by a professional archaeologist or historian to determine the actual significance of the structure and potential impacts of the proposed development in accordance with CEQA Guidelines Section 15064.5, thus ensuring protection of historical resources through comprehensive evaluation of potential impacts on a project-by-project basis.

During consideration of new development and infrastructure projects, the City will evaluate for conformance with the City’s General Plan Municipal Code as well as other applicable State and local regulations relative to historic and potentially historic resources. Subsequent development and infrastructure projects would also be analyzed for potential environmental impacts, consistent with the



requirements of CEQA, pursuant to the City's entitlement review process. For structures that potentially have historical significance, the City would require preparation of a study by a qualified professional archaeologist or historian to determine the significance of the structure and potential impacts of the proposed development in compliance with CEQA. Therefore, compliance with the General Plan Update policies and actions and existing regulations would not cause a substantial adverse change in the significance of a historical resource and impacts would be less than significant.

**Proposed General Plan Update Goals, Policies and Actions:**

**RESOURCE MANAGEMENT ELEMENT**

**Policy RM-2.1: Preservation.** Ensure the preservation of the city's historical past.

**Policy RM-2.2: Historic Properties.** Encourage the voluntary designation of potentially historic properties as landmarks or historic districts.

**Policy RM-2.4: Historic Preservation.** Evaluate the condition of historic buildings, the costs of rehabilitation, and the feasibility of preservation or conservation alternatives when considering the demolition or movement of historic structures. When possible, encourage the adaptive reuse of the historic structure.

**Policy RM-2.5: Funding for Preservation.** With input and involvement of stakeholder groups, seek adequate funding and support from public and private sources that aim to protect historic and cultural resources within the city.

**Action RM-2a:** Assess development proposals for potential impacts to sensitive historic, archaeological, tribal cultural, and paleontological resources pursuant to the California Environmental Quality Act (CEQA).

**Action RM-2b:** Evaluate the feasibility of implementing a local historic registry program that provides incentives for retrofitting and building maintenance, as well as public recognition, of the local resource.

**Action RM-2c:** Consider conducting a historic properties inventory that takes into consideration buildings, neighborhoods, and other features of historic, architectural, or cultural significance.

**Action RM-2e:** For structures that potentially have historic significance, including intact extant buildings more than 45 years old, the City shall require a study be conducted by a professional archaeologist or historian to determine the actual significance of the structure and potential impacts of the proposed development in accordance with CEQA Guidelines Section 15064.5. The City may require modifications of the project and/or mitigation measures to avoid any impacts to a historic structure, when feasible, such as retaining or rehabilitating historic buildings or relocating the historic building as feasible. If not feasible, the resource must be recorded to the Historic American Buildings Survey/Historic American Engineering Record standard by someone who meets the Secretary of the Interior Standards qualifications for architectural history.



**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

**CUL-2: Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?**

**Impact Analysis:** Redevelopment and development of previously undeveloped areas have the potential to impact known and unknown archaeological resources. Surface-level and subsurface archaeological sites and deposits can be affected by ground-disturbing activities associated with construction activities.

The archaeological sensitivity of the city was assessed through the review of the SCCIC record search results, the Sacred Lands File results, and historic United States Geological Survey (“USGS”) topographic quadrangle maps. Due to the presence of only one previously recorded archaeological site within the city, the negative Sacred Land File search results, and lack of information gained from review of the USGS maps, the analysis of archaeological sensitivity is primarily based on two factors - the distance to water courses and whether the sediments in the area were of the requisite age range and have the capability to preserve buried resources. Based on this, the archaeological sensitivity of the city is estimated to be generally low to moderate, with small areas of high sensitivity near the southwest and southeast corners of the city, as shown in Figure 4.4-1, *Archaeological Sensitivity Map*.

Effects on archaeological resources deemed to be significant could be considered adverse if they involve physical demolition, destruction, or alteration of the resource or its immediate surroundings, such that the significance of a resource would be materially impaired. While the General Plan Update does not directly propose site-specific development with the potential to directly impact archaeological resources, future development allowed under the General Plan Update could cause a substantial adverse change in the significance of previously undiscovered archaeological resources. This is considered a potentially significant impact.

The General Plan Update Resource Management Element includes goals, policies, and actions addressing heritage resources, including archaeological resources. Proposed Resource Management Element Policy RM-2.1 directs the City to ensure the preservation of the city’s historical past. Action RM-2a requires the City to assess development proposals for potential impacts to sensitive historic, archaeological, tribal cultural, and paleontological resources pursuant to CEQA. Action RM-2f requires that development proposals located in areas assessed to have moderate or high sensitivity for archaeological resources conduct a study to determine if significant archaeological resources are potentially present and if so, to identify mitigation measure to mitigate potential impacts, or to require full-time monitoring during ground disturbing activities by an archaeologist and Native American monitor. Policy RM-2.1 and actions RM-2a and RM-2f demonstrate the City’s intent to preserve its history and prevent and/or minimize impacts to archaeological resources by establishing a protocol for studies and monitoring as needed on a project-by-project basis.

Archaeological resources are protected under federal, State, and local regulations, as described above, and implementation of General Plan Update policies and actions would reduce potential adverse impacts to archaeological resources associated with future development. Subsequent discretionary development





and infrastructure projects would be analyzed for potential environmental impacts, consistent with the requirements of CEQA and pursuant to the City's entitlement review process. Compliance with the General Plan Update policies and actions and existing regulations would not cause a substantial adverse change in the significance of an archaeological resource, and impacts would be less than significant.

**Proposed General Plan Update Goals, Policies, and Actions:**

**RESOURCE MANAGEMENT ELEMENT**

**Policy RM-2.1: Preservation.** Ensure the preservation of the city's historical past.

**Policy RM-2.3 Tribal Consultation.** In accordance with state, local, and tribal intergovernmental consultation requirements, consult with Native American tribes that may be impacted by proposed development and land use policy changes, as necessary.

**Policy RM-2.5: Funding for Preservation.** With input and involvement of stakeholder groups, seek adequate funding and support from public and private sources that aim to protect historic and cultural resources within the city.

**Action RM-2a:** Assess development proposals for potential impacts to sensitive historic, archaeological, tribal cultural, and paleontological resources pursuant to the California Environmental Quality Act (CEQA).

**Action RM-2c:** Consider conducting a historic properties inventory that takes into consideration buildings, neighborhoods, and other features of historic, architectural, or cultural significance.

**Action RM-2f** For all development proposals within areas assessed to have moderate or high sensitivity for archaeological resources, the City shall require either a study to be conducted by a professional archaeologist or to have full-time monitoring during ground-disturbing activities by an archaeologist and a Native American monitor. The objective of the study will be to determine if significant archaeological resources are potentially present and if the project will significantly impact these resources. If significant impacts are identified, the City may require the project to be modified to avoid the impacts, or require mitigation measures to mitigate the impacts. Mitigation may involve archaeological investigation and resources recovery.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

**CUL-3: Would the Project disturb any human remains, including those interred outside of formal cemeteries?**

**Impact Analysis:** Future construction projects within the Planning Area could have the potential to disturb or destroy buried Native American human remains, as well as other human remains, including those interred outside of formal cemeteries.





Health and Safety Code Section 7050.5, CEQA Guidelines Section 15064.5(e), and PRC Section 5097.98 mandate the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery. In such an event, the County Coroner must be called in to assess the remains (CEQA Guidelines Section 15064.5[e]). If the County Coroner determines that the remains are those of a Native American, the NAHC must be contacted within 24 hours, and the provisions for treating or disposing of the remains and any associated grave goods, as described in CEQA Guidelines Section 15064.5 must be followed.

As future development and infrastructure projects are considered by the City, each project would be evaluated for conformance with the City of Lomita's General Plan, Municipal Code, and other applicable State and local regulations. Subsequent discretionary development and infrastructure projects would also be analyzed for potential environmental impacts, consistent with the requirements of CEQA. Under CEQA, human remains are protected under the definition of archaeological materials as being "any evidence of human activity." PRC Section 5097 has specific stop-work and notification procedures to follow in the event that Native American human remains are inadvertently discovered during development activities.

The General Plan Update Resource Management Element includes policies and actions addressing the potential discovery of human remains. Resource Management Element Policy RM-2.3 requires consultation with Native American tribes that may be impacted by proposed development and land use policy changes, in accordance with State, local, and tribal intergovernmental consultation requirements, thus ensuring the engagement and consultation with Native American tribes and potential tribal cultural resources or human remains. Action RM-2a requires the City to assess development proposals for potential impacts to sensitive historic, archaeological, tribal cultural, and paleontological resources pursuant to CEQA, thereby requiring future developers to complete the appropriate evaluations determine potential impacts to unknown buried resources and human remains and appropriately preserve them. Action RM-2f requires that development proposals located in areas assessed to have moderate or high sensitivity for archaeological resources conduct a study to determine if significant archaeological resources are potentially present and if so, to identify mitigation measure to mitigate potential impacts, or to require full-time monitoring during ground disturbing activities by an archaeologist and Native American monitor, thereby ensuring that buried resources are evaluated and considered during the course of future development projects and that Native American tribes are engaged as appropriate. Action RM-2g requires, in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, that the City halt excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the County Coroner has been informed and has determined that no investigation of the cause of death is required, thus ensuring that the appropriate treatment and handling of human remains. If the remains are of Native American origin, no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains is permitted until the descendants from the deceased Native Americans have made a recommendation to the landowner or the persons responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods, as provided in PRC Section 5097.98, or the NAHC was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being granted access to the site.



Compliance with the General Plan Update policies and actions and existing regulations, including Health and Safety Code Section 7050.5, CEQA Guidelines Section 15064.5(e), and PRC Section 5097.98, ensures that potential impacts associated with the inadvertent discovery of human remains would be less than significant.

**Proposed General Plan Update Goals, Policies, and Actions:**

**RESOURCE MANAGEMENT ELEMENT**

**Policy RM-2.1: Preservation.** Ensure the preservation of the city's historical past.

**Policy RM-2.3 Tribal Consultation.** In accordance with state, local, and tribal intergovernmental consultation requirements, consult with Native American tribes that may be impacted by proposed development and land use policy changes, as necessary.

**Action RM-2a:** Assess development proposals for potential impacts to sensitive historic, archaeological, tribal cultural, and paleontological resources pursuant to the California Environmental Quality Act (CEQA).

**Action RM-2f** For all development proposals within areas assessed to have moderate or high sensitivity for archaeological resources, the City shall require either a study to be conducted by a professional archaeologist or to have full-time monitoring during ground-disturbing activities by an archaeologist and a Native American monitor. The objective of the study will be to determine if significant archaeological resources are potentially present and if the project will significantly impact these resources. If significant impacts are identified, the City may require the project to be modified to avoid the impacts, or require mitigation measures to mitigate the impacts. Mitigation may involve archaeological investigation and resources recovery.

**Action RM-2g** In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, the City shall halt excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the County Coroner has been informed and has determined that no investigation of the cause of death is required. If the remains are of Native American origin, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the descendants from the deceased Native Americans have made a recommendation to the landowner or the persons responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code section 5097.98, or the Native American Heritage Commission was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being granted access to the site.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.



#### 4.4.6 CUMULATIVE IMPACTS

Section 3.0, *Basis of Cumulative Analysis*, identifies projected growth within the Planning Area and county with the potential to interact with the proposed Project to the extent that a significant cumulative effect relative to cultural resources may occur. The cumulative projects' regional geologic setting and cultural resource deposit sensitivity would be similar; however, the local geologic setting and historical significance would vary according to the site location and specific conditions.

##### **Would the project, combined with other related cumulative projects, cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?**

**Impact Analysis:** Previously recorded historic built environment resources have been identified within the city. Additionally, due to the age of development within the city, there is the potential for eligible historical resource sites to be located within the Planning Area. Future development and cumulative development within the Planning Area has the potential to impact known and potentially eligible historical resources. As with the Project, the related cumulative projects would undergo environmental review pursuant to CEQA to evaluate potential impacts to historical resources. This would include studies of historical resources that are present or could be present within a specific development site. Where significant or potentially significant impacts are identified, implementation of all feasible site-specific mitigation would be required to avoid or reduce impacts. Additionally, the General Plan Update Resource Management Element includes policies and actions that would address historical resources. Compliance with General Plan Update policies and actions and existing regulatory requirements would reduce the cumulative effect of the General Plan Update on historical resources to a less than significant level. Based on the above, the Project's incremental contribution to cumulative historical resource impacts would be less than cumulatively considerable.

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

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

##### **Would the project, combined with other related cumulative projects, cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?**

**Impact Analysis:** The archaeological sensitivity of the city is estimated to be generally low to moderate, with small areas of high sensitivity near the southwest and southeast corners of the city, as shown in [Figure 4-4.1](#). Future development and cumulative development within the Planning Area has the potential to impact previously undiscovered archaeological resources. As with the Project, the related cumulative projects would undergo environmental review pursuant to CEQA to evaluate potential impacts to archaeological resources. This would include studies of archaeological resources that are present or could be present within a development site. Additionally, related projects would be subject to compliance with the established federal, state, and local regulatory framework concerning the protection of cultural resources on a project-by-project basis. Where significant or potentially significant impacts are identified, implementation of all feasible site-specific mitigation would be required to avoid or reduce impacts.



Additionally, the General Plan Update Resource Management Element includes policies and actions that would address archeological resources. Compliance with General Plan Update policies and actions existing regulatory requirements would reduce the cumulative effect of the General Plan Update on archeological resources to a less than significant level. Based on the above, the Project's incremental contribution to cumulative archaeological resource impacts would be less than cumulatively considerable.

**Proposed General Plan Update Goals, Policies, and Actions:** Refer to the General Plan goals, policies, and actions listed previously.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

**Would the project, combined with other related cumulative projects, disturb any human remains, including those interred outside of dedicated cemeteries?**

**Impact Analysis:** Although unlikely, there is the potential that previously undiscovered human remains could be encountered during construction activities associated with future development within the Planning Area. Future development projects would be required to comply with the established State regulatory framework regarding the treatment of human remains. Related cumulative projects would undergo environmental review on a project-by-project basis to evaluate the site-specific archaeological sensitivity. Additionally, related projects would be subject to compliance with the established State and local regulatory framework, including the General Plan Update policies and actions, concerning the discovery of human remains on a project-by-project basis. The proposed Project's compliance with the regulatory framework regarding the discovery of human remains would reduce potential Project impacts to a less than significant level; therefore, the Project's incremental contribution to cumulative impacts to human remains would be less than cumulatively considerable.

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

**Mitigation Measures:** No mitigation measures are required.

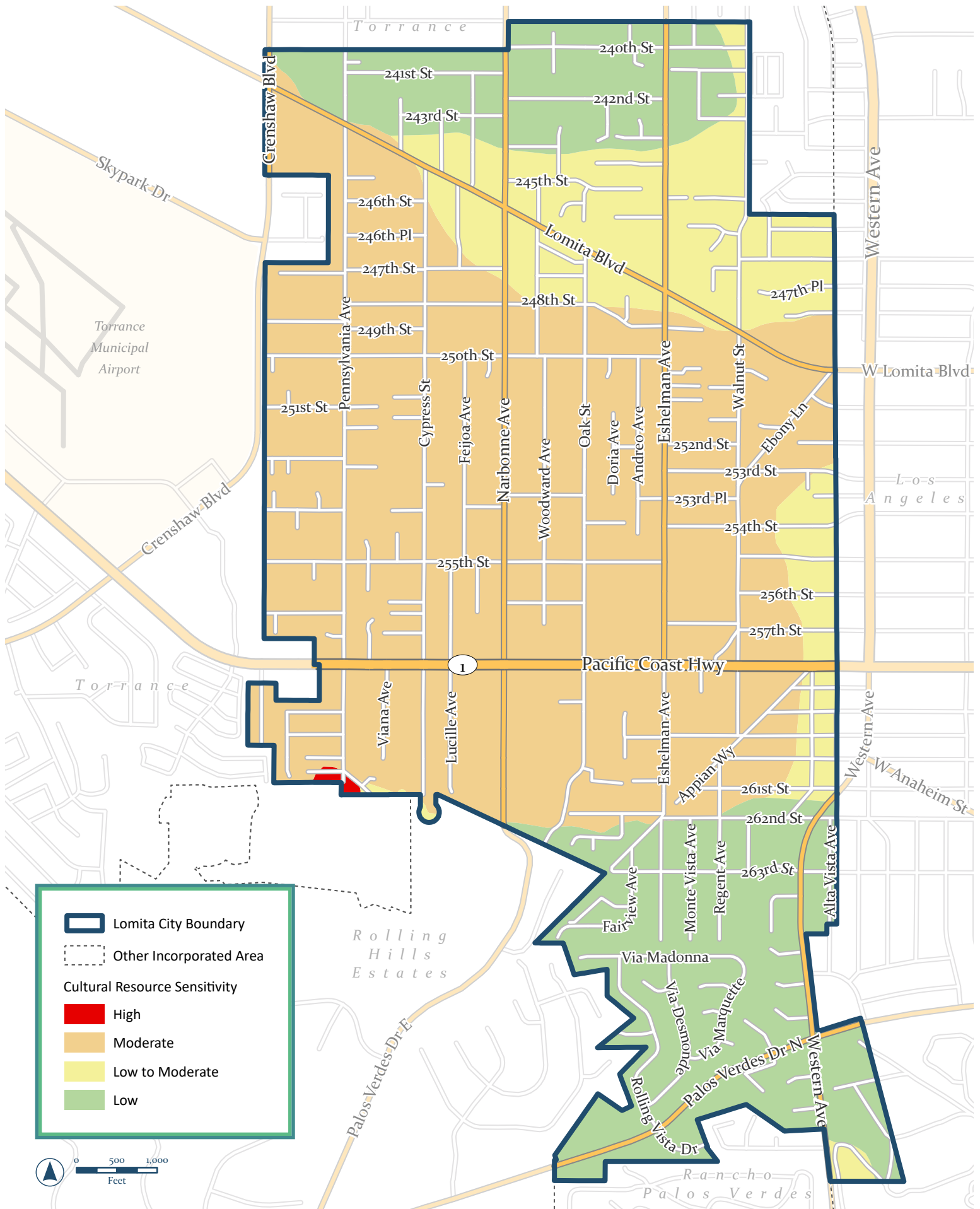
**Level of Significance:** Less Than Significant Impact.

#### 4.4.7 SIGNIFICANT UNAVOIDABLE IMPACTS

Impacts to cultural resources associated with the implementation of the General Plan Update would be less than significant. No significant unavoidable impacts to cultural resources would occur as a result of the General Plan Update.

#### 4.4.8 REFERENCES

Cogstone, *Cultural and Paleontological Resources Assessment Report for the Lomita General Plan Update Project*, City of Lomita, Los Angeles County, California, March 2024.



**Figure 4.4-1. Archaeological Sensitivity Map**



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## 4.5 ENERGY

### 4.5.1 PURPOSE

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

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

No comments were received during the NOP comment regarding energy.

### 4.5.2 ENVIRONMENTAL SETTING

#### ENERGY CONSUMPTION

In California, energy is consumed from a wide variety of sources. Fossil fuels (including gasoline and diesel fuel and natural gas) are the most widely used form of energy in the state.<sup>1</sup> However, renewable sources of energy (such as solar and wind) are growing in proportion to California's overall energy mix. A large driver of renewable sources of energy in California is the state's Renewable Portfolio Standard ("RPS"), which requires the State to derive at least 33 percent of electricity generated from renewable resources by 2020, and 60 percent by 2030.

Overall, in 2021, California's per capita energy usage was ranked 48<sup>th</sup> in the nation at 175 million British thermal units ("Btu") per capita.<sup>2</sup> Additionally, California's per capita rate of energy usage has been reduced by approximately one third since the 1970s.<sup>3</sup> Many state regulations since the 1970s, including new building energy efficiency standards, vehicle fleet efficiency measures, as well as growing public awareness, have helped to keep per capita energy usage in the state constrained.

The consumption of nonrenewable energy (primarily gasoline and diesel fuel) associated with the operation of passenger, public transit, and commercial vehicles results in greenhouse gas ("GHG") emissions that ultimately result in global climate change. Other fuels such as natural gas, ethanol, and electricity (unless derived from solar, wind, nuclear, or other energy sources that do not produce carbon emissions) also result in GHG emissions and contribute to global climate change.

#### ELECTRICITY CONSUMPTION

California relies on a regional power system composed of a diverse mix of natural gas, renewable, hydroelectric, and nuclear generation resources. Approximately 70 percent of the electrical power needed to meet California's demand is produced in the state, while the remaining 30 percent is imported from

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<sup>1</sup> U.S. Energy Information Administration, *California State Profile and Energy Estimates, 2021*, <https://www.eia.gov/state/?sid=CA#tabs-1>, accessed January 22, 2024

<sup>2</sup> U.S. Energy Information Administration, *California State Profile and Energy Estimates, 2021*, <https://www.eia.gov/state/?sid=CA#tabs-1>, accessed January 22, 2024

<sup>3</sup> U.S. Energy Information Administration, *State Energy Data System: 1960-2021*, June 2023

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the Pacific Northwest and the Southwest.<sup>4</sup> In 2022, California’s in-state generated electricity was derived from natural gas (47.5 percent), nuclear sources (8.7 percent), coal (0.1 percent), and other (waste heat/petroleum coke) (0.2 percent); and nearly half was derived from renewable resources that include geothermal, biomass, hydroelectric resources, wind, and solar (43.5 percent). The percentage of renewable resources as a proportion of California’s overall energy portfolio is increasing over time, as directed by the RPS.

Southern California Edison (“SCE”) provides electricity to the Planning Area. SCE, a subsidiary of Edison International, serves approximately 185 cities in 15 counties across central and southern California.<sup>5</sup> According to the California Energy Commission (“CEC”), approximately 107,876 million kilowatt-hours (“GWh”) of electricity were used in SCE’s service area in 2022.<sup>6</sup> This is approximately 38 percent of the state total system electric energy mix of 287,220 GWh in 2022.<sup>7</sup> Los Angeles County’s total electricity consumption in 2022 (residential and non-residential) was approximately 68,485 GWh.<sup>8</sup>

## NATURAL GAS

Underground sources provide natural gas supplies, which are brought to the surface at gas wells. Natural gas is purified once it is extracted, and the odorant that allows gas leaks to be detected is added to the normally odorless gas. Natural gas suppliers, such as Southern California Gas Company (“SoCalGas”), then send the gas into transmission pipelines, which are usually buried underground. Compressors propel the gas through the pipeline system, which delivers it to homes and businesses. SoCalGas provides natural gas for residential, industrial, and agency consumers within the Planning Area.

## PETROLEUM

The primary energy source for the United States is petroleum (oil), refined to produce fuels like gasoline, diesel, and jet fuel.<sup>9</sup> Petroleum is a finite, nonrenewable energy source. California used approximately 605 million barrels of petroleum in 2021, with the majority (511 million barrels) used for the

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<sup>4</sup> California Energy Commission, *2022 Total System Electric Generation*, <https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2022-total-system-electric-generation>, accessed January 22, 2024

<sup>5</sup> Southern California Edison, *Southern California Edison’s Service Area*, [https://download.newsroom.edison.com/create\\_memory\\_file/?f\\_id=5cc32d492cfac24d21aefc4c&content\\_verified=True](https://download.newsroom.edison.com/create_memory_file/?f_id=5cc32d492cfac24d21aefc4c&content_verified=True), April 2019, accessed January 22, 2024

<sup>6</sup> California Energy Commission, *Electricity Consumption by Planning Area*, <http://www.ecdms.energy.ca.gov/elecbyplan.aspx>, accessed January 22, 2024

<sup>7</sup> California Energy Commission, *2022 Total System Electric Generation*, <https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2022-total-system-electric-generation>, accessed January 22, 2024

<sup>8</sup> California Energy Commission, *Electricity Consumption by County*, <https://ecdms.energy.ca.gov/elecbycounty.aspx>, accessed January 22, 2024

<sup>9</sup> U.S. Energy Information Administration, *Monthly Energy Review*, <https://www.eia.gov/totalenergy/data/monthly/>, accessed January 22, 2024





transportation sector.<sup>10</sup> This total annual consumption equates to a daily use of approximately 1.7 million barrels of petroleum.

### 4.5.3 REGULATORY SETTING

#### FEDERAL

##### Clean Air Act

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

The U.S. Environmental Protection Agency (“EPA”) is responsible for administering the FCAA. The FCAA requires the EPA to set NAAQS for several problem air pollutants based on human health and welfare criteria. Two types of NAAQS were established: primary standards, which protect public health, and secondary standards, which protect the public welfare from non-health-related adverse effects such as visibility reduction.

##### Energy Policy and Conservation Act

The Energy Policy and Conservation Act of 1975 sought to ensure that all vehicles sold in the U.S. would meet certain fuel economy goals. Through this act, Congress established the first fuel economy standards for on-road motor vehicles in the United States. Pursuant to the Act, the National Highway Traffic and Safety Administration, which is part of the U.S. Department of Transportation (“USDOT”), is responsible for establishing additional vehicle standards and for revising existing standards.

Since 1990, the fuel economy standard for new passenger cars has been 27.5 miles per gallon (“mpg”). Since 1996, the fuel economy standard for new light trucks (gross vehicle weight of 8,500 pounds or less) has been 20.7 mpg. Heavy-duty vehicles (i.e., vehicles and trucks over 8,500 pounds gross vehicle weight) are not currently subject to fuel economy standards. Compliance with federal fuel economy standards is determined on the basis of each manufacturer’s average fuel economy for the portion of its vehicles produced for sale in the U.S. The Corporate Average Fuel Economy (“CAFE”) program, administered by the EPA, was created to determine vehicle manufacturers’ compliance with the fuel economy standards. The EPA calculates a CAFE value for each manufacturer based on city and highway fuel economy test results and vehicle sales. Based on the information generated under the CAFE program, the USDOT is authorized to assess penalties for noncompliance.

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<sup>10</sup> U.S. Energy Information Administration, *California State Profile and Energy Estimates: Table F16: Total Petroleum Consumption Estimates, 2021*, <https://www.eia.gov/state/data.php?sid=CA#ConsumptionExpenditures>, accessed January 22, 2024.

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### Energy Policy Act of 1992

Passed in 1992 to reduce U.S. dependence on foreign petroleum and improve air quality, the Energy Policy Act of 1992 includes several parts intended to build an inventory of alternative fuel vehicles (“AFVs”) in large, centrally fueled fleets in metropolitan areas. The Energy Policy Act of 1992 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, the Energy Policy Act of 1992 includes financial incentives. Federal tax deductions will be allowed for businesses and individuals to cover the incremental cost of AFVs. The Energy Policy Act of 1992 also requires States to consider a variety of incentive programs to help promote AFVs.

### Energy Policy Act of 2005

Signed into law on August 8, 2005, the Energy Policy Act of 2005 generally provides for renewed and expanded tax credits for electricity generated by qualified energy sources, such as: landfill gas; provides bond financing, tax incentives, grants, and loan guarantees for a clean renewable energy and rural community electrification; and establishes a federal purchase requirement for renewable energy.

### Intermodal Surface Transportation Efficiency Act (ISTEA)

The Intermodal Surface Transportation Efficiency Act (“ISTEA”) (49 U.S. Code Section 101 et seq.) promoted the development of intermodal transportation systems to maximize mobility as well as address national and local interests in air quality and energy. ISTEA contained factors that metropolitan planning organizations (“MPOs”), were to address in developing transportation plans and programs, including some energy-related factors. To meet the ISTEA requirements, MPOs adopted explicit policies defining the social, economic, energy, and environmental values that were to guide transportation decisions in that metropolitan area. The planning process was then to address these policies. Another requirement was to consider the consistency of transportation planning with federal, state, and local energy goals. Through this requirement, energy consumption was expected to become a criterion, along with cost and other values that determine the best transportation solution.

## STATE

### Warren-Alquist Act

The 1975 Warren-Alquist Act established the California Energy Resources Conservation and Development Commission, now known as “CEC”. The Warren-Alquist Act established state policy to reduce wasteful, uneconomical, and unnecessary uses of energy by employing a range of measures. The California Public Utilities Commission (“CPUC”) regulates privately-owned utilities in the energy, rail, telecommunications, and water fields.

### Energy Action Plan

The first Energy Action Plan (“EAP”) emerged in 2003 from a crisis atmosphere in California’s energy markets. The State’s three major energy policy agencies (CEC, CPUC, and the Consumer Power and Conservation Financing Authority [established under deregulation and now defunct]) came together to develop one high-level, coherent approach to meeting California’s electricity and natural gas needs. It was the first time that energy policy agencies formally collaborated to define a common vision and set of



strategies to address California's future energy needs and emphasize the importance of the impacts of energy policy on the California environment.

In the October 2005, Energy Action Plan II, CEC and CPUC updated their energy policy vision by adding some important dimensions to the policy areas included in the original EAP, such as the emerging importance of climate change, transportation-related energy issues, and research and development activities. The CEC adopted an update to the EAP II in February 2008 that supplements the earlier EAPs and examines the State's ongoing actions in the context of global climate change.

#### [State of California Energy Action Plan](#)

The CEC is responsible for preparing the State of California EAP, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The current plan is the 1997 California Energy Plan. The California Energy Plan calls for the State to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators in implementing incentive programs for zero-emission vehicles and addressing their infrastructure needs; and encouragement of urban design that reduces vehicle miles traveled ("VMT") and accommodates pedestrian and bicycle access.

#### [Assembly Bill 1493](#)

In response to Assembly Bill ("AB") 1493, CARB approved amendments to the California Code of Regulations ("CCR") adding GHG emission standards to California's existing motor vehicle emission standards. Amendments to CCR Title 13 Sections 1900 (CCR 13 1900) and 1961 (CCR 13 1961) and adoption of Section 1961.1 (CCR 13 1961.1) require automobile manufacturers to meet fleet average GHG emission limits for all passenger cars, light-duty trucks within various weight criteria, and medium-duty passenger vehicle weight classes beginning with the 2009 model year. Emission limits are further reduced each model year through 2016. For passenger cars and light-duty trucks 3,750 pounds or less loaded vehicle weight ("LVW"), the 2016 GHG emission limits are approximately 37 percent lower than during the first year of the regulations in 2009. For medium-duty passenger vehicles and light-duty trucks 3,751 LVW to 8,500 pounds gross vehicle weight ("GVW"), GHG emissions were reduced by approximately 24 percent between 2009 and 2016.

CARB requested a waiver of federal preemption of California's GHG emissions standards. The intent of the waiver is to allow California to enact emissions standards to reduce carbon dioxide and other GHG emissions from automobiles in accordance with the regulation amendments to the CCRs that fulfill the requirements of AB 1493. The EPA granted a waiver to California to implement its GHG emissions standards for cars.

#### [Assembly Bill 1007](#)

AB 1007, (Pavley, Chapter 371, Statutes of 2005) directed the CEC to prepare a plan to increase the use of alternative fuels in California. As a result, the CEC prepared the State Alternative Fuels Plan in consultation with the state, federal, and local agencies. The State Alternative Fuels Plan presents strategies and actions California must take to increase the use of alternative non-petroleum fuels in a manner that minimizes



costs to California and maximizes the economic benefits of in-state production. The 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.

#### [Executive Order B-48-18: Zero-Emission Vehicles](#)

In January 2018, Executive Order (EO) B-48-18 was signed into law, requiring all State entities to work with the private sector to have at least five million zero-emission vehicles ("ZEVs") on the road by 2030, as well as install 200 hydrogen fueling stations and 250,000 electric vehicle charging stations by 2025. EO B-48-18 specifies that 10,000 of the electric vehicle charging stations should be direct current fast chargers and also requires all State entities to continue to partner with local and regional governments to streamline the installation of ZEV infrastructure. The Governor's Office of Business and Economic Development is required to publish a Plug-in Charging Station Design Guidebook and update the 2015 Hydrogen Station Permitting Guidebook to aid in these efforts. All State entities are required to participate in updating the 2016 ZEV Action Plan (Governor's Interagency Working Group on Zero-Emission Vehicles 2016) to help expand private investment in ZEV infrastructure, with a focus on serving low-income and disadvantaged communities. Additionally, all State entities are to support and recommend policies and actions to expand ZEV infrastructure at residential uses through the Low Carbon Fuel Standard Program and recommend how to ensure affordability and accessibility for all drivers.

#### [California Energy Code](#)

The California Energy Code (CCR Title 24, Part 6), incorporated into the Building Energy Efficiency Standards, was first established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods.

The most recent Title 24 standards are the 2022 Title 24 standards. Buildings permitted on or after January 1, 2023, must comply with the 2022 Standards. The California Energy Commission updates the standards every three years. When compared to the 2019 Title 24 standards, the 2022 update focuses on: encouraging electric heat pump technology and use; establishing electric-ready requirements upon installation of natural gas; expanding solar photovoltaic ("PV") system and battery storage standards; and strengthening ventilation standards to improve indoor air quality.

#### [California Green Building Standards Code](#)

The purpose of the California Green Building Standards Code ("CalGreen") (CCR Title 24, Part 11) is to improve public health and safety and to promote the general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices in the following categories: 1) planning and design; 2) energy efficiency; 3) water efficiency and conservation; 4) material conservation and resource efficiency; and 5) environmental quality. CalGreen, which became effective on January 1, 2011, instituted mandatory minimum environmental performance standards for all ground-up



new construction of commercial, low-rise residential uses, and State-owned buildings, as well as schools and hospitals. The mandatory standards require the following:

- 20 percent mandatory reduction in indoor water use relative to baseline levels;
- 50 percent construction/demolition waste must be diverted from landfills;
- Mandatory inspections of energy systems to ensure optimal working efficiency; and
- Low-pollutant emitting exterior and interior finish materials such as paints, carpets, vinyl flooring, and particle boards.

The voluntary standards require the following:

- Tier I: 15 percent improvement in energy requirements, stricter water conservation requirements for specific fixtures, 65 percent reduction in construction waste, 10 percent recycled content, 20 percent permeable paving, 20 percent cement reduction, and cool/solar reflective roof.
- Tier II: 30 percent improvement in energy requirements, stricter water conservation requirements for specific fixtures, 75 percent reduction in construction waste, 15 percent recycled content, 30 percent permeable paving, 30 percent cement reduction, and cool/solar reflective roof.

The 2022 CalGreen Code, which became effective on January 1, 2023, is the latest version of CalGreen. Continuous updates and additions were made to CALGreen between 2010 and 2022, including water conservation and recycling, electric vehicle infrastructure and charging, and changes intended to eliminate conflicts with the California Energy Code, which is Part 6 of Title 24.

#### Title 20

CCR Title 20 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. 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. Title 20 presents protocols for testing each type of appliance covered under the regulations, and appliances must meet the standards for energy performance, energy design, water performance, and water design. Title 20 contains three types of standards for appliances: federal and State standards for federally regulated appliances; State standards for federally regulated appliances; and state standards for non-federally regulated appliances.



### Renewable Portfolio Standard

In 2002, Senate Bill (“SB”) 1078 (Stats. 2002, ch. 516) was enacted to establish the Renewables Portfolio Standard program, requiring retail sellers of electricity, including electrical corporations, community choice aggregators, and electric service providers, to purchase a specified minimum percentage of electricity generated by eligible renewable energy resources, such as wind, solar, geothermal, small hydroelectric, biomass, anaerobic digestion, and landfill gas. SB 1078 set a target by which 20 percent of the State’s electricity would be generated by renewable sources. (Public Utility Code, Section 399.11, subdivision (a) [subsequently amended].) As described in the Legislative Counsel’s Digest, SB 1078 required “[e]ach electrical corporation ... to increase its total procurement of eligible renewable energy resources by at least one percent per year so that 20 percent of its retail sales are procured from eligible renewable energy resources. If an electrical corporation fails to procure sufficient eligible renewable energy resources in a given year to meet an annual target, the electrical corporation would be required to procure additional eligible renewable resources in subsequent years to compensate for the shortfall, if funds are made available as described. An electrical corporation with at least 20 percent of retail sales procured from eligible renewable energy resources in any year would not be required to increase its procurement in the following year.”

In 2006, the Legislature enacted SB 107 (Stats. 2006, ch. 464), which modified the Renewables Portfolio Standard to require that at least 20 percent of electricity retail sales be served by renewable energy resources by year 2010. (Public Utility Code, Section 399.11, subdivision (a) [subsequently amended].)

SB X1-2 (Stats. 2011, 1st Ex. Sess., ch. 1) set even more aggressive statutory targets for renewable electricity, culminating in the requirement that 33 percent of the State’s electricity come from renewables by 2020. SB X1-2 applies to all electricity retailers in the state, including publicly owned utilities, investor-owned utilities, electricity service providers, and community choice aggregators. All of these entities must meet renewable energy goals of 20 percent of retail sales from renewables by the end of 2013, 25 percent by the end of 2016, and 33 percent by the end of 2020. (See Public Utility Code, Section 399.11 et seq. [subsequently amended].)

SB 350, discussed above, increases the RPS to require 50 percent of electricity generated to be from renewables by 2030. (Public Utility Code, Section 399.11, subd (a); see also Section 399.30, subdivision (c)(2).) Of equal significance, SB 350 also embodies a policy encouraging a substantial increase in the use of electric vehicles. As noted earlier, Section 740.12(b) of the Public Utilities Code now states that the CPUC, in consultation with CARB and the CEC, must “direct electrical corporations to file applications for programs and investments to accelerate widespread transportation electrification to reduce dependence on petroleum, meet air quality standards, ... and reduce emissions of greenhouse gases to 40 percent below 1990 levels by 2030 and to 80 percent below 1990 levels by 2050.”

EO B-16-12, issued in 2012, embodied a similar vision of a future in which ZEVs will play a big part in helping the State meet its GHG reduction targets. EO B-16-12 directed State government to accelerate the market for in California through fleet replacement and electric vehicle infrastructure. EO B-16-12 set the following targets:

- By 2015, all major cities in California will have adequate infrastructure and be “ZEV ready”;





- By 2020, the State will have established adequate infrastructure to support one million ZEVs in California;
- By 2025, there will be 1.5 million ZEVs on the road in California; and
- By 2050, virtually all personal transportation in the State will be based on ZEVs, and GHG emissions from the transportation sector will be reduced by 80 percent below 1990 levels.

In 2018, SB 100 (Stats. 2018, ch. 312) revised the above-described deadlines and targets so that the State will have to achieve a 50 percent renewable resources target by December 31, 2026 (instead of by 2030) and achieve a 60 percent target by December 31, 2030. SB 100 also establishes a State policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all State agencies by December 31, 2045.

In summary, California has set a statutory goal of requiring that, by 2030, 60 percent of the electricity generated in California should be from renewable sources, with increased generation capacity sufficient to allow the mass conversion of the statewide vehicle fleet from petroleum-fueled vehicles to electrical vehicles and/or other ZEVs. By 2045, all electricity must come from renewable resources and other carbon-free resources. Former Governor Brown had an even more ambitious goal for the State of achieving carbon neutrality as soon as possible and by no later than 2045. The Final 2022 Scoping Plan reaffirmed this goal, which lays out a path to achieve State targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels no later than 2045. The Legislature is thus looking to California drivers to buy electric cars, powered by green energy, to help the State meet its aggressive statutory goal, created by SB 32, of reducing statewide GHG emissions by 2030 to 40 percent below 1990 levels. Another key prong to this strategy is to make petroleum-based fuels less carbon-intensive. A number of statutes in recent years have addressed that strategy.

[Senate Bill 1078 \(2002\)](#), [Senate Bill 107 \(2006\)](#), [Executive Order S-14-08 \(2008\)](#), [Senate Bill 350 \(2015\)](#), and [Senate Bill 100 \(2018\)](#), [Assembly Bill 1279 \(2022\)](#), [Senate Bill 1020 \(2022\)](#)

SB 1078 established the RPS program, which required retail sellers of electricity to provide at least 20 percent of their supply from renewable sources by 2017. This goal has subsequently been accelerated several times. SB 1078 changed the target date to 2010 and EO S-14-08 expanded the State's RPS to 33 percent renewable power by 2020. SB 350 expanded the RPS by requiring retail sellers and publicly owned utilities to procure 50 percent of their electricity from eligible renewable energy resources by 2030, with interim goals of 40 percent by 2024 and 45 percent by 2027. SB 100 accelerated and expanded the standards set forth in SB 350 by updating the RPS program to 50 percent eligible renewable energy resources by 2025 and 60 percent by 2030. In addition, SB 100 sets a 100 percent clean, zero carbon, and renewable energy policy for California's electricity system by 2045. Additionally, AB 1279, the California Climate Crisis Act, declares the policy of the State both to achieve net zero GHG emissions as soon as possible, but no later than 2045, and achieve and maintain net negative GHG emissions thereafter, and to ensure that by 2045, statewide anthropogenic GHG emissions are reduced to at least 85 percent below the 1990 levels. Lastly, SB 1020 revised State policy to require that eligible renewable energy resources and zero-carbon resources supply 90 percent of all retail sales of electricity to California end-use customers by December 31, 2035, 95 percent of all retail sales of electricity to California end-use



customers by December 31, 2040, 100 percent of all retail sales of electricity to California end-use customers by December 31, 2045, and 100 percent of electricity procured to serve all State agencies by December 31, 2035.

## LOCAL

### City of Lomita Climate Action Plan

The City of Lomita, in cooperation with the South Bay Cities Council of Governments (“SBCCOG”), developed a Climate Action Plan (“CAP”) to reduce GHG emissions within the city. The City’s CAP evaluates energy and other resource consumption within the jurisdiction and serves as a guide for action by setting energy efficiency and GHG emission reduction goals and policies to achieve desired outcomes over a 20-year period (2035). The CAP identifies community-wide strategies to conserve energy and reduce GHG emissions from a range of sources within the jurisdiction, including transportation, land use, energy generation and consumption, water, and waste. Chapter 8 of the CAP focuses on energy efficiency and provides goals and policies to become a more energy efficient city and reduce the City’s GHG emissions.

### 4.5.4 SIGNIFICANCE CRITERIA AND THRESHOLDS

Consistent with CEQA Guidelines Appendix G, the Project would have a significant impact on the environment associated with energy use if it will:

- Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation (refer to Impact Statement EN-1); and/or
- Conflict with or obstruct a state or local plan for renewable energy or energy efficiency (refer to Impact Statement EN-1).

## METHODOLOGY

In order to determine whether or not the proposed Project would result in a significant impact on energy use, this EIR includes an analysis of proposed Project energy use. A description of the methodology used to estimate energy emissions is provided within the impact analysis.

The CEQA Guidelines require consideration of the potentially significant energy implications of a project. CEQA requires mitigation measures to reduce “wasteful, inefficient and unnecessary” energy usage (Public Resources Code Section 21100, subdivision [b][3]). According to CEQA Guidelines Appendix G, the means to achieve the goal of conserving energy include decreasing overall energy consumption, decreasing reliance on natural gas and oil, and increasing reliance on renewable energy sources. In particular, a project would be considered “wasteful, inefficient, and unnecessary” if it were to violate state and federal energy standards and/or result in significant adverse impacts related to project energy requirements, energy inefficiencies, energy intensiveness of materials, cause significant impacts on local and regional energy supplies or generate requirements for additional capacity, fail to comply with existing energy standards, otherwise result in significant adverse impacts on energy resources, or conflict or create an inconsistency with applicable plan, policy, or regulation.





### 5.5.5 IMPACTS AND MITIGATION MEASURES

**EN-1: Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation; or conflict with or obstruct a state or local plan for renewable energy or energy efficiency?**

**Impact Analysis:** The Project is the General Plan Update, with a horizon year of 2045. Buildout of the General Plan includes residential, commercial, mixed-use, and other land uses (see [Section 3.0, \*Project Description\*](#) for further detail). The amount of energy used in the Planning Area at buildout would directly correlate to the type and size of development, the energy consumption associated with unit appliances, outdoor lighting, and energy use associated with other buildings and activities. Other major sources of Planning Area energy consumption include fuel used by vehicle trips generated during construction and operational activities, and fuel used by off-road and on-road construction vehicles during construction. The following discussion provides calculated levels of energy use expected for future development accommodated by the General Plan Update, based on commonly used modelling software (i.e. CalEEMod v.2022.1 and the CARB's EMFAC2021). The following analysis provides an estimate of the energy consumption in the Planning Area in buildout year 2045.

#### ELECTRICITY AND NATURAL GAS

At 2045 buildout, the City of Lomita's electricity and natural gas consumption would be used primarily to power buildings (all types of buildings, including residential, commercial, office, industrial, public, etc.). Total annual electricity ("kWh") and natural gas ("kBtu") usage associated with operational activities at Project buildout are shown in [Table 4.5-1, \*Maximum Regional Construction Emissions \(pounds/day\)\*](#), (as provided by CalEEMod). The analysis performed uses a 2045 buildout for a 20-year planning horizon.

**Table 4.5-1  
Operational Electricity and Natural Gas Consumption**

Electricity (kWh/year)	Natural Gas
65,085,703	259,137,207

According to CalEEMod's *Appendix A: Calculation Details for CalEEMod*, CalEEMod uses the California Commercial End Use Survey ("CEUS") database to develop energy intensity value for non-residential buildings. The energy use from residential land uses is calculated based on the Residential Appliance Saturation Survey ("RASS"). Similar to CEUS, this is a comprehensive energy use assessment that includes the end use for various climate zones in California.

#### FUEL CONSUMPTION - ON-ROAD VEHICLES (OPERATION)

Implementation of the General Plan Update would generate vehicle trips during its operational phase. Based on the Transportation Impact Analysis prepared for the Project ([Appendix F](#)), total VMT associated with the City of Lomita and its Sphere of Influence as a result of implementation of the General Plan Update (in addition to existing development) could generate up to 867,665 VMT per day; however, the Project itself does not propose any specific development. In order to calculate operational on-road vehicle



energy usage and emissions, default trip lengths generated by CalEEMod were used, which are based on the Planning Area location and urbanization level parameters (i.e., “Los Angeles County”). These values are provided by the individual districts or use a default average for the State, depending on the location of a project. Based on year 2045 gasoline and diesel mpg factors for individual vehicle classes as provided by EMFAC2021, a weighted mpg factor was derived for operational on-road vehicles of approximately 26.5 mpg for gasoline vehicles and 15.0 mpg for diesel vehicles. With this information, as a conservative estimate, it was calculated that on-road vehicle energy usage in the Planning Area at buildout year 2045 would be approximately 30,461 gallons of gasoline per day and 4,120 gallons of diesel fuel per day, on average, or 11,118,260 annual gallons of gasoline and 1,503,909 annual gallons of diesel fuel annually.

### FUEL CONSUMPTION - ON-ROAD VEHICLES (CONSTRUCTION)

General Plan 2045 buildout would also generate on-road vehicle trips during construction activities (from construction workers, vendors, and haulers). Estimates of vehicle fuel consumed were derived based on the assumed construction schedule, vehicle trip lengths, and number of workers per construction phase as provided by CalEEMod (v.2022.1), and Year 2025 gasoline and diesel mpg factors provided by EMFAC2021. Table 4.5-2, On-Road Mobile Fuel Generated by Project Construction Activities – By Phase, describes gasoline and diesel fuel used by on-road mobile sources during each phase of the construction schedule. As shown, the vast majority of on-road mobile vehicle fuel used during the construction activities during buildout of the General Plan Update would occur during the building construction phase.

**Table 4.5-2**  
**On-Road Mobile Fuel Generated by Project Construction Activities – By Phase**

Construction Phase	Total Daily Worker Trips	Total Daily Vendor Trips	Total Daily Hauling Trips	Gallons of Gasoline Fuel	Gallons of Diesel Fuel
Demolition	15	0	0	56,176	0
Site Preparation	18	0	0	65,538	0
Grading	20	0	0	74,901	0
Building Construction	3,394	1,082	0	635,533	352,351
Paving	15	0	0	56,176	0
Architectural Coating	15	0	0	56,176	0
<b>Total</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>944,500</b>	<b>352,351</b>
Source: CalEEMod, v2022.1.					

### OFF-ROAD VEHICLES (CONSTRUCTION)

Off-road construction vehicles would use diesel fuel during construction activities. A non-exhaustive list of off-road construction vehicles expected to be used during construction activities includes cranes, forklifts, generator sets, tractors, excavators, and dozers. Based on the total amount of carbon dioxide (“CO<sub>2</sub>”) emissions expected to be generated by buildout of the General Plan Update (as provided by the CalEEMod output in [Appendix B](#)), and a CO<sub>2</sub> to diesel fuel conversion factor (provided by the U.S. Energy



Information Administration), future development as a result of implementation of the General Plan Update could use a total of approximately 2,919,768 gallons of diesel fuel for off-road construction vehicles (during the demolition, site preparation, and grading phases); however, the Project itself does not propose any specific development.

## COMPLIANCE WITH STATEWIDE AND LOCAL ENERGY PLANS

Buildout of the General Plan Update would use energy resources for the operation of buildings (electricity and natural gas), for on-road vehicle trips (e.g., gasoline and diesel fuel), and from off-road construction activities (e.g. diesel fuel) associated with 2045 buildout of the General Plan Update. Developers of individual projects within the Planning Area would be responsible for conserving energy, to the extent feasible, and would rely heavily on reducing per capita energy consumption to achieve this goal, including through statewide and local measures.

Buildout of the General Plan Update would be in compliance with all applicable federal, state, and local regulations regulating energy usage. For example, SCE is responsible for the mix of energy resources used to provide electricity for its customers, and it is in the process of implementing the RPS to increase the proportion of renewable energy (e.g., solar and wind) within its energy portfolio. In addition, new development would be required to install on-site solar PV systems, consistent with the latest version of Title 24; this would greatly reduce the amount of electricity needed to be sent from the grid to the new developments associated with the proposed Project.

SCE is expected to achieve at least 60 percent renewables by 2030, and 100 percent zero-carbon electricity by 2045 (in compliance with SB 100). Additionally, energy-saving regulations, including the latest Title 24, Part 6 building energy efficiency standards would be applicable to future development accommodated by the General Plan Update. Other statewide measures, including those intended to improve the energy efficiency of the statewide passenger and heavy-duty truck vehicle fleet (e.g., the Pavley Bill and the Low Carbon Fuel Standard), would improve vehicle fuel economies, thereby conserving gasoline and diesel fuel. These energy savings would continue to accrue over time. Furthermore, additional project-specific sustainability features implemented by individual development projects would further energy consumption of individual projects. The General Plan Update would also be in compliance with the planning documents, policies and requirements described in this section.

The General Plan Update would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing energy use or increasing the use of renewable energy. Therefore, impacts would be less than significant.

## CONCLUSION

The General Plan Update includes policies and actions to support energy conservation and renewable energy goals, as well as reducing energy use. The proposed General Plan Update Resource Management Element includes Goal RM-5 and related policies and actions, which address sustainable use of energy resources. Policy RM-5.1 requires the promotion of the development and use of renewable energy sources. Policy RM-5.2 promotes home energy audits. Policy RM-5.3 encourages coordination with SBCCOG and other organizations for outreach events to promote energy awareness and existing programs and incentives that are offered for energy efficiency. Policy RM-5.4 ensures that residential and



nonresidential development projects comply with the most current version of the California Green Building Standards Code. Policy RM-5.5 encourages property owners to participate in solar retrofit and other energy-efficient home improvement projects to reduce reliance on traditional energy sources. Action RM-5a requires, as feasible, the use of renewable energy sources at City facilities. Action RM-5b requires the City to organize and conduct educational workshops with utility companies informing the public of the benefits of home energy audits and energy saving practices. Action RM-5c requires the City to conduct outreach events with the SBCCOG to inform residents and businesses about existing programs and incentives that are offered for energy efficiency. Action RM-5d requires the City to continue to review development projects to ensure that all new residential and nonresidential development complies with local and State regulations regarding energy efficiency. Action RM-5e requires the City to consider adopting minimum energy efficiency requirements in the City of Lomita Zoning Code.

As a result, the General Plan Update would not result in any significant adverse impacts related to Project energy requirements, energy use inefficiencies, and/or the energy intensiveness of materials by amount and fuel type for during General Plan Update buildout, including during construction, operation, maintenance, and/or removal. The City would comply with all existing energy standards, and there would be no resulting significant adverse impacts on energy resources. For these reasons, buildout of the General Plan Update would not cause an inefficient, wasteful, or unnecessary use of energy resources nor conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Therefore, impacts would be less than significant.

#### **Proposed General Plan Update Goals and Policies:**

##### **LAND USE ELEMENT**

- Goal LU-1:**        **Balanced Land Use Pattern.** Preserve a balanced land use pattern that meets the diverse needs of Lomita’s residents and businesses, providing a range of housing options, offering a variety of employment and recreation opportunities, and promoting a robust local economy.
- Policy LU-1.1:**    **Land Planning.** Promote a comprehensive approach to land use planning that is socially, economically, and environmentally sustainable; enhances community livability and public health; offers choices in housing, jobs, amenities, and transportation; reduces pollution, greenhouse gas emissions, and the expenditure of non-renewable resources; and provides opportunities for meaningful public engagement in land use decisions.
- Policy LU-1.2:**    **Focused Growth.** Focus new higher density mixed-use development along major corridors and within key activity nodes to expand housing opportunity, preserve the character of existing single-family neighborhoods, promote active transportation options, and enhance economic vitality.
- Policy LU-1.3:**    **Employment/Housing Balance.** Strive to balance levels of employment and housing within the community to provide more opportunities for residents to work locally, reduce commute times, and improve air quality.



- Policy LU-1.4:** **Thriving Downtown.** Promote economic opportunities in Downtown Lomita through a mixture of housing, destination-type commercial uses, eateries, entertainment, and civic uses such as cultural and performing arts facilities. Support pedestrian-friendly and human-scaled development within the downtown area to reduce vehicle trips and parking demand.
- Policy LU-1.5:** **Neighborhood-Serving Uses.** Support the development of neighborhood-scaled retail and service uses nearby residences to meet daily needs and reduce vehicle trips.
- Policy LU-1.6:** **Capture Local Spending.** Encourage the development of a broad range of commercial uses that capture a greater share of local spending and reduce residents' reliance upon travel to nearby communities.
- Policy LU-1.8:** **Mixed-Use.** Create opportunities for development projects that mix housing with commercial uses to enable Lomita's residents to live close to businesses and employment, improving multi-modal travel and increasing social interaction.
- Action LU-1a:** Update the City's Zoning Ordinance (Title XI, Chapter 1 of the Lomita Municipal Code) and Zoning Map as appropriate to ensure consistency with this Land Use Element and designations shown on the Land Use Map (Figure LU-1). As part of the update, address the following items:
- a. Amend the Zoning Ordinance to include new mixed-use zones and associated development standards and land use regulations, to implement the MU30, MU40, and MU70 land use designations and reflect the development densities and intensities of those designations. Moreover, amend the Zoning Map to apply the new zones to specific parcels within the city.
  - b. Reevaluate the permitted uses in the Downtown, Commercial (D-C) zone to ensure that they reflect the mix of retail, commercial, restaurant, office, service, etc. uses desired by the community for the downtown.
  - c. Ensure that minimum lot sizes for new mixed-use developments are adhered to.

## MOBILITY ELEMENT

- Goal M-1:** **Local Circulation System.** A community served by a safe and balanced circulation system that meets the needs of all users.
- Policy M-1.6:** **Promote Safe Streets.** Use a safe systems approach for transportation planning, street design, operations, emergency response, and maintenance that proactively identifies opportunities to improve safety where conflicts between users exist to eliminate traffic fatalities and serious injuries in our roadways.
- Policy M-1.7:** **Traffic Calming on Local Streets.** Traffic Calming on Local Streets. Use traffic calming strategies such as signage, speed radar feedback signs, curb extensions, and deflections, as recommended in the City's Traffic Calming Toolkit, to create a



pedestrian-friendly circulation system and promote safety, while not reducing parking supply.

**Policy M-1.8:**     **Transportation Demand Management.** Encourage the preparation of Transportation Demand Management plans for all major developments or facility expansions to encourage ride-sharing and other improvements, thereby reducing vehicle trips.

**Action M-1e:**     Monitor the development of new mobility technologies and the potential local effects on vehicular, bicycle, pedestrian, and transit facilities and operations, and seek funding to invest in associated infrastructure and technologies such as Traffic System Management (TSM) and traffic signal synchronization.

**Action M-1f:**     Evaluate the applicability of traffic calming tools to minimize cut-through traffic on local streets, especially in residential areas and near schools, and implement improvements as necessary.

**Goal M-3:**        **Complete Streets.** A community with a well-designed and built transportation network that is safe, accessible, comfortable, and convenient for all transportation modes and users.

**Policy M-3.1:**     **Complete Streets for Roadway Projects.** Apply complete streets principles to all transportation improvement projects (e.g., safety, intelligent transportation systems, pedestrian, bicycle, and transit facilities) to accommodate the needs of street users of all ages and abilities.

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

**Policy M-3.3:**     **Streetscape Improvements.** Require roadway, sidewalk, and median improvements that enhance the visual character of the roadway system and promote pedestrian and bicycle safety, including street lighting, wayfinding, street trees, and other nonvehicular infrastructure.

**Policy M-3.4:**     **Traffic Calming on Residential Streets.** Encourage traffic calming strategies and incorporation of traffic calming design in residential areas to slow traffic and promote safety.

**Policy M-3.5:**     **ADA Accessibility.** Implement a transportation network that is safe, accessible, and consistent with the Americans with Disabilities Act (ADA), to allow mobility-impaired users, such as disabled persons and seniors, to safely travel within the city.

**Policy M-3.6:**     **Safe Routes to School.** Provide infrastructure improvements, enforcement, and incentives to support Safe Routes to School programs and promote walking and bicycling to local schools.

**Policy M-3.7:**     **Right-of-Way Design.** Ensure the City is fully utilizing legal right-of-way to provide space for an appropriate mix of streetscape elements.



- Action M-3a:** When planning roadway facilities, incorporate the concept of complete streets, while considering the land use and design context of the surrounding areas.
- Action M-3b:** Periodically review and update the City's Right-of-Way Standards to ensure that the standards reflect the City's goals and policies for the circulation system.
- Action M-3c:** Partner with Lomita school administrators to improve traffic and parking conditions in school areas, especially during school drop-off and pick-up periods.
- Action M-3d:** Develop strategies and guidelines to set curb use priorities that consider the needs of through traffic, transit stops, bus turnouts, passenger drop-off/pick-up, deliveries, and short-term/long-term parking, especially along major corridors.
- Goal M-5:** **Transit.** A community connected to a comprehensive public transportation system.
- Policy M-5.1:** **Transit Use.** Support programs encouraging public transit use by people living in, working in, or visiting Lomita.
- Policy M-5.2:** **Improve Local Public Transit Service.** Work with Metro, Torrance Transit, and other local public transit providers to plan and improve local transit service and transit facilities, including bus stops, in the city.
- Policy M-5.3:** **Transit Facilities.** Require new developments to construct, when appropriate, transit facilities, including bus turn-outs, bus stop infrastructure, and route information signage.
- Policy M-5.4:** **Effects of New Technologies on Transit Use.** Monitor the development of new mobility technologies and the potential effects on transit demand and how users access public transit.
- Action M-5a:** Continue on-going coordination with transit authorities toward the expansion of transit facilities.
- Action M-5b:** Work with transit providers to increase transit service frequency, speed, and reliability and increase ridership and to strengthen linkages and access to key destinations.
- Action M-5c:** Explore new intracity transit options such as a Lomita trolley to transport individuals between commercial areas, residential areas, and parks.
- Goal M-6:** **Active Transportation.** A community with a comprehensive network of pedestrian and bicycle facilities that encourages active transportation.
- Policy M-6.1:** **Bicycle and Pedestrian Master Plan.** Implement the Bicycle and Pedestrian Master Plan to provide active transportation facilities that can serve as an alternative to automobiles, including the Plan's facility recommendations as shown in Figure M-2.
- Policy M-6.2:** **Local Travel Network.** Coordinate with the South Bay Cities Council of Governments to promote local micromobility modes by implementing the Local Travel Network plan
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and supporting efforts to integrate the network with adjacent cities, as shown in Figure M-3.

- Policy M-6.3:**      **Sidewalk and Bikeway Gaps.** Create a connected and complete active transportation network by identifying and eliminating gaps in sidewalks and bikeways, evaluating the adequacy of existing urban trails, and prioritizing sidewalk maintenance.
- Policy M-6.4:**      **Bicycle/Pedestrian Facilities at New Developments.** Require new residential and non-residential developments in the city to provide safe and attractive bicycle and pedestrian facilities, such as secure bicycle parking, pedestrian-scale lighting, street furniture, landscaping, and other improvements.
- Policy M-6.5:**      **Effects of New Technologies on Active Transportation.** Monitor the development of new mobility technologies and the potential effects on designing a transportation network that accommodates all modes and users.
- Action M-6a:**      As part of development review and specific plans, require land development projects to provide connectivity and accessibility to a mix of uses such as schools, parks, work, and shopping destinations that meet residents' daily needs including secure parking and safety measures.
- Action M-6b:**      Review and update the City's Municipal Code, as necessary, to consider bicycle and pedestrian access as part of the site plan review for new development projects.
- Action M-6c:**      Dedicate capital improvement funding for citywide projects including pedestrian refuge islands, raised crosswalks, or other relevant crosswalk enhancements as they become available.
- Action M-6d:**      Require that all roadway resurfacing projects and land development projects with impacts to roadways be subject to a review process that considers lane reconfiguration and other opportunities to improve the bicycle and pedestrian network.
- Goal M-9:**        **Transportation Management.** A community with transportation management strategies that contribute to achieving regional and statewide greenhouse gas emissions targets.
- Policy M-9.1:**      **Vehicle Miles Traveled Guidelines.** Require vehicle miles traveled (VMT) analysis for the purposes of environmental review under the California Environmental Quality Act (CEQA). The City shall continue to maintain Level of Service (LOS) standards for the purposes of planning and designing street improvements.
- Policy M-9.2:**      **Transportation Demand Management.** Require transportation demand management (TDM) strategies as mitigation measures for new projects that exceed the City's VMT impact thresholds.





- Policy M-9.3:** **Regional Coordination.** Encourage regional agencies such as Metro, the South Coast Air Quality Management District (SCAQMD), and the South Bay Cities Council of Governments to promote TDM programs that reduce single-occupancy vehicle travel.
- Policy M-9.4:** **New Development.** Work with developers to reduce greenhouse gas emissions and minimize congestion related to new development through improvements to the circulation system and on-site improvements that encourage public and active modes of travel.
- Action M-9a:** Review and update the City's Municipal Code and related implementation documents, as necessary, to reflect TDM best practices.
- Action M-9b:** Require developments that are approved based on TDM plans to incorporate monitoring and enforcement of TDM targets as part of those plans.
- Action M-9c:** Consider adoption of vehicle miles traveled (VMT) guidelines and thresholds for transportation analysis for the purposes of environmental review under the California Environmental Quality Act (CEQA).

#### RESOURCE MANAGEMENT ELEMENT

- Goal RM-3:** **Air Quality.** Improve air quality and reduce air pollutant emissions.
- Policy RM-3.1:** **Regional Air Quality.** Coordinate with state and regional agencies such as the South Coast Air Quality Management District (SCAQMD), the Southern California Association of Governments (SCAG), the South Bay Cities Council of Governments (SBCCOG), and the California Air Resources Board (CARB) to address air quality issues.
- Policy RM-3.2:** **Land Use Planning.** Reduce concentrated air pollution and the incidence of respiratory illness through the land use planning process by diversifying the land use mix, bringing compatible uses closer together, reducing Vehicle Miles Traveled (VMT), and applying other similar measures.
- Policy RM-3.3:** **Stationary and Mobile Sources.** Seek to reduce air pollutant emissions through regulation of stationary and mobile sources of air pollution, as feasible.
- Policy RM-3.4:** **Sustainable Technology.** Encourage new and emerging technologies that could decrease air pollution.
- Policy RM-3.5:** **Public Education.** Raise public awareness of the impacts of air pollution on physical health and the environment.
- Policy RM-3.6:** **Grant Funding.** Explore grant funding from state, federal, and non-governmental organizations for clean air projects to improve air quality and decrease air pollutant emissions
- Action M-3a:** Coordinate with the SCAQMD to further reduce smog pollution and mitigate major stationary sources of air pollution in the city.



- Action M-3b:** As applicable, review new residential and nonresidential development projects during the CEQA process for potential air quality impacts to residences and other sensitive receptors.
- Action M-3c:** Integrate smart technology equipment into urban infrastructure that can monitor and provide real time air quality data.
- Action M-3d:** Conduct educational outreach to residential and business community stakeholders about air quality standards, air pollution impact on physical health and the environment, and best practices to improve overall air quality.
- Action M-3e:** Identify state, federal, and non-governmental organizations that provide grant funding for clean air projects.
- Goal RM-4:** **Greenhouse Gas Reduction.** Commit to reducing municipal greenhouse gas emissions and achieving a low carbon future.
- Policy RM-4.1:** **Low-carbon Municipality.** Demonstrate environmental leadership and reduce greenhouse gas emissions from municipal facilities and operations by at least 49% below 2005 levels by 2035, in conjunction with the City's 2018 Climate Action Plan (CAP).
- Policy RM-4.2:** **GHG Inventory.** Update the community and municipal GHG inventories every five years to track progress toward achieving the City's GHG reduction goal.
- Policy RM-4.3:** **Development Standards.** Require residential and nonresidential development projects to implement sustainable development standards to decrease greenhouse gas emissions.
- Policy RM-4.4:** **Sustainable Infrastructure.** Continue to invest in public infrastructure that supports the use of energy efficient or low-emission transportation.
- Policy RM-4.5:** **State and Federal Targets.** Review existing City practices to identify methods to decrease overall greenhouse gas emissions.
- Policy RM-4.6:** **City Contractors.** Encourage contractors to use low-emission equipment and vehicles for City construction projects.
- Action RM-4a:** Implement the local GHG reduction measures identified in the City of Lomita 2018 Climate Action Plan (CAP) and perform on-going monitoring and reporting of GHG reduction impacts.
- Action RM-4b:** Continue to participate in the South Bay Cities Council of Governments' (SBCCOG) climate action planning process and update Lomita's CAP at least every five years.
- Action RM-4c:** Explore incentives for city contractors who invest in and use low-emission equipment and vehicles for city infrastructure projects or establish minimum requirements in the Municipal Code.
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- Goal RM-5:** **Sustainability/Energy Resources.** Carefully and safely manage energy resources, embracing sustainable practices for long-term vitality.
- Policy RM-5.1:** **Renewable Energy Production.** Promote the development and use of renewable energy sources for city, residential, and business facilities.
- Policy RM-5.2:** **Energy Audits.** Promote home energy audits with regional programs such as Energy Upgrade California or other state programs.
- Policy RM-5.3:** **Regional Partnerships.** Coordinate with the South Bay Cities Council of Governments and other organizations for outreach events to promote energy awareness and existing programs and incentives that are offered for energy efficiency.
- Policy RM-5.4:** **Green Building Standards.** Ensure that residential and nonresidential development projects comply with the most current version of the California Green Building Standards Code.
- Policy RM-5.5:** **Energy Upgrades.** Encourage property owners to participate in solar retrofit and other energy-efficient home improvement projects to reduce reliance on traditional energy sources.
- Action RM-5a:** As feasible, use renewable energy sources at City facilities.
- Action RM-5b:** Organize and conduct educational workshops with utility companies informing the public of the benefits of home energy audits and energy saving practices.
- Action RM-5c:** Conduct outreach events with the SBCCOG to inform residents and businesses about existing programs and incentives that are offered for energy efficiency.
- Action RM-5d:** Continue to review development projects to ensure that all new residential and nonresidential development complies with local and state regulations regarding energy efficiency.
- Action RM-5e:** Consider adopting minimum energy efficiency requirements in the Zoning Code.

**Mitigation Measures:** No mitigation is required.

**Level of Significance:** Less Than Significant Impact.

### 5.5.6 CUMULATIVE IMPACTS

Section 4.0, *Basis of Cumulative Analysis*, establishes growth and development within Los Angeles County as anticipated by the Southern California Association of Governments (“SCAG”) as having the potential to interact with the proposed Project to the extent that a significant cumulative effect may occur. The cumulative projects’ setting for energy would be similar for the region and for projects within the city.



**Would the project, combined with other related cumulative projects, result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation or conflict with or obstruct a state or local plan for renewable energy or energy efficiency.**

**Impact Analysis:** As future development projects are received and reviewed by the City in subsequent years, those projects would be reviewed for consistency with the General Plan Update and all relevant State-level programs and requirements. Implementation of the most current version of the Title 24 energy efficiency requirements would be required by all future projects, as required by State law. Consistency with the General Plan Update and other mandatory State-level programs would ensure that future project-level contributions to inefficient, wasteful or unnecessary energy use would be less than significant. Moreover, as identified above, buildout of the General Plan Update would not be expected to cause an inefficient, wasteful, or unnecessary use of energy resources, nor would it conflict with or obstruct a State or local plan for renewable energy or energy efficiency. As a result, the proposed General Plan Update's incremental contribution to cumulative energy impacts would be less than cumulatively considerable.

**Proposed General Plan Update Goals and Policies:** Refer to the General Plan goals and policies previously listed.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

#### 4.5.7 SIGNIFICANT UNAVOIDABLE IMPACTS

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

#### 4.5.8 REFERENCES

California Energy Commission, *2022 Total System Electric Generation*, <https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2022-total-system-electric-generation>, accessed January 22, 2024.

California Energy Commission, *Electricity Consumption by Planning Area*, <http://www.ecdms.energy.ca.gov/elecbyplan.aspx>, accessed January 22, 2024.

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Southern California Edison, *Southern California Edison's Service Area*, [https://download.newsroom.edison.com/create\\_memory\\_file/?f\\_id=5cc32d492cfac24d21aecf4c&content\\_verified=True](https://download.newsroom.edison.com/create_memory_file/?f_id=5cc32d492cfac24d21aecf4c&content_verified=True), April 2019, accessed January 22, 2024.

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U.S. Energy Information Administration, *California State Profile and Energy Estimates: Table F16: Total Petroleum Consumption Estimates, 2021*, <https://www.eia.gov/state/data.php?sid=CA#ConsumptionExpenditures>, accessed January 22, 2024.

U.S. Energy Information Administration, *State Energy Data System: 1960-2021*, June 2023.



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## 4.6 GEOLOGY AND SOILS

### 4.6.1 PURPOSE

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

This section is based in part on the *Cultural and Paleontological Resources Assessment Report for the Lomita General Plan Update Project, City of Lomita, Los Angeles County, California*, prepared by Cogstone Resource Management and dated March 2024; refer to [Appendix D, \*Cultural and Paleontological Resources Assessment\*](#).

### 4.6.2 ENVIRONMENTAL SETTING

#### GEOLOGIC CONDITIONS

The Planning Area is located within the Peninsular Ranges Geomorphic Province, which extends from Mount San Jacinto in the north to Baja California in the south and includes the Inland Empire, Los Angeles, Orange, and San Diego Counties. The Peninsular Ranges Geomorphic Province is located in the southwestern corner of California and is bounded by the Transverse Ranges Geomorphic Province to the north and the Colorado Desert Geomorphic Province to the east. This geomorphic province is characterized by elongated northwest-trending mountain ridges separated by sediment-floored valleys. Many faults to the west of the Salton Trough section of the San Andreas Fault Zone parallel this northwest-southeast trending fault zone and have taken up some of the strain of the San Andreas Fault.

#### [Peninsular Ranges](#)

The Peninsular Ranges Geomorphic Province consists of a series of mountain ranges separated by long valleys formed by faults branching from the San Andreas Fault.<sup>1</sup> The topographic trend is similar to the Coast Ranges, but the geology is more like the Sierra Nevada, with granitic rocks intruding the older metamorphic rocks. This province includes the Los Angeles Basin and the Channel Islands of Santa Catalina, Santa Barbara, San Clemente, and San Nicolas. At the northern end of the province, Mount San Jacinto forms the dramatic backdrop to the Coachella Valley more than 10,000 feet below. The Peninsular Ranges extend south across the international border into Baja California, forming the spine of Baja California.

#### [Regional Geology](#)

The geology of southern California formed as a result of complex plate tectonics and fault movement. The most notable fault in southern California, the San Andreas Fault, is a right lateral strike-slip (or transform) fault that marks the boundary between the Pacific tectonic plate and the North American tectonic plate.<sup>2</sup> Both plates are moving northward, but the Pacific plate is moving at a faster rate than the North American

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<sup>1</sup> California Department of Conservation, California Geological Survey, *Note 36: California Geomorphic Provinces*, December 2002.

<sup>2</sup> Wallace, R., *The San Andreas Fault System, California. U.S. Geological Survey Professional Paper 1515*, 1990.

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plate and the relative difference in the two rates results in movement along the San Andreas Fault. Northwest of the Los Angeles basin, where the southern San Joaquin Valley meets the San Emigdio and Tehachapi Mountains, the orientation of the San Andreas Fault changes from generally northwest to west-northwest. This portion of the fault system is known as the “Big Bend.” Another large fault in southern California, the left-lateral Garlock Fault, intersects the San Andreas Fault system at this location. The Big Bend results in transpressional forces between the two tectonic plates, a geologic result of which was the uplift of the Transverse Ranges, including the San Gabriel Mountains.

The Planning Area is located within the northern margin of the Peninsular Ranges. The topography of Lomita is relatively flat with an elevation of approximately 95 feet above sea level. The Planning Area is located in the southwestern portion of Los Angeles County. Los Angeles County varies greatly in topography, bounded by the Pacific Ocean to the west and high mountain ranges to the east. The topography in the county varies significantly, from beaches on the west, to mountains and then desert to the east. Much of the topography in between consists of mesas intersected by canyons.

## FAULTS

Faults are classified as Historic, Holocene, Late Quaternary, Quaternary, and Pre-Quaternary according to the age of most recent movement.<sup>3</sup> These classifications are described as follows.

- **Historic:** faults on which surface displacement has occurred within the past 200 years
- **Holocene:** shows evidence of fault displacement within the past 11,000 years, but without historic record
- **Late Quaternary:** shows evidence of fault displacement within the past 700,000 years, but may be younger due to a lack of overlying deposits that enable more accurate age estimates
- **Quaternary:** shows evidence of displacement sometime during the past 1.6 million years
- **Pre-Quaternary:** without recognized displacement during the past 1.6 million years

Faults are further distinguished as active, potentially active, or inactive.<sup>4</sup>

- **Active:** An active fault is a Historic or Holocene fault that has had surface displacement within the last 11,000 years.
- **Potentially Active:** A potentially active fault is a pre-Holocene Quaternary fault that has evidence of surface displacement between about 1.6 million and 11,000 years ago.
- **Inactive:** An inactive fault is a pre-Quaternary fault that does not have evidence of surface displacement within the past 1.6 million years. The probability of fault rupture is considered low; however, this classification does not mean that inactive faults cannot, or will not, rupture.

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<sup>3</sup> California Department of Conservation, California Geological Survey (Jennings, C. & Bryant, W.), *An Explanatory Text to Accompany the Fault Activity Map of California*, 2010.

<sup>4</sup> California Department of Conservation, California Geological Survey (Jennings, C. & Bryant, W.), *An Explanatory Text to Accompany the Fault Activity Map of California*, 2010.

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Figure 4.6-1, *Regional Faults*, illustrates the location of nearby fault zones within the Planning Area. As shown, the Palos Verdes Fault Zone runs through the southern portion of the Planning Area, and the Compton Blind Thrust runs through the northern portion of the Planning Area.

The most significant historically active and potentially active fault zones that are capable of seismic ground shaking and which could impact Lomita are discussed below.

#### Newport-Inglewood Fault

The Newport-Inglewood Fault is an active fault that runs from the city of Inglewood through Huntington Beach and out into the Pacific Ocean. This fault is capable of producing earthquakes at a magnitude range of 6.3 to 7.5 on the Richter scale. The magnitude 6.5 Long Beach earthquake of 1933 occurred on the Newport-Inglewood Fault, causing 120 deaths, the collapsing of unreinforced masonry buildings, and severe damage.<sup>5</sup>

The Newport-Inglewood Fault is located approximately six miles east of the Planning Area.

#### San Andreas Fault

The San Andreas Fault is considered the most seismically active fault in the southern California region.<sup>6</sup> The last major earthquake on the southern portion of the San Andreas Fault was the Fort Tejon earthquake of 1857, which was estimated at a magnitude of 8.0.<sup>7</sup> There is an approximately 60 percent chance that an earthquake of magnitude 6.7 or larger will occur on this fault in the next 30 years.

The San Andreas Fault is located approximately 55 miles northeast of the Planning Area.

#### Palos Verdes Fault Zone

The Palos Verdes Fault Zone is located off the coast of Redondo Beach, along the northern front of the Palos Verdes Hills, and continues southward through the Palos Verdes peninsula and offshore, outside the San Pedro Bay. The Palos Verdes Fault is capable of an earthquake at a magnitude range of 6.0 to 7.0.<sup>8</sup>

The Palos Verdes Fault Zone runs through the southern portion of the Planning Area.

#### Compton Blind Thrust

The Compton Blind Thrust is thought to lie between the Newport-Inglewood Fault and Palos Verdes Fault, at the western edge of the Los Angeles metropolitan region. While the Compton Blind Thrust was declared to be inactive on the basis of earlier studies, recent investigations indicate that the Compton Fault is seismically active and capable of generating large-magnitude (magnitude of 7.0) earthquakes.<sup>9</sup>

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<sup>5</sup> California Department of Conservation, California Geological Survey, *The 1933 Long Beach Earthquake*, <https://www.conservation.ca.gov/cgs/earthquakes/long-beach#:~:text=The%20Magnitude%206.4%20earthquake%20caused,the%20earthquake%20caused%20120%20fatalities.,> accessed January 23, 2024.

<sup>6</sup> Emergency Planning Consultants, *City of Lomita Hazard Mitigation Plan*, December 2018.

<sup>7</sup> County of Los Angeles, *County of Los Angeles 2020 All-Hazards Mitigation Plan*, 2020.

<sup>8</sup> County of Los Angeles, *County of Los Angeles 2020 All-Hazards Mitigation Plan*, 2020.

<sup>9</sup> Leon, L., Dolan, J., Shaw, J., & Pratt, T., *Evidence for large Holocene earthquakes on the Compton thrust fault, Los Angeles, California*, *Journal of Geophysical Research*, Volume 114, B12305, December 2009.

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The Compton Blind Thrust runs through the northern portion of the Planning Area.

## SEISMIC HAZARDS

Seismic hazards include both rupture (surface and subsurface) along active faults and ground shaking, which can occur over wider areas. Ground shaking, produced by various tectonic phenomena, is the principal source of seismic hazards in areas devoid of active faults. All areas of California are subject to some level of seismic ground shaking. Strong ground shaking from an earthquake can result in damage associated with landslides, ground lurching, structural damage, and liquefaction. Major faults in the regional area, which have caused earthquakes and those with the potential to cause earthquakes and ground shaking, include the San Andreas Fault and Newport-Inglewood Fault.

Several scales may be used to measure the strength or intensity of an earthquake.<sup>10</sup> Magnitude scales, like the moment magnitude (“Mw”), measure the size of the earthquake at its source. An earthquake event has a single magnitude; however, the degree of ground shaking that the earthquake causes varies from place to place based on distance, type of surface material, and other factors. Magnitude is expressed as a number. For example, a magnitude 5.3 is a moderate earthquake, and a 6.3 is a strong earthquake. Because of the logarithmic basis of the magnitude scale, each whole number increase in magnitude represents a tenfold increase in measured amplitude as measured on a seismogram.

In contrast to magnitude, other scales describe earthquake intensity, which can vary depending on distance from earthquake epicenter and local characteristics. The Modified Mercalli Intensity Scale expresses earthquake intensity experienced at a particular location on a scale of increasing levels of intensity that range from imperceptible shaking to catastrophic destruction. It does not have a mathematical basis; instead, it is an arbitrary ranking based on observed effects. Table 4.6-1, Modified Mercalli Intensities and Effects, represents the potential effects of an earthquake based on the Modified Mercalli Intensities.

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<sup>10</sup> United States Geological Survey, *Earthquake Magnitude, Energy Release, and Shaking Intensity*, [https://www.usgs.gov/programs/earthquake-hazards/earthquake-magnitude-energy-release-and-shaking-intensity#:~:text=Moment%20Magnitude%20\(MW\)%20is,magnitude%20range%20where%20they%20overlap.](https://www.usgs.gov/programs/earthquake-hazards/earthquake-magnitude-energy-release-and-shaking-intensity#:~:text=Moment%20Magnitude%20(MW)%20is,magnitude%20range%20where%20they%20overlap.), accessed January 26, 2024.

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**Table 4.6-1**  
**Modified Mercalli Intensities and Effects**

Intensity	Shaking	Description/Damage
I	Not felt	Not felt except by very few under especially favorable conditions.
II	Weak	Felt only by a few persons at rest, especially on upper floors of buildings.
III	Weak	Felt quite noticeably by persons indoors, especially on upper floors of buildings. Many people do not recognize it as an earthquake. Vibrations similar to the passing of a truck.
IV	Light	Felt indoors by many, outdoors by few during the day. At night, some awakened. Dishes, windows, doors disturbed; walls make cracking sound. Sensation like a heavy truck striking a building. Standing vehicles are rocked noticeably.
V	Moderate	Felt by nearly everyone; many awakened: Some dishes and windows are broken. Unstable objects are overturned. Pendulum clocks may stop.
VI	Strong	Felt by all, and many are frightened. Some heavy furniture is moved; a few instances of fallen plaster occur. Damage is slight.
VII	Very strong	Damage is negligible in buildings of good design and construction; slight to moderate in well-built ordinary structures; considerable damage in poorly built or badly designed structures; some chimneys are broken.
VIII	Severe	Damage slight in specially designed structures; considerable damage in ordinary substantial buildings with partial collapse. Damage great in poorly built structures. Fall of chimneys, factory stacks, columns, monuments, walls. Heavy furniture overturned.
IX	Violent	Damage is considerable in specially designed structures; well-designed frame structures are thrown out of plumb. Damage is great in substantial buildings, with partial collapse. Buildings are shifted off foundations.
X	Extreme	Some well-built wooden structures are destroyed; most masonry and frame structures are destroyed with foundations. Rails are bent.
Source: United States Geological Survey, <i>The Modified Mercalli Intensity Scale</i> , <a href="https://www.usgs.gov/programs/earthquake-hazards/modified-mercalli-intensity-scale">https://www.usgs.gov/programs/earthquake-hazards/modified-mercalli-intensity-scale</a> , accessed January 26, 2024.		

A relatively new earthquake forecast model, referred to as the Uniform California Earthquake Rupture Forecast, Version 3, or UCERF3, provides estimates of the likelihood and severity of potentially damaging earthquake ruptures in California. The UCERF3 can be combined with other ground motion prediction models to produce estimates of the severity of ground shaking that can be expected during a given period (seismic hazard), and of the threat to the built environment (seismic risk). This information is used for disaster planning and mitigation efforts, to inform engineering design and building codes, and to evaluate earthquake insurance premiums.

Results for the Los Angeles region faults, which includes the Lomita region, based on the UCERF3 are shown in Table 4.6-2, *Likelihood of Having One or More Earthquakes by Size in the Next 30 Years (Starting from 2014)*.



**Table 4.6-2**  
**Likelihood of Having One or More Earthquakes by Size in the Next 30 Years (Starting from 2014)**

Magnitude (greater than or equal to)	Average repeat time (years)	30-year likelihood of one or more events	Readiness
5	1.4	100%	1.0
6	10	96%	1.0
6.7	40	60%	1.1
7	61	46%	1.2
7.5	109	31%	1.3
8	532	7%	1.3

Source: United States Geological Survey, *UCERF3: A New Earthquake Forecast for California's Complex Fault System*, March 2015, <https://pubs.usgs.gov/fs/2015/3009/pdf/fs2015-3009.pdf>.

Note: Readiness indicates the factor by which probabilities are currently elevated, or lower, because of the length of time since the previous large earthquake. A factor of 1.0 indicates current earthquake likelihood relative to long-term likelihood is equal; a factor above 1.0 indicates elevated probabilities; and a factor below 1.0 indicates lower probabilities.

Based on the available science, the United States Geological Survey ("USGS") has predicted the probabilities of earthquakes within California, including the southern California/Los Angeles Region. The USGS Earthquake Probabilities predicts the probability that an earthquake will occur in the Los Angeles region within the next 30 years is:<sup>11</sup>

- 60 percent that an earthquake measuring magnitude 6.7 will occur;
- 46 percent that an earthquake measuring magnitude 7 will occur; and
- 31 percent that an earthquake measuring magnitude 7.5 will occur.

## SEISMIC HAZARD ZONES

### Alquist-Priolo Fault Zone

Per California's Alquist-Priolo Act, an active earthquake fault is one that has ruptured within the Holocene Epoch (approximately 11,000 years). Based on this criterion, the California Geological Survey ("CGS") identifies Earthquake Fault Zones. Special Publication 42 ("SP42"), which is updated as new fault data becomes available, identifies these Earthquake Fault Zones. SP42 lists all counties and cities within California that are affected by designated Earthquake Fault Zones, which are delineated on maps within SP42 (Earthquake Fault Zone Maps).

<sup>11</sup> United States Geological Survey, *What is the probability that an earthquake will occur in the Los Angeles Area? In the San Francisco Bay area?*, <https://www.usgs.gov/faqs/what-probability-earthquake-will-occur-los-angeles-area-san-francisco-bay-area#:~:text=Within%20the%20next%2030%20years,an%20earthquake%20measuring%20magnitude%207.5,> accessed January 26, 2024.



Southern California is a region of high seismic activity. Similar to most cities in the region, Lomita is subject to risks associated with potentially destructive earthquakes. The Planning Area is located in the seismically active southern California region; however, there are no designated Alquist-Priolo Fault Zones within the Planning Area.<sup>12</sup> Historically-active regional fault zones in the southern California area and their associated size and frequency are listed in Table 4.6-3, *Historically Active and Active Fault Zones in the Region*.

**Table 4.6-3**  
**Historically Active and Active Fault Zones in the Region**

Fault	Maximum Moment Magnitude	Historical Seismicity (Last 150 years)	Slip Rate (mm/year)
San Andreas (Mojave section)	7.4	M 7.0 (1899)	30.0
Newport-Inglewood	7.1	M 6.4 (1933)	1.0
Sierra Madre (San Fernando section)	6.7	M 6.4 (1971)	2.0
Whittier-Elsinore	6.8	M 5.9 (1987)	2.5
Palos Verdes	7.3	--	3.0
San Gabriel	7.2	--	1.0
Verdugo	6.9	--	0.5
Santa Monica	6.6	--	1.0

Source: De Novo Planning, *City of Lomita General Plan Existing Conditions Report*, 2023.

Fault zones within the Planning Area and region may have an impact on the city if the rupture is of a significant magnitude. There are numerous earthquake faults within the southern California region, as previously described. Of the faults in the region, the most active are the Palos Verdes Fault, which runs through the southern portion of the Planning Area, and the Newport-Inglewood Fault, located to the east.

#### Seismic Hazard Zones

The California Seismic Hazards Mapping Act of 1990 addresses hazards along active faults. The Planning Area is within the Torrance Quadrangle, as delineated by CGS. Seismic hazard zones are currently mapped within the Torrance quadrangles, and include areas mapped for liquefaction and landslide hazards, as described further below.

#### **LIQUEFACTION**

Liquefaction is a phenomenon in which the strength and stiffness of a soil is reduced by earthquake shaking or other events. Liquefaction is primarily associated with loose, saturated materials in which the space between individual soil particles is filled with water. Cohesion between the loose materials that comprise the soil may be jeopardized during seismic events and the ground will take on liquid properties. Thus, liquefaction requires specific soil characteristics and seismic shaking.

<sup>12</sup> California Department of Conservation, *California Geologic Survey, Earthquake Zones of Required Investigation*, <https://maps.conservation.ca.gov/cgs/EQZApp/app/>, accessed January 22, 2024.



Liquefaction zones are areas where historical occurrence of liquefaction, or local geological, geotechnical, and ground water conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required. As shown on Figure 4.6-2, *Seismic Hazard Zones*, there are no designated liquefaction zones within the Planning Area.

Liquefaction may induce lateral spreading, which is a type of ground deformation that occurs when surface material extends or spreads on gentle slopes.<sup>13</sup> Ground shaking, especially when inducing liquefaction, may cause lateral spreading toward unsupported slopes. The greatest potential for lateral spreading in the Planning Area is in the sloping terrain south of Pacific Coast Highway.

## OTHER GEOLOGIC HAZARDS

### Soils

According to the Natural Resource Conservation Service (“NRCS”), there are nine different soil types located in the Planning Area. Table 4.6-4, *Planning Area Soils*, and Figure 4.6-3, *Soil Survey*, present the soil types and associated acreages located in the Planning Area.

**Table 4.6-4  
Planning Area Soils**

Soil Types	Total Acres
Urban land-Aquic Xerorthents, fine substratum-Cropley Complex	413.3
Urban land-Anthraltic Xerorthents, loamy substratum-Grommet Complex	302.3
Urban land-Typic Xerorthents, coarse substratum-Typic Haploxeralfs Complex	187.3
Urban land-Thums-Windfetch Complex	209.1
Urban land-Marina Complex	108.9
Urban land-Windfetch-Sepulveda Complex	2.3
Urban land-Dapplegray-Oceanaire Complex	3.5
Pits and Quarries	0.7
Dapplegray-Urban land Complex	0.1
<b>Total</b>	<b>1,227.5*</b>
Source: United States Department of Agriculture, Natural Resources Conservation Service, <i>Web Soil Survey</i> , September 2022.	

### Erosion

The NRCS delineates soil units and compiles soils data as part of the National Cooperative Soil Survey. The following description of erosion factors is provided by the NRCS Physical Properties Descriptions:

*Erosion factor K indicates the susceptibility of a soil to sheet and rill erosion by water. Values of K range from 0.02 to 0.69. Other factors being equal, the higher the value, the more susceptible the*

<sup>13</sup> United States Geological Survey, *Lateral Spread*, <https://www.usgs.gov/media/images/lateral-spread>, accessed January 23, 2024.



*soil is to sheet and rill erosion by water. Erosion factor Kw indicates the erodibility of the whole soil, whereas Kf indicates the erodibility of the fine soils. The estimates are modified by the presence of rock fragments.*

Soil erosion data for the Planning Area indicates the erosion factor K within the Planning Area varies from 0.24 to 0.37, which is considered a moderate potential for erosion.

#### Expansive Soils

The NRCS provides a description of linear extensibility (also known as shrink-swell potential or expansive potential). The shrink-swell potential is low if the soil has a linear extensibility of less than three percent, moderate if three to six percent, high if six to nine percent, and very high if more than nine percent. If the linear extensibility is more than three, shrinking and swelling can cause damage to buildings, roads, and other structures and to plant roots; special design is commonly needed.

Figure 4.6-4, *Shrink-Swell Potential of Soils*, illustrates the shrink-swell potential of soils in the Planning Area. As shown, the linear extensibility of the soils within Lomita ranges from “Low” to “Moderate.” A small portion of the Planning Area near Rolling Hills Estates is mapped “Not Rated or Not Available.”

#### Landslides

CGS classifies landslides based on the type of material that failed and the type of movement that the failed material exhibited. Material types are broadly categorized as either rock or soil, or a combination of the two for complex movements. Landslide movements are categorized as falls, topples, spreads, slides, or flows.

Physical factors, such as slope, soil, vegetation, and precipitation, influence landslide potential. Landslides require a slope and can occur naturally from seismic activity, excessive saturation, and wildfires, or from human-made conditions such as construction disturbance, vegetation removal, and mining activities. Figure 4.6-5, *Landslide Susceptibility*, illustrates the landslide potential (for non-seismically induced potential) in the vicinity of the Planning Area. The highest levels of susceptibility are located within the sloping terrain in the southern portion of the city. Downslope areas in the southern portion of the Planning Area, adjacent to the cities of Rolling Hills Estates and Torrance, could also be affected by landslides.

Earthquake-induced landslide zones are areas where previous occurrence of landslide movement or local topographic, geological, geotechnical, and subsurface water conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required. The California Seismic Hazard Mapping Program delineates the approximate boundaries of areas susceptible to earthquake-induced landslides and other slope failures (e.g., rockfalls). According to the Seismic Hazard Mapping Program, a small area located along Via Marquette in the southern portion of the Planning Area is susceptible to earthquake-induced landslides. In addition, there are nearby earthquake-induced landslide zones located in the cities of Rolling Hills Estates and Torrance. Downslope areas within the southwestern portion of the Planning Area could be affected by earthquake-induced landslides.



### Subsidence

Land subsidence is a gradual settling or sudden sinking of the Earth's surface due to removal or displacement of subsurface earth materials. Common causes of land subsidence include: aquifer-system compaction associated with groundwater withdrawals; drainage of organic soils; underground mining; and natural compaction or collapse. Subsidence takes place gradually, usually over a period of several years. Soils with high shrink-swell (linear extensibility) potential can be particularly susceptible to subsidence during a loss of soil moisture. There is no record of historic or current USGS-recorded subsidence within the Planning Area.

### Collapsible Soils

Hydroconsolidation occurs when soil layers collapse, or settle, as water is added under loads. Natural deposits susceptible to hydroconsolidation are typically aeolian, alluvial, or colluvial materials that have a high apparent strength when dry. The dry strength of the materials may be attributed to the clay and silt constituents in the soil and the presence of cementing agents (i.e., salts). Capillary tension may tend to bond soil grains. Once these soils are subjected to excessive moisture and foundation loads, the constituency including soluble salts or bonding agents is weakened or dissolved, capillary tensions are reduced, and collapse occurs resulting in settlement. Existing alluvium within the Planning Area may be susceptible to collapse and excessive settlements, which could create the risk of hydroconsolidation if these soils were exposed to excessive moisture.

## PALEONTOLOGICAL RESOURCES

### Stratigraphy

The Planning Area is situated upon surface exposures of the middle Miocene to Pliocene Monterey Formation, the early Pleistocene San Pedro Formation, Quaternary older alluvium and old eolian deposits, and younger alluvial fan deposits. Figure 4.6-6, *Geologic Map*, shows the geologic units underlying the Planning Area. Individual geologic units and their paleontological sensitivities are described herein and summarized in Table 4.6-5, *Geologic Units and Their Paleontological Potential*.





**Table 4.6-5  
Geologic Units and Their Paleontological Potential**

Rock Unit Name	Paleoenvironment	Epoch	Paleontological Sensitivity
young alluvial fan deposits, unit 2 (Qyf2)	alluvial fan	late Pleistocene to Holocene	Moderate (at or below depth of five feet below the ground surface); low (above five feet below the ground surface)
young alluvial fan deposits, unit 1 (Qyf1)	alluvial fan		
old alluvium, undivided (Qoa)	flood plain deposits	middle to late Pleistocene	
old eolian deposits (Qoe)	wind-blown deposits		
San Pedro Formation, undivided (Qsp)	shallow marine	early Pleistocene	Moderate (throughout extent)
Monterey Formation, Malaga Mudstone (Tmm)	deep marine	middle Miocene to Pliocene	
Source: Duke Cultural Resources Management, <i>Cultural Resource Assessment</i> , 2020.			

#### Young alluvial fan deposits, units 1 and 2

Young alluvial fan deposits are laid down along the outer slopes of regional valleys from local mountains via the mouths of canyons, mainly from flooding streams and debris flows. These deposits consist of poorly sorted and poorly consolidated cobble, gravel, sand, and clay.

#### Old alluvium, undivided

These fluvial deposits consist of layered, poorly sorted, moderately well-indurated, moderately dissected gravels to clays.

#### Old eolian deposits

The old eolian deposits consist of well-sorted, fine to coarse grain silt and sand. These deposits are dense to very dense and poorly consolidated.

#### San Pedro Formation, undivided

The marine San Pedro Formation consists of silty sand with thin interbedded lenses of gravel. This formation is fine to coarse grained and poorly consolidated.

#### Monterey Formation, Malaga Mudstone

The Monterey Formation consists of siliceous and diatomaceous marine mudstone, shale, diatomite, and some chert and is primarily white to pale brown and thinly laminated or bedded. The Planning Area contains the Malaga Mudstone member of the Monterey Formation. The Malaga Mudstone is a diatomite and radiolarian mudstone.



### Paleontological Setting

During the past 100,000 years or so, southern California's climate shifted from the cooler and damper conditions of the last glacial period to the warmer and dryer conditions of the Holocene interglacial. While continental ice sheets covered the interior of northern North America, southern California was ice free.

Fossils of Monterey cypress (*Hesperocyparis macrocarpa*), Monterey pine (*Pinus radiata*), and Torrey pine (*Pinus* sp. cf. *P. torreyana*) have been found in middle to late Pleistocene deposits in the Wilshire District of Los Angeles. Fossils of Monterey cypress are also known from middle to late Pleistocene deposits in Costa Mesa, California and the late Pleistocene Rancho La Brea asphalt seeps of the Wilshire District of Los Angeles.

### Paleontological Records Search

As part of the Cultural and Paleontological Resources Assessment, a paleontological records search was requested from the Natural History Museum of Los Angeles County. Additional records from the University of California Museum of Paleontology database, the PaleoBiology Database, and print sources were searched for fossil records.

One previously recorded paleontological locality producing vertebrate fossils was noted as potentially occurring within the Planning Area. This locality (LACM VP 3249), has yielded remains of extinct taxa including mastodon (*Mammuthus pacificus*), bison (*Bison* sp.), camel (*Camelops* sp.), llama (*Hemiauchenia* sp., reported as *Tanupolama* sp.), ground sloth (*Megalonyx* sp.), horse (*Equus* sp.), tapir (*Tapirus* sp.), and sea lion (*Eumetopias* sp.), as well as a variety of birds, bony fish, and numerous invertebrates. No previously recorded paleontological localities from the San Pedro Formation occur within the Planning Area; however, two localities (LACM IP 31444 and LACM VP 3268) have produced fossils from the near vicinity, including an indeterminate proboscidean from LACM VP 3268. There are no previously recorded paleontological localities known from the Monterey Formation within the Planning Area.

## 4.6.3 REGULATORY SETTING

### FEDERAL

#### Earthquake Hazards Reduction Act

The Earthquake Hazards Reduction Act of 1977 established the National Earthquake Hazards Reduction Program ("NEHRP"). Under the NEHRP, four federal agencies have responsibility for long-term earthquake risk reduction: the USGS, the National Science Foundation, the Federal Emergency Management Agency ("FEMA"), and the National Institute of Standards and Technology. NEHRP's mission includes: improved understanding, characterization, and prediction of hazards and vulnerability; improvements of building codes and land use practices; risk reduction through post-earthquake investigation and education; development and improvement of design and construction techniques; improvement of mitigation capacity; and accelerated application of research results.



## STATE

### Earthquake Fault Zoning Act (Alquist-Priolo Act)

The State of California Alquist-Priolo Earthquake Fault Zoning Act of 1972 was established to mitigate the hazard of surface faulting to structures for human occupancy. Pursuant to the Alquist-Priolo Act, the State Geologist established regulatory zones (known as “earthquake fault zones”) around surface traces of active faults. Application for a development permit for any project within a delineated earthquake fault zone must be accompanied by a geologic report, prepared by a geologist registered in California that is directed to the problem of potential surface fault displacement through a project site.

### Seismic Hazards Mapping Act

In 1990, the State adopted the Seismic Hazard Mapping Act (“SHMA”) to protect the public from the effects of non-surface fault rupture earthquake hazards, including strong ground shaking, liquefaction, seismically induced landslides, ground amplification, or other ground failure caused by earthquakes. The goal of the SHMA is to minimize loss of life and property by identifying and mitigating seismic hazards. The CGS is the primary agency responsible for the implementation of the SHMA. The CGS prepares maps identifying seismic hazard zones and provides them to local governments, which include areas susceptible to amplified shaking, liquefaction, earthquake-induced landslides, and other ground failures. SHMA requires responsible agencies to only approve projects within these zones following a site-specific investigation to determine if the hazard is present, and if so, the inclusion of appropriate mitigation(s). In addition, the SHMA requires real estate sellers and agents at the time of sale to disclose whether a property is within one of the designated seismic hazard zones.

### California Building Standards Code (Title 24)

Title 24 of the California Code of Regulations (“CCR”) provides state regulations, also known as building standards (reference California Health and Safety Code Section 18909), that govern the design and construction of buildings, associated facilities, and equipment. State law requires cities and counties to enforce CCR Title 24 and may adopt ordinances making more restrictive requirements than provided by CCR Title 24 due to local climatic, geological, or topographical conditions.

### Caltrans Seismic Design Criteria

The California Department of Transportation (“Caltrans”) has Seismic Design Criteria (“SDC”), an encyclopedia of new and currently practiced seismic design and analysis methodologies for the design of new bridges in California. SDC adopts a performance-based approach specifying minimum levels of structural system performance, component performance, analysis, and design practices for ordinary standard bridges. SDC Memo 20-1 Seismic Design Methodology outlines the bridge category and classification, seismic performance criteria, seismic design philosophy and approach, seismic demands and capacities on structural components, and seismic design practices that collectively make up Caltrans’ seismic design.

### National Pollutant Discharge Elimination System

Discharges to navigable waters of the United States, which includes any discharge to surface waters, including lakes, rivers, streams, bays, oceans, dry stream beds, wetlands, and storm sewers that are



tributary to any surface water body, require National Pollutant Discharge Elimination System (“NPDES”) permits, issued under the Federal Clean Water Act (“CWA”), Section 402 (33 USC 466 et seq.). The State Water Resources Control Board (“SWRCB”) and its nine Regional Water Quality Control Boards (“RWQCBs”) issue these permits in lieu of direct issuance by the Environmental Protection Agency (EPA), subject to review and approval by the EPA Regional Administrator (“EPA Region 9”). The terms of these NPDES permits implement pertinent provisions of the CWA and the Act’s implementing regulations, including pre-treatment, sludge management, effluent limitations for specific industries, and anti-degradation. In general, the discharge of pollutants shall be eliminated or reduced as much as practicable so as to achieve the CWA’s goal of “fishable and swimmable” navigable (surface) waters. Technically, all NPDES permits issued by the RWQCB are also Waste Discharge Requirements issued under the authority of the CWA.

Individual projects that disturb more than one acre would be required to obtain NPDES coverage under the California General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (“Construction General Permit”). The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (“SWPPP”) describing best management practices (“BMPs”) the discharger would use to prevent and retain storm water runoff. The SWPPP must contain: a visual monitoring program; a chemical monitoring program for “non-visible” pollutants to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the site discharges directly to a waterbody listed on the state’s CWA 303(d) list for sediment.

## LOCAL

### [County of Los Angeles 2020 All-Hazards Mitigation Plan](#)

The Los Angeles County 2020 All-Hazards Mitigation Plan (“AHMP”) assesses risks posed by natural hazards and identifies a mitigation action plan for reducing the risks in Los Angeles County. The primary focus of the 2020 AHMP is preparation for natural hazards and secondary hazards that follow as a result of a natural hazard. In addition, the AHMP addresses potential climate change impacts, as increasing surface temperatures will likely result in more droughts and subsequently the risk of wildfires. Therefore, climate change, dam failure, drought, earthquake, flood, landslide, tsunami, and wildfire are the main focuses in the 2020 AHMP.

### [City of Lomita Hazard Mitigation Plan](#)

Last updated in 2018 in accordance with the Disaster Mitigation Act of 2000, the Lomita Hazard Mitigation Plan (“LHMP”) provides the City with a blueprint for hazard mitigation action planning in an effort to reduce hazard risks and disaster impacts. The LHMP conducts a risk assessment that identifies: the location of hazards; the value of existing land and property in hazard locations; and an analysis of risk to life, property, and the environment that may result from natural hazard events. The LHMP also includes mitigation strategies aimed at reducing risk from natural hazards by identifying resources, information, and strategies for risk reduction, while helping to guide and coordinate mitigation activities throughout the city.



### City of Lomita General Plan Safety Element

The existing City of Lomita General Plan Safety Element contains the following goals, policies, and actions that are relevant to geology and soils:

**Goal 2:** A city designed to minimize risks from hazards.

**Policy 2.1:** Seismic retrofit essential facilities to minimize damage in the event of seismic or geologic hazards.

**Action 2.1a:** Prioritize the seismic retrofits of critical facilities that are utilized in hazard response and recovery.

**Action 2.1b:** Coordinate with relevant utility service providers to develop a plan for temporary bypasses for all major utility systems (water, sewer, gas) in accordance with anticipated seismic event damage, as identified in the Lomita Hazard Mitigation Plan.

**Policy 2.2:** Encourage voluntary and mandatory participation in seismic retrofits to improve the seismic safety of all housing, while ensuring that structural improvements do not lead to displacement.

**Action 2.2a:** Require seismic retrofits for major renovations in accordance with Historic and Building Code provisions.

**Action 2.2b:** Require the retrofitting of unreinforced masonry structures to minimize damage in the event of seismic or geologic hazards.

**Policy 2.3:** Continue to require appropriate seismic and soil studies to reduce risk for new buildings and infrastructure.

**Action 2.3a:** Continue to require a preliminary soil report and a report of satisfactory placement of fill prepared by a licensed civil engineer for all buildings and structures supported on fill.

**Action 2.3b:** Continue to require a preliminary report for all buildings and structures supported on natural ground unless the foundations have been designed in accordance with the Building Code.

**Action 2.3c:** Continue to require soil reports and implement recommendations for projects in identified areas where liquefaction or other soil issues exist.

### City of Lomita Municipal Code

Lomita Municipal Code Title V, Chapter 8, *Stormwater and Runoff Pollution Control*, adopts the Stormwater and Runoff Pollution Control Ordinance of the County of Los Angeles. The Stormwater and Runoff Pollution Control Ordinance regulates stormwater and non-stormwater discharges in compliance with the CWA in order to protect and enhance the water quality of receiving waters. The ordinance: defines the illicit discharges and connections prohibited; provides requirements for runoff management, including best management practices (BMPs) for construction, irrigation, and operational activities; and provides a means for inspection and enforcement to achieve compliance with the provisions of the ordinance.



Title V, Chapter 9, *Standard Urban Stormwater Mitigation Plan and Low Impact Development Implementation*, contains a number of provisions to comply with the municipal NPDES permit. The chapter establishes Lomita's stormwater management program and/or watershed management program and contains specific conditions and procedures for meeting planning and land development program and low impact development ("LID") requirements. The chapter incorporates LID requirements for applicable development and redevelopment projects consisting of: LID structural and non-structural BMPs; source control BMPs; and structural and non-structural BMPs for specific types of uses. LID controls effectively reduce the amount of impervious area of a completed project site and promote the use of infiltration and other controls that reduce runoff. Source control BMPs prevent runoff contact with pollutant materials that would otherwise be discharged to the MS4. Specific controls are also required to address pollutant discharges from certain uses including, but not limited to housing developments, retail gasoline outlets, automotive-related facilities, restaurants, and industrial and commercial facilities where pollutant materials are disposed, stored, or handled. Section 5-9.070, *Control of Erosion of Slopes and Channels*, establishes requirements for BMPs used on slopes or channels in subject new development or redevelopment projects. Lomita Municipal Code Section 5-9.110, *Maintenance of Best Management Practices*, requires ongoing maintenance of structural or treatment control BMPs by subject development and redevelopment projects.

Title X, *Building and Safety*, adopts various State and County codes comprising the California Building Standards Code ("CBSC"), including the California Building, Electrical, Plumbing, Mechanical, Residential, and the Green Building Standards Codes. Title X, Chapter 1, *Building Code*, adopts the 2022 California Building Code ("CBC") as amended by Title 26 of the Los Angeles County Building Code, as the City of Lomita's building code. The City of Lomita building code contains general building design and construction requirements relating to fire and life safety, structural safety, and access compliance.

#### 4.6.4 SIGNIFICANCE CRITERIA AND THRESHOLDS

CEQA Guidelines Appendix G contains the Initial Study Environmental Checklist, which includes questions related to geology and soils. The issue presented in the Initial Study Environmental Checklist serve as thresholds of significance in this section. Accordingly, a project may create a significant environmental impact if it would:

- Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving;
  - Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault. Refer to Division of Mines and Geology Special Publication 42 (refer to Impact Statement GS-1);
  - Strong seismic ground shaking (refer to Impact Statement GS-1);
  - Seismic-related ground failure, including liquefaction (refer to Impact Statement GS-1); and
  - Landslides (refer to Impact Statement GS-1).
- Result in substantial soil erosion or the loss of topsoil (refer to Impact Statement GS-2);



- Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse (refer to Impact Statement GS-3);
- Be located on expansive soil, as defined in Tables 18-1-D of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property (refer to Impact Statement GS-4);
- Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water (refer to Section 7.0, Effects Found Not To Be Significant); and/or
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature (refer to Impact Statement GS-5).

### 5.7.5 IMPACTS AND MITIGATION MEASURES

**GS-1: Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, including liquefaction, or landslides?**

**Impact Analysis:** The Planning Area, like the rest of southern California, is situated within a seismically active region as the result of being located near the active margin between the North American and Pacific tectonic plates. Development associated with the General Plan Update could expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking.

As discussed in Section 4.6.2, Environmental Setting, there are no designated Alquist-Priolo fault zones within the Planning Area. However, major active and potentially active faults exist within the Planning Area and surrounding region as shown in Figure 4.6-1, including the Newport-Inglewood Fault, San Andreas Fault, Palos Verdes Fault, and Compton Blind Thrust. Therefore, the Planning Area could experience considerable ground shaking generated by local and regional faults.

As shown in Figure 4.6-2, there are no CGS-designated liquefaction zones within the Planning Area.

As previously discussed and shown in Figure 4.6-2, a small area located along Via Marquette in the southern portion of the Planning Area is within a CGS-designated earthquake-induced landslide zone. In addition, there are nearby earthquake-induced landslide zones located in the City of Rolling Hills Estates and the City of Torrance. Earthquake-induced landslides could affect downslope areas within the southwestern portion of the Planning Area. The sloping terrain in the southern portion of the city is also susceptible to non-seismically induced landslides, as shown in Figure 4.6-5. Similar to earthquake-induced landslide areas, non-seismically induced landslides could affect downslope areas in the southern portion of the Planning Area.

Future development projects would be required to comply with the CBSC, which requires development projects to perform geotechnical investigations in accordance with State law, engineer improvements to address potential seismic and ground failure issues and use earthquake-resistant construction techniques to address potential earthquake loads when constructing buildings and improvements. The City of Lomita





considers future development and infrastructure projects, and each project would be evaluated for conformance with the CBSC, General Plan, Municipal Code, and other regulations. The Project proposes an update of the City of Lomita's existing General Plan; however, the Safety Element proposes no updates. The existing General Plan Safety Element includes goals, policies, and actions to address potential impacts associated with seismic activity. For example, Safety Element Policy 2.3 ensures that the City would continue to require appropriate seismic and soil studies to reduce risk for new buildings and infrastructure. Safety Element Action 2.3a directs the City to continue to require a preliminary soil report and a report of satisfactory placement of fill prepared by a licensed civil engineer for all buildings and structures supported on fill. Safety Element Action 2.3b directs the City to continue to require a preliminary report for all buildings and structures supported on natural ground unless the foundations have been designed in accordance with the Building Code. Safety Element Action 2.3c directs the City to continue to require soil reports and implement recommendations for projects in identified areas where liquefaction or other soil issues exist.

The City would review future development projects associated with implementation of the General Plan Update to identify and assess seismic safety issues and require developers to design and construct improvements in compliance with the applicable building codes and standards in place at the time to reduce the potential adverse effects associated with strong seismic ground shaking. With the implementation of the policies and actions in the General Plan, as well as compliance with applicable state and City of Lomita codes, potential impacts associated with strong seismic ground shaking would be less than significant.

**Proposed General Plan Update Goals, Policies, and Actions:** There are no General Plan Update goals, policies, or actions specific to geologic and seismic hazards; refer to the General Plan Safety Element.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

## **GS-2: Would the project result in substantial soil erosion or the loss of topsoil?**

**Impact Analysis:** Implementation of the General Plan Update would provide for development and improvement projects that would involve some land clearing, mass grading, and other ground-disturbing activities that could temporarily increase soil erosion rates during and shortly after project construction. As noted previously, data obtained from the NRCS identifies an erosion factor ("K") within the Planning Area that varies from 0.24 to 0.37, which is considered a moderate potential for erosion. Depending upon the location of a specific project site, construction activities, and soil conditions, construction-related erosion could result in the loss of a substantial amount of nonrenewable topsoil and could adversely affect water quality in nearby surface waters. Similarly, precipitation and irrigation of landscaping may result in runoff during project operations, which could result in the loss of nonrenewable topsoil and potentially affect water quality. However, the Planning Area is primarily urbanized with limited pervious areas; new development would primarily occur through infill development and redevelopment of sites that are currently developed and do not contain significant amounts of pervious area. Due to the limited pervious areas that occur within Lomita, it is not anticipated that Project implementation would significantly increase impervious areas resulting in increased runoff when compared to existing conditions.





The city of Lomita considers future development and infrastructure projects, and each project would be evaluated for conformance with the CBSC, General Plan, Municipal Code, NPDES permit, and other relevant regulations. In compliance with NPDES Permit regulations, the State of California requires that any construction activity disturbing one acre or more of soil comply with the Construction General Permit. The Construction General Permit requires development and implementation of a SWPPP, which must include erosion-control and sediment-control BMPs that would meet or exceed measures required by the Construction General Permit to control stormwater quality degradation due to potential construction-related pollutants. The SWPPP would include project-specific BMPs designed to control drainage and erosion. Development under the General Plan Update would also be subject to construction and post-construction requirements under the Municipal Code. Title V, Chapter 9, *Standard Urban Stormwater Mitigation Plan and Low Impact Development Implementation*, contains conditions and procedures to ensure compliance with the NPDES permit.

The General Plan Update includes a range of policies and actions aimed at minimizing discharge of materials (including eroded soils) into the storm drain system. Proposed Resource Management Element Policy RM-6.1 directs the City to continue to coordinate with the Los Angeles RWQCB to help maintain and improve the quality surface water resources, thus ensuring that future development would minimize discharge of pollutants to the storm drain system through enhanced water quality management. Proposed Resource Management Element Policy RM-6.3 directs the City to coordinate with local water agencies to ensure efficient and effective management of stormwater runoff and to protect stormwater quality, in accordance with the NPDES, thus minimizing discharge of pollutants from future development to the storm drain system through improved stormwater management practices. Proposed Resource Management Element Policy RM-6.5 is aimed at encouraging drought resistant landscaping for new residential and nonresidential development projects to decrease water demand, prevent erosion, reduce flooding, and limit pollutants, thus minimizing discharge of materials (including eroded soils) from future development to the storm drain system by promoting sustainable landscaping practices. Action RM-6c directs the City to conduct public outreach to inform residents and businesses about the importance of stormwater management, including providing practical tips and resources to reduce local runoffs, which helps minimize discharge of materials (including eroded soils) from future development to the storm drain system through community awareness and engagement. With the implementation of the policies and actions in the General Plan Update, as well as compliance with applicable State and local requirements, potential impacts associated with erosion and loss of topsoil would be less than significant.

#### **Proposed General Plan Update Goals, Policies, and Actions:**

##### **RESOURCE MANAGEMENT ELEMENT**

**Policy RM-6.1: Regional Coordination.** Continue to coordinate with the Los Angeles Regional Water Quality Control Board (RWQCB) to help maintain and improve the quality of both surface water and groundwater resources.

**Policy RM-6.3: Stormwater.** Coordinate with local water agencies to ensure efficient and effective management of stormwater runoff and to protect stormwater quality, in accordance with the National Pollutant Discharge Elimination System (NPDES).



**Policy RM-6.5: Landscaping.** Encourage drought resistant landscaping for new residential and nonresidential development projects to decrease water demand, prevent erosion, reduce flooding, and limit pollutants.

**Action RM-6c:** Conduct public outreach to inform residents and businesses about the importance of stormwater management, including providing practical tips and resources to reduce local runoffs.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

**GS-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?**

**Impact Analysis:** Future development anticipated by the General Plan Update could result in the exposure of people and structures to conditions that have the potential for adverse effects associated with ground instability or failure. Refer to Impact Statement GS-1 for potential impacts related to liquefaction and landslides. The following discussion identifies the potential for lateral spreading, subsidence, or collapse within the Planning Area.

#### Lateral Spreading

Lateral spreading refers to landslides that are a result of lateral displacement of gently sloping ground. Ground shaking, especially when inducing liquefaction, may cause lateral spreading toward unsupported slopes. Areas identified to have high liquefaction susceptibility or areas with a sloping terrain may be vulnerable to lateral spreading. The Planning Area is not identified as being within a mapped liquefaction zone and risks related to liquefaction are considered to be low. The greatest potential for lateral spreading in the Planning Area is in the sloping terrain south of Pacific Coast Highway.

#### Subsidence

Soils with high shrink-swell potential can be particularly susceptible to subsidence during a loss of soil moisture. The Planning Area contains soils that range from having low to moderate shrink-swell potential. There is no record of historic or current USGS-recorded subsidence within the Planning Area.

#### Collapse

Collapsible soils undergo a rearrangement of their grains and a loss of cementation, resulting in substantial and rapid settlement under relatively low loads. Collapsible soils occur predominantly at the base of mountain ranges, where Holocene-age alluvial fan and wash sediments have been deposited during rapid run-off events. Differential settlement of structures typically occurs when heavily irrigated landscape areas are near a building foundation. Examples of common problems associated with collapsible soils include tilting floors, cracking or separation in structures, sagging floors, and nonfunctional windows and doors. Existing alluvium within the Planning Area may be susceptible to collapse and excessive settlements, which could create the risk of hydroconsolidation if these soils were exposed to excessive moisture.



## Conclusion

As discussed above, the Planning Area is not susceptible to liquefaction and the potential for subsidence is considered to be low. Landslides and lateral spreading could affect the southern portion of the Planning Area. In addition, areas within the Planning Area may be susceptible to collapse and excessive settlements.

The existing General Plan Safety Element includes goals, policies, and actions to address geologic conditions within the Planning Area. For example, Safety Element Policy 2.3 ensures that the City would continue to require appropriate seismic and soil studies to reduce risk for new buildings and infrastructure. Safety Element Action 2.3a directs the City to continue to require a preliminary soil report and a report of satisfactory placement of fill prepared by a licensed civil engineer for all buildings and structures supported on fill. Safety Element Action 2.3b directs the City to continue to require a preliminary report for all buildings and structures supported on natural ground unless the foundations have been designed in accordance with the Building Code. Safety Element Action 2.3c directs the City to continue to require soil reports and implement recommendations for projects in identified areas where liquefaction or other soil issues exist.

The City of Lomita would consider future development and infrastructure projects and evaluate each for conformance with the CBSC, General Plan, Municipal Code, and other regulations. Subsequent development and infrastructure projects requiring discretionary review would also undergo analyses for potential environmental impacts, consistent with the requirements of CEQA. Future development and improvement projects would prepare site-specific geotechnical studies to identify geologic and soil conditions specific to the site, providing design recommendations consistent with the requirements of State and City codes. Implementation of the CBSC and Municipal Code requirements related to seismic and geologic conditions and policies and actions contained within the General Plan would ensure that future development projects are evaluated for potential geologic and seismic risks and that potential risks are adequately addressed. With the implementation of the policies and actions in the General Plan, as well as compliance with applicable State and City codes, potential impacts associated with unstable geologic conditions would be less than significant.

**Proposed General Plan Update Goals, Policies, and Actions:** There are no General Plan Update goals, policies, or actions specific to geologic and seismic hazards; refer to the General Plan Safety Element.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

**GS-4: Would the project be located on expansive soil, as defined in Tables 18-1-D of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?**

**Impact Analysis:** Expansive soil properties can cause substantial damage to building foundations, piles, pavements, underground utilities, and/or other improvements. Structural damage, such as warping and cracking of improvements, and rupture of underground utility lines may occur if the expansive potential of soils is not considered during the design and construction of all improvements.



Figure 4.6-4 illustrates the shrink-swell potential of soils in the Planning Area. The majority of the Planning Area has low to medium expansive soils. A small portion of the Planning Area near Rolling Hills Estates is mapped “Not Rated or Not Available.”

The Project proposes an update of the City’s existing General Plan; however, the Safety Element proposes no updates. The existing General Plan Safety Element includes goals, policies, and actions designed to protect Lomita from geologic hazards, including expansive soils. For example, Safety Element Policy 2.3 ensures that the City would continue to require appropriate seismic and soil studies to reduce risk for new buildings and infrastructure, thereby requiring future development to consider and implement all applicable site-specific geotechnical requirements prior to construction. Safety Element Action 2.3a directs the City to continue to require a preliminary soil report and a report of satisfactory placement of fill prepared by a licensed civil engineer for all buildings and structures supported on fill. This ensures that future development would be constructed on soil that can safely support it, in accordance with all applicable City requirements. Safety Element Action 2.3b directs the City to continue to require a preliminary report for all buildings and structures supported on natural ground unless the foundations have been designed in accordance with the Building Code, further ensuring that future development would be constructed in a geologically safe manner. Safety Element Action 2.3c directs the City to continue to require soil reports and implement recommendations for projects in identified areas where liquefaction or other soil issues exist, thereby minimizing liquefaction risks for future developments.

The City of Lomita would evaluate future development and infrastructure projects for conformance with the CBSC, the General Plan, Municipal Code, and other regulations, as well as requiring discretionary review to analyze for potential environmental impacts, consistent with CEQA requirements. In order to identify geologic and soil conditions specific to each site, future development and improvement projects would be required to prepare site-specific geotechnical studies, including the potential for expansive soils. A site-specific geotechnical investigation would identify the potential for damage related to expansive soils and non-uniformly compacted fill and engineered fill. If a risk is identified, design criteria and specification options may include removal of the problematic soils, and replacement, as needed, with properly conditioned and compacted fill material that is designed to withstand the forces exerted during the expected shrink-swell cycles and settlements. Design criteria and specifications set forth in the design-level geotechnical investigation would ensure impacts from problematic soils are minimized. Thus, implementation of CBSC and the Municipal Code requirements related to on-site soil conditions and General Plan polices and actions would ensure that future development projects are evaluated for potential risks associated with development on expansive soils and that potential risks are adequately addressed. Therefore, this impact would be less than significant.

**Proposed General Plan Update Goals, Policies, and Actions:** There are no General Plan Update goals, policies, or actions specific to geologic and seismic hazards; refer to the General Plan Safety Element.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.



**GS-5: Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

**Impact Analysis:** The Planning Area is situated upon surface exposures of the middle Miocene to Pliocene Monterey Formation, the early Pleistocene San Pedro Formation, Quaternary older alluvium and old eolian deposits, and younger alluvial fan deposits. The Monterey Formation and San Pedro Formation have moderate paleontological sensitivity throughout their extent. These units have previously yielded scientifically important fossils, but such remains are distributed somewhat sporadically and can be widely scattered. The Quaternary older alluvium, older eolian sediments, and the Pleistocene component of the younger alluvial fan deposits have moderate paleontological sensitivity for sediments at or below five feet in depth and low paleontological sensitivity for sediments above five feet in depth. The records search conducted as part of the Cultural and Paleontological Resources Assessment revealed multiple fossil localities from within and around the Planning Area. Therefore, it is possible to encounter undiscovered paleontological resources during ground-disturbing activities associated with future development under the General Plan Update. This is considered a potentially significant impact.

The City would require individual projects to undergo environmental review on a project-by-project basis pursuant to CEQA to evaluate potential impacts to paleontological resources. Grading, excavation, or other ground-disturbing activities associated with future construction activities would require professional assessment and evaluation in order to determine whether significant paleontological resources occur in the area of a proposed ground-disturbing action and whether the action might affect such resources. Damage to or destruction of a paleontological resource would be considered a potentially significant impact under local, State, or federal criteria. The proposed General Plan Update Resource Management Element includes policies and actions to protect significant paleontological resources within the Planning Area. Action RM-2a would require future development proposals to be assessed for potential impacts to sensitive paleontological resources pursuant to CEQA, thus ensuring that future development considers potential impacts to paleontological resources. Action RM-2h would require future projects in areas with undisturbed sediments with a Potential Fossil Yield Classification (“PFYC”) ranking of PFYC 3 or higher to assess paleontological resources and/or implement a Paleontological Resources Impact Mitigation Plan to address potential impacts, thus ensuring the protection of sensitive paleontological resources.

With implementation of the General Plan Update policies and actions, potential impacts to paleontological resources associated with future development anticipated by the General Plan Update would be less than significant.

**Proposed General Plan Update Goals, Policies, and Actions:**

**RESOURCE MANAGEMENT ELEMENT**

**Goal RM-2: Historic and Cultural Resources.** Sustain Lomita’s strong community awareness of, and appreciation for, its history and cultural heritage.



**Action RM-2a:** Assess development proposals for potential impacts to sensitive historic, archaeological, tribal cultural, and paleontological resources pursuant to the California Environmental Quality Act (CEQA).

**Action RM-2h:** For all development proposals within areas assessed to have undisturbed sediments with a Potential Fossil Yield Classification (PFYC) ranking of PFYC 3 or higher, the City shall require either a study to be conducted by a qualified vertebrate paleontologist (as defined by the Society for Vertebrate Paleontology) or to agree to retain a qualified vertebrate paleontologist to develop and implement a Paleontological Resources Impact Mitigation Plan (PRIMP). The PRIMP shall include paleontology Worker Environmental Awareness Program (WEAP) training for construction personnel; paleontological monitoring of all excavations in areas or sediments having moderate paleontological sensitivity; and a fossil recovery protocol that includes data to be collected, professional identification, radiocarbon dates, and other special studies as appropriate, and curation at local curation facility such as the Natural History Museum of Los Angeles County for fossils meeting significance criteria. In the event of unanticipated discoveries, all work must be suspended within 50 feet of the find until the paleontologist can evaluate the find and make recommendations. Documentation and treatment of the discovery shall occur in accordance with Society of Vertebrate Paleontology standards. The significance of the find shall be evaluated pursuant to the state CEQA guidelines. If the discovery proves to be significant, before construction activities resume at the location of the find, additional work such as data recovery excavation may be warranted, as deemed necessary by the paleontologist.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

#### 4.6.6 CUMULATIVE IMPACTS

Section 3.0, *Basis of Cumulative Analysis*, identifies projected growth within the Planning Area with the potential to interact with the proposed Project to the extent that a significant cumulative effect may occur. The cumulative projects' regional geologic setting and regional seismicity would be similar; however, the local geologic setting, surficial geology, and subsurface soil conditions would vary according to the site location and specific conditions.

**Would the project, combined with other related cumulative projects, directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?**

**Impact Analysis:** There are no designated Alquist-Priolo Earthquake Fault Zones within the Planning Area. Future and cumulative development would be required to comply with CBSC and each project within Lomita would be evaluated for conformance with the CBSC, General Plan, Lomita Municipal Code, and



other regulations. Therefore, the Project would not contribute to cumulative impacts related to potential adverse effects involving rupture of a known earthquake fault and impacts in this regard are not cumulatively considerable.

**Proposed General Plan Update Goals, Policies, and Actions:** There are no General Plan Update goals, policies, or actions specific to geologic and seismic hazards.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

**Would the project, combined with other related cumulative projects, directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking or seismic-related ground failure, including liquefaction?**

**Impact Analysis:** The Project proposes an update to the City of Lomita's existing General Plan, including a revised Land Use Map, as well as amendments to the Zoning Ordinance and Zoning Map. Buildout associated with the General Plan Update Land Use Map would allow for new or increased residential and non-residential development within specific areas of Lomita when compared to existing conditions, potentially exposing people to strong seismic ground shaking or seismic-related ground failure. The Planning Area is not located within a mapped liquefaction zone, as delineated by the CGS. Future development and cumulative development would generally experience similar ground shaking associated with seismic activity.

Future project applicants within the Planning Area and cumulative projects would be required to conduct a site-specific geotechnical study to determine the geotechnical feasibility of the specific development being proposed at that time. Any recommendations presented in the geotechnical study must be incorporated into the design and construction of the future development. The geotechnical study would include specific recommendations based on seismic design parameters for foundation design, retaining and screening walls, exterior flatwork, concrete mix design, corrosion, pavement design, and general earthwork and grading, among other factors.

Future and cumulative development must comply with all applicable regulations in the most recent CBSC, which includes design requirements to mitigate the effects of potential hazards associated with seismic ground shaking and liquefaction. The Los Angeles County Building and Safety Division would review construction plans for compliance with the CBSC and Lomita Municipal Code, as well as the geotechnical study's recommendations. Further, future projects implemented under the General Plan Update must be consistent with the General Plan policies and actions pertaining to geologic and seismic hazards. The policies and actions included within the General Plan and compliance with the existing regulatory requirements would reduce the cumulative effect of the General Plan Update on geologic hazards to a less-than-significant level. Therefore, the Project's incremental effects involving exposure of people and structures to potential substantial adverse effects involving strong seismic ground shaking or seismic-related ground failure, including liquefaction, would not be cumulatively considerable.

**Proposed General Plan Update Goals, Policies, and Actions:** There are no General Plan Update goals, policies, or actions specific to geologic and seismic hazards; refer to the General Plan Safety Element.





**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

**Would the project, combined with other related cumulative projects result in substantial soil erosion or the loss of topsoil?**

**Impact Analysis:** Future development sites and cumulative development sites within the Planning Area and surrounding areas may contain soils with erosion potential. Implementation of the construction activities associated with Project implementation and cumulative development projects would involve some land clearing, grading, and other ground-disturbing activities that could temporarily increase soil erosion rates during and shortly after project construction. Similarly, precipitation and irrigation of landscaping may result in runoff during project operations, which could result in the loss of nonrenewable topsoil and potentially affect water quality. However, the Planning Area is primarily urbanized with limited pervious areas; new development would primarily occur through infill development and redevelopment of sites that are currently developed and do not contain significant amounts of pervious area. Due to the limited pervious areas that occur within the Planning Area, it is not anticipated that Project implementation would increase impervious areas resulting in increased runoff when compared to existing conditions.

Site specific geology and soil conditions would be evaluated on a project-by-project basis. However, all future development associated with the proposed Project and cumulative projects within the region would be required to comply with Los Angeles RWQCB stormwater runoff and pollution control requirements and implemented by the specific jurisdiction in which the development occurs. Construction activities within the Planning Area must comply with the Lomita Municipal Code which implements erosion and siltation control measures of the Construction General Permit, reducing potential impacts associated with soil erosion or the loss of topsoil during construction activities. Additionally, future development and cumulative development would be required to comply with postconstruction runoff pollution reduction BMPs implemented through the requirements of the Standard Urban Stormwater Mitigation Plan. Further, future projects implemented under the General Plan Update must be consistent with the General Plan Update policies and actions pertaining to stormwater runoff and other causes of soil erosion. General Plan Update policies and actions and compliance with the existing regulatory requirements would reduce the cumulative effect of the General Plan Update on soil erosion and loss of topsoil to a less-than-significant level. Thus, the Project's incremental effects involving substantial soil erosion or the loss of top soil would not be cumulatively considerable.

**Proposed General Plan Update Goals, Policies, and Actions:** Refer to the General Plan Update goals, policies, and actions previously listed.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

**Would the project, combined with other related cumulative projects be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or**

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**collapse or be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?**

**Impact Analysis:** As previously mentioned, the sloping terrain in the southern portion of the city is susceptible to non-seismically induced landslides and lateral spreading. Risk of subsidence in the Planning Area is considered to be low. The Planning Area is not identified as being within a mapped liquefaction zone and risks related to liquefaction are similarly considered to be low; the greatest potential for lateral spreading in the Planning Area is in the sloping terrain south of Pacific Coast Highway. In addition, areas within the Planning Area may be susceptible to collapse and excessive settlements. The majority of the Planning Area has low to medium susceptibility to expansive soils; a small portion of the Planning Area near Rolling Hills Estates is mapped “Not Rated or Not Available.” Future development associated with the Project, in addition to any cumulative development, would be evaluated on a project-by-project basis for geotechnical and soil characteristics, and potential impacts associated with unstable geologic units or soils would be reduced with incorporation of appropriate mitigation measures as relevant for each project.

Future applicants seeking to develop projects associated with implementation of the proposed Project would be required to prepare a geotechnical study for the specific development site. The Los Angeles County Building and Safety Division would review for compliance with the City of Lomita Municipal Code, as well as the relevant geotechnical study’s recommendations. Further, future projects implemented under the General Plan Update must be consistent with the General Plan policies and actions pertaining to geologic hazards. The policies and actions included within the General Plan Update and compliance with the existing regulatory requirements would reduce the cumulative effect of the General Plan Update on geologic hazards to a less-than-significant level. Therefore, the Project’s incremental effects involving unstable geologic units or soils would not be cumulatively considerable.

**Proposed General Plan Update Goals, Policies, and Actions:** There are no General Plan Update goals, policies, or actions specific to geologic and seismic hazards; refer to the General Plan Safety Element.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

**Would the project, combined with other related cumulative projects directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

**Impact Analysis:** The Planning Area has the potential to contain paleontological resources. As previously mentioned, compliance with Lomita Municipal Code and implementation of General Plan Update policies and actions would reduce potential impacts to paleontological resources associated with future construction activities in the Planning Area to a less than significant level. There is also the potential for cumulative project sites within the region to have soils that contain paleontological resources. Construction activities associated with the cumulative projects have the potential to directly or indirectly destroy paleontological resources specific to those development sites. However, these potential impacts are site-specific and generally do not result in cumulative effects. Additionally, individual projects would undergo environmental review pursuant to CEQA on a project-by-project basis to evaluate potential



impacts to paleontological resources. Where significant or potentially significant impacts are identified, implementation of all feasible site-specific mitigation would be required to avoid or reduce impacts. Further, future projects implemented under the General Plan Update would be required to be consistent with the General Plan Update policies and actions pertaining to paleontological resources. The policies and actions included within the General Plan Update and compliance with existing regulatory requirements would reduce the cumulative effect of the General Plan Update on paleontological resources to a less than significant level. Therefore, the Project's incremental effects involving paleontological resources would not be cumulatively considerable.

**Proposed General Plan Update Goals, Policies, and Actions:** Refer to the General Plan Update goals, policies, and actions previously listed.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

#### 4.6.7 SIGNIFICANT UNAVOIDABLE IMPACTS

Geology and soils impacts associated with the implementation of the General Plan Update would be less than significant. No significant unavoidable geology and soils impacts would occur as a result of the General Plan Update.

#### 4.6.8 REFERENCES

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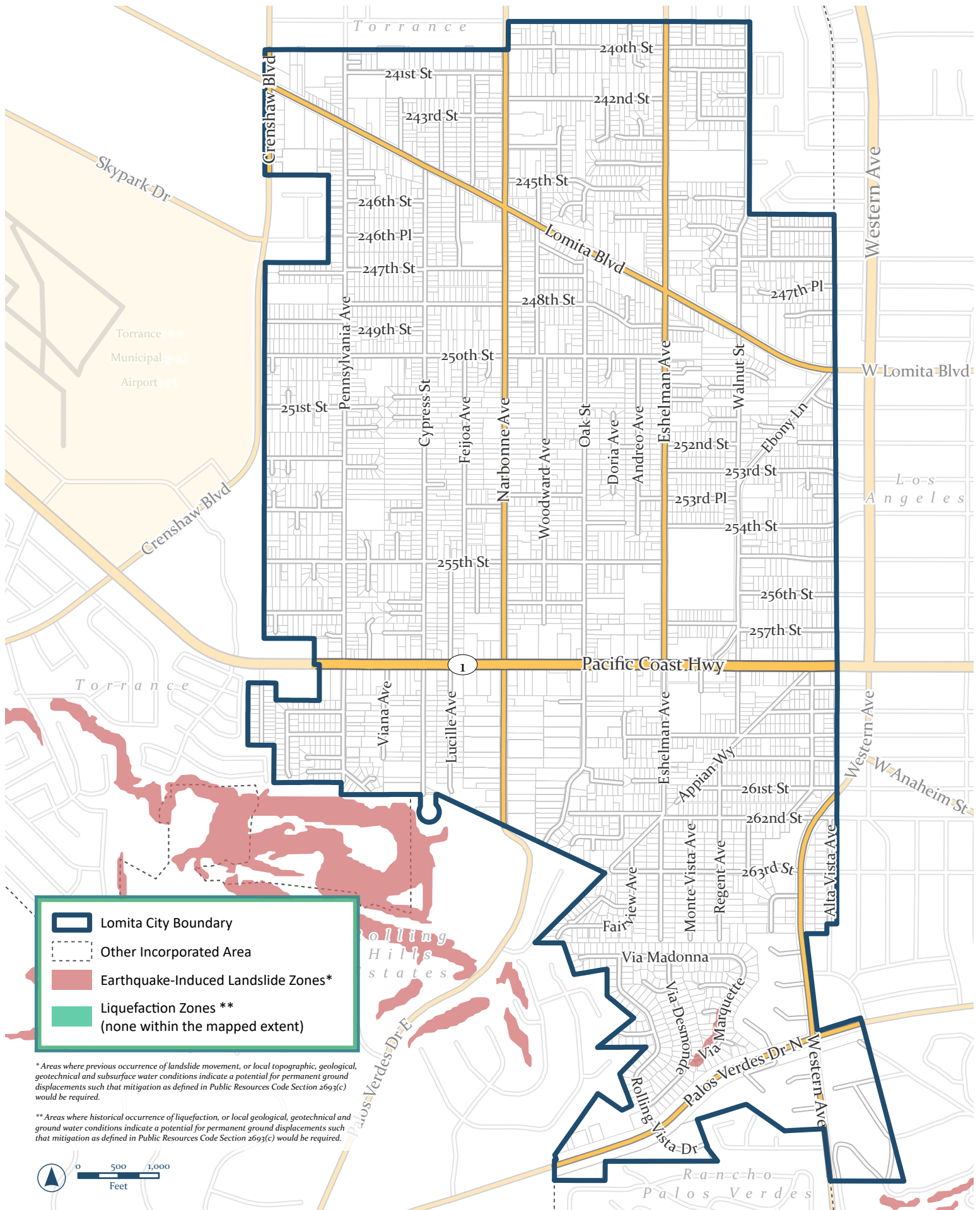
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**Figure 4.6-1. Regional Faults**



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\*Areas where previous occurrence of landslide movement, or local topographic, geological, geotechnical and subsurface water conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required.

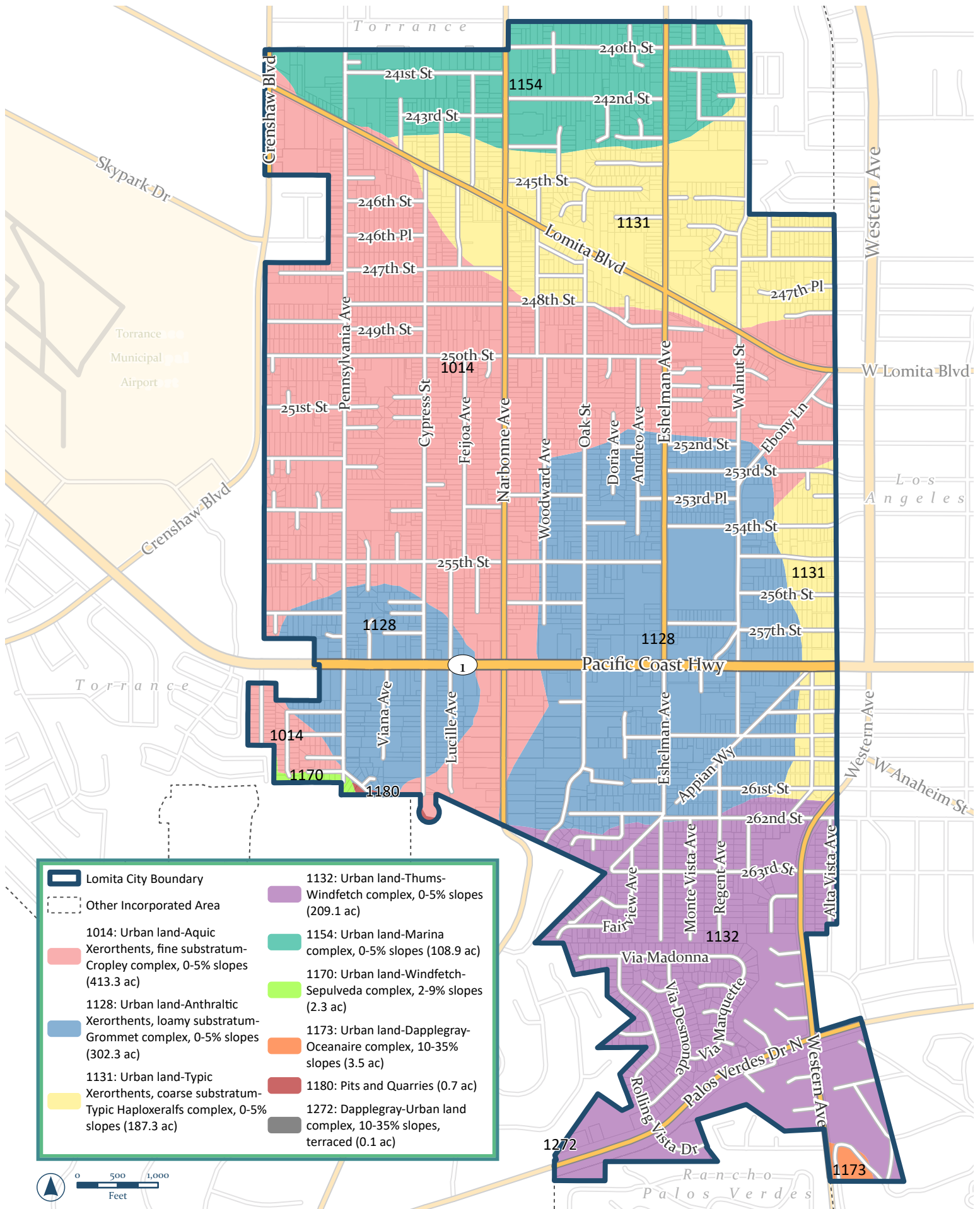
\*\* Areas where historical occurrence of liquefaction, or local geological, geotechnical and ground water conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required.

**Figure 4.6-2. Seismic Hazard Zones**



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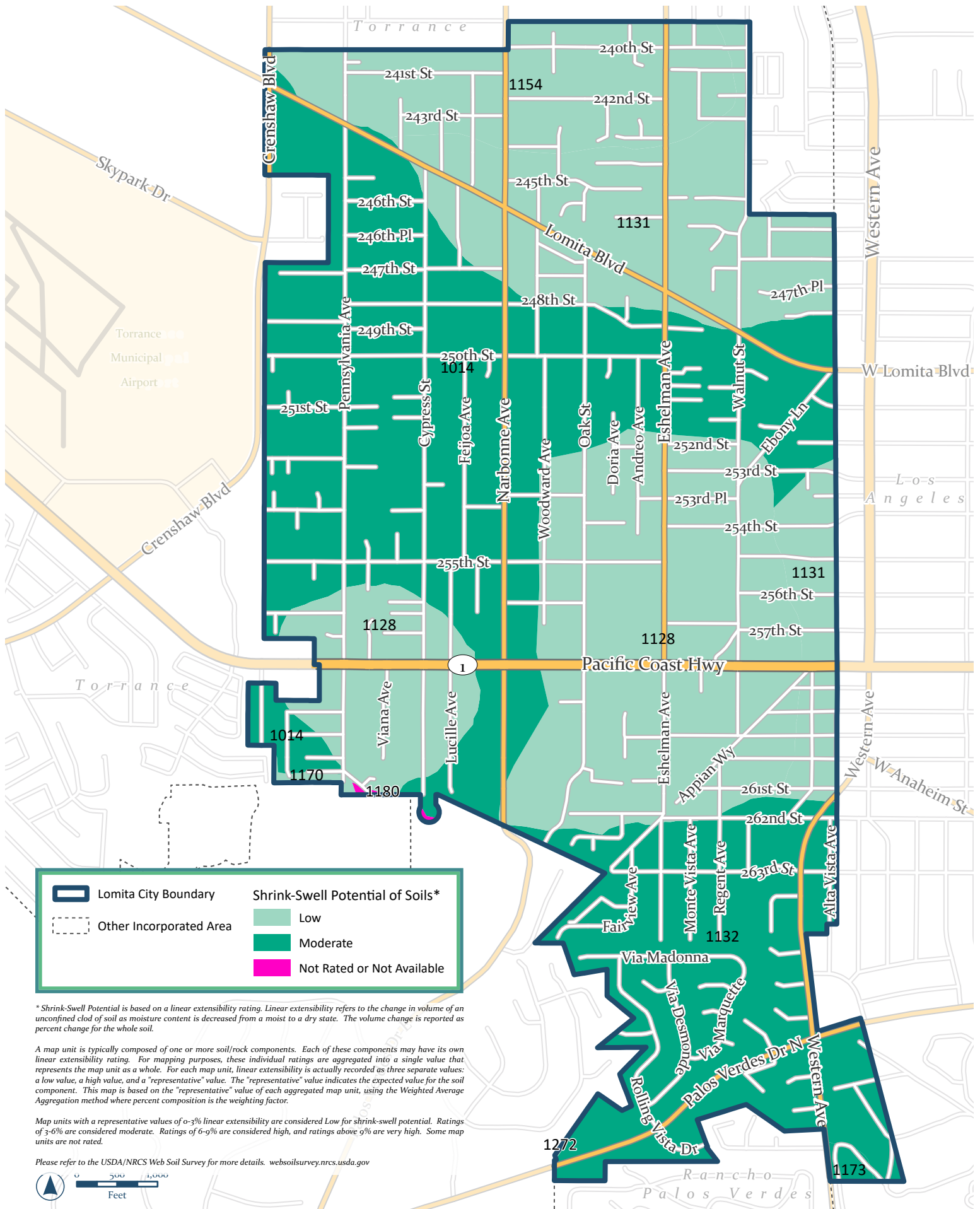




**Figure 4.6-3. Soil Survey**



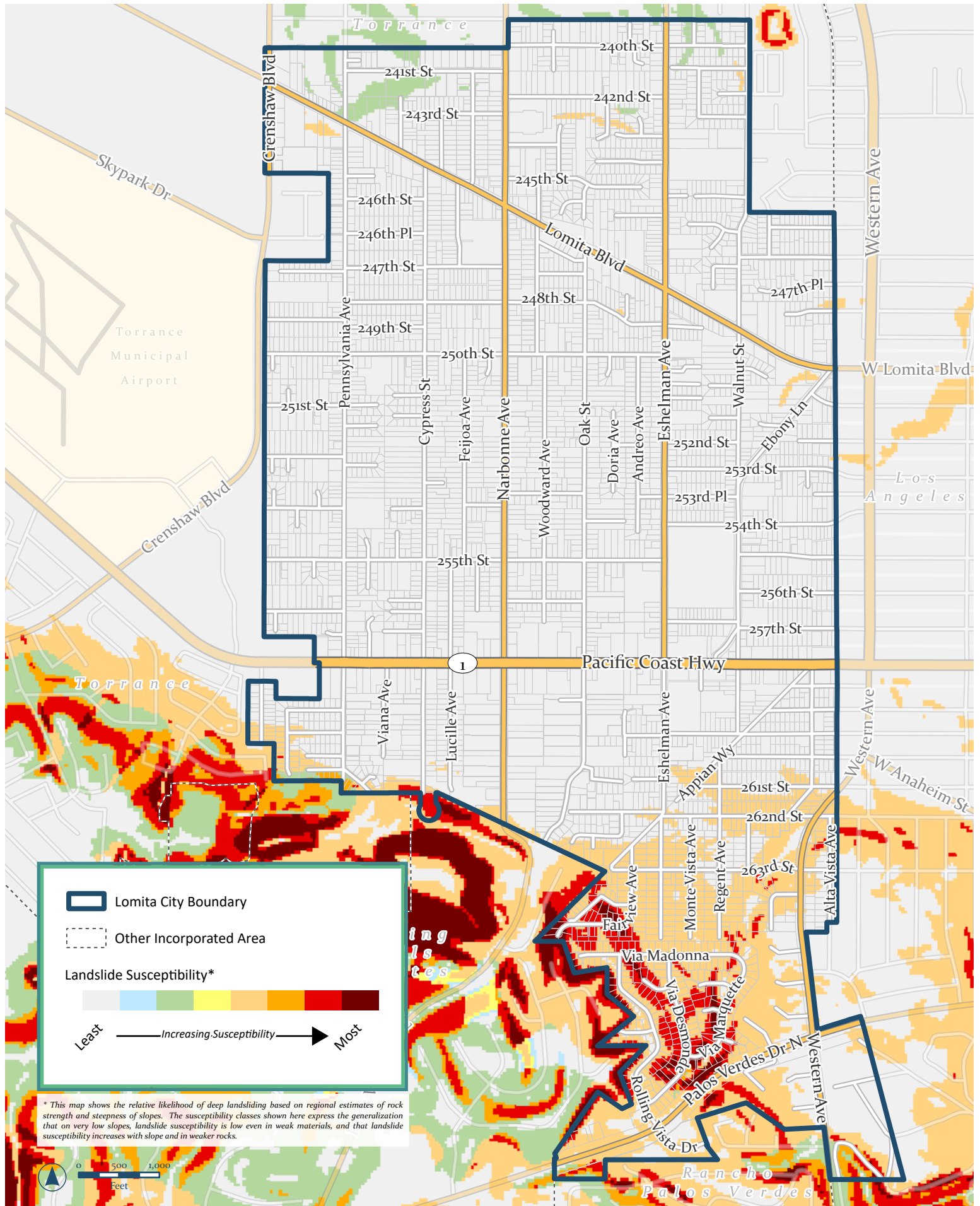
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**Figure 4.6-4. Shrink-Swell Potential of Soils**



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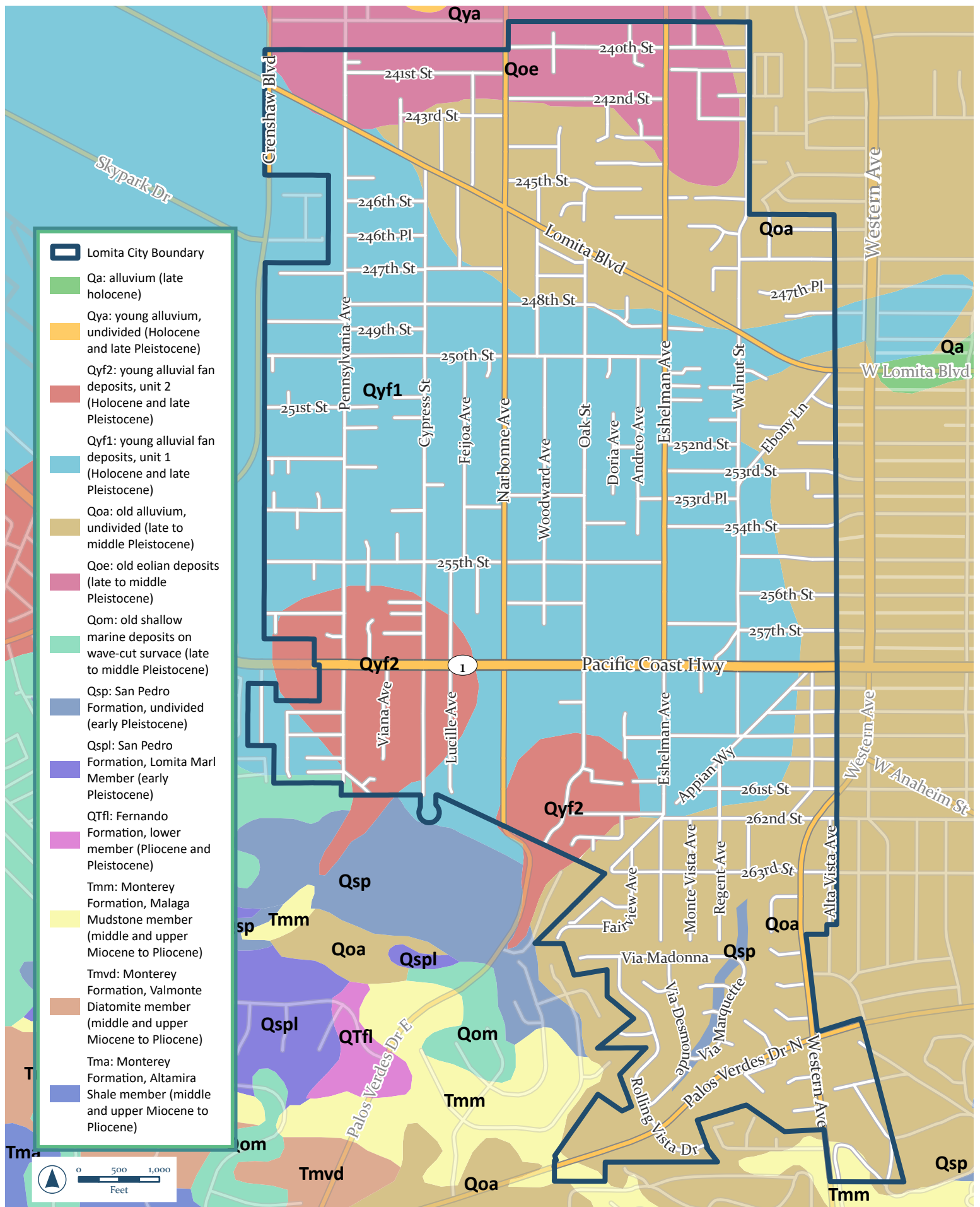


**Figure 4.6-5. Landslide Susceptibility**



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**Figure 4.6-6. Geologic Map**



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## 4.7 GREENHOUSE GAS EMISSIONS

### 4.7.1 PURPOSE

This section identifies the existing climate conditions, the current state of climate change science, and greenhouse gas ("GHG") emissions sources within California and the Planning Area and provides an analysis of potential impacts associated with implementation of the General Plan Update. This section is primarily based upon GHG emissions analysis and modeling prepared by De Novo Planning Group and included as Appendix B, *Air Quality, Energy and Greenhouse Gas Emissions Modeling Data*.

### 4.7.2 ENVIRONMENTAL SETTING

#### GREENHOUSE GASES AND CLIMATE CHANGES LINKAGES

Various gases in the Earth's atmosphere, classified as atmospheric GHGs, play a critical role in determining the Earth's surface temperature. Solar radiation enters Earth's atmosphere from space, and the Earth's surface only absorbs a portion of this radiation. The Earth emits this radiation back toward space, but the properties of the radiation change from high-frequency solar radiation to lower-frequency infrared radiation. This is called the greenhouse effect and leads to global warming as well as an overall global climate change, which includes long-term shifts in temperatures and weather patterns.

GHGs, which are transparent to solar radiation, are effective in absorbing infrared radiation. This results in retention of radiation that otherwise would have escaped back into space, resulting in a warming of the atmosphere. This phenomenon is known as the greenhouse effect. Among the prominent GHGs contributing to the greenhouse effect are carbon dioxide ("CO<sub>2</sub>"), methane ("CH<sub>4</sub>"), ozone ("O<sub>3</sub>"), water vapor ("H<sub>2</sub>O"), nitrous oxide ("N<sub>2</sub>O"), and chlorofluorocarbons ("CFCs").

Gases in the atmosphere can contribute to the greenhouse effect both directly and indirectly. Direct effects occur when the gas itself absorbs radiation. Indirect radiative forcing occurs when chemical transformations of the substance produce other GHGs, when a gas influences the atmospheric lifetimes of other gases, and/or when a gas affects atmospheric processes that alter the radiative balance of the earth.<sup>1</sup>

Naturally occurring GHGs include H<sub>2</sub>O, CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, and O<sub>3</sub>. Several classes of halogenated substances that contain fluorine, chlorine, or bromine are also GHGs, but they are, for the most part, solely a product of industrial activities. There are also several gases that do not have a direct global warming effect but indirectly affect terrestrial and/or solar radiation absorption by influencing the formation or destruction of GHGs, including tropospheric and stratospheric O<sub>3</sub>. These gases include carbon monoxide ("CO"), oxides of nitrogen ("NO<sub>x</sub>"), and non-CH<sub>4</sub> volatile organic compounds ("VOCs"). Aerosols, which are extremely

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<sup>1</sup> U.S. Environmental Protection Agency, *Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2009*, April 2011.

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small particles or liquid droplets, such as those produced by sulfur dioxide ("SO<sub>2</sub>") or elemental carbon emissions, can also affect the absorptive characteristics of the atmosphere.<sup>2</sup>

Although the direct GHGs CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O occur naturally in the atmosphere, human activities have changed their atmospheric concentrations. Concentrations of these three GHGs have increased globally by 40, 150, and 20 percent, respectively, from the pre-industrial era (i.e., ending about 1750) to 2011.

Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. In California, the transportation sector is the largest emitter of GHGs, followed by the industrial sector.<sup>3</sup>

As the name implies, global climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants, which are pollutants of regional and local concern, respectively. California produced approximately 381.3 million gross metric tons of CO<sub>2</sub> equivalents ("MMT CO<sub>2</sub>e") in 2021, meeting the annual statewide target set by the California Air Resources Board ("CARB"), which required that California emissions be below 431 MMT CO<sub>2</sub>e by 2020.<sup>4</sup> To meet CARB's statewide targets, California emissions must further be reduced to below 260 MMT CO<sub>2</sub>e by 2030.

CO<sub>2</sub> equivalents are a measurement used to account for the fact that different GHGs have different potential to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. This potential, known as the global warming potential of a GHG, is also dependent on the lifetime, or persistence, of the gas molecule in the atmosphere. Expressing GHG emissions in CO<sub>2</sub> equivalents take the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO<sub>2</sub> was emitted.

Consumption of fossil fuels in the transportation sector was the single largest source of California's GHG emissions in 2021, accounting for 38.2 percent of total GHG emissions in the State.<sup>5</sup> This category was followed by the industrial sector (19.4 percent), the electricity generation sector (including both in-state and out-of-state sources) (16.4 percent), residential and commercial sector (10.2), agriculture sector (8.1 percent), high global warming potential gases ("GWP") (5.6 percent), and waste sectors (2.2 percent).

## EFFECTS OF GLOBAL CLIMATE CHANGE

The effects of increasing global temperatures are far-reaching and extremely difficult to quantify. Scientists have high confidence that global temperatures will continue to rise for many decades, primarily

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<sup>2</sup> U.S. Environmental Protection Agency, *Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2009*, April 2011.

<sup>3</sup> California Air Resources Board, *California Greenhouse Gas Emissions for 2000 to 2021: Trends of Emissions and Other Indicators*, [https://ww2.arb.ca.gov/sites/default/files/2023-12/2000\\_2021\\_ghg\\_inventory\\_trends.pdf](https://ww2.arb.ca.gov/sites/default/files/2023-12/2000_2021_ghg_inventory_trends.pdf), December 2023, accessed January 23, 2024.

<sup>4</sup> California Air Resources Board, *California Greenhouse Gas Emissions for 2000 to 2021: Trends of Emissions and Other Indicators*, [https://ww2.arb.ca.gov/sites/default/files/2023-12/2000\\_2021\\_ghg\\_inventory\\_trends.pdf](https://ww2.arb.ca.gov/sites/default/files/2023-12/2000_2021_ghg_inventory_trends.pdf), December 2023, accessed January 23, 2024.

<sup>5</sup> California Air Resources Board, *California Greenhouse Gas Emissions for 2000 to 2021: Trends of Emissions and Other Indicators*, [https://ww2.arb.ca.gov/sites/default/files/2023-12/2000\\_2021\\_ghg\\_inventory\\_trends.pdf](https://ww2.arb.ca.gov/sites/default/files/2023-12/2000_2021_ghg_inventory_trends.pdf), December 2023, accessed January 23, 2024.

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through emissions of GHGs; however, specific outcomes are inherently uncertain. Future outcomes and the severity of effects caused by climate change will vary depending on the level of global GHG emissions. While some future outcomes are unavoidable, adverse impacts can be limited by deep, rapid, and sustained reductions in GHG emissions.<sup>6</sup>

According to the most recent California Climate Change Assessment (*California's Fourth Climate Change Assessment*), it is anticipated that the impacts of global warming in California include, but are not limited to, the following:<sup>7</sup>

#### Wildfires

In recent years, the area burned by wildfires has increased in parallel with increasing air temperatures. Wildfires have also been occurring at higher elevations in the Sierra Nevada mountains, a trend which is expected to continue under future climate change. Climate change will likely modify the vegetation in California, affecting the characteristics of fires on the land. Land use and development patterns also play an important role in future fire activity. Because of these complexities, projections of wildfire in future decades in California range from modest changes from historical conditions to relatively large increases in wildfire regimes depending on the time period for the projection and what interacting factors are included in the analysis.

#### Public Health

Extreme heat conditions are defined as weather that is much hotter than average for a particular time and place, as well as sometimes being more humid. Extreme heat is not just a nuisance; it kills hundreds of Americans every year and causes many more to become seriously ill.<sup>8</sup> Nineteen heat-related events occurred from 1999 to 2009 that had significant impacts on human health, resulting in about 11,000 excess hospitalizations. However, the National Weather Service issued Heat Advisories for only six of the events. Heat-Health Events, which better predict risk to populations vulnerable to heat, will worsen drastically throughout the state. For example, by midcentury, it is projected that the California Central Valley would experience average Heat-Health Events that are two weeks longer, and Heat-Health Events could occur four to ten times more often in the northern Sierra region.

Higher temperatures are expected to increase the frequency, duration, and intensity of conditions conducive to air pollution formation. Climate change poses direct and indirect risks to public health, as people will experience earlier death and worsening illnesses. Increases in wildfires, which emit fine particulate matter that can travel long distances depending on wind conditions, could also further compromise air quality.

#### Energy Resources

Higher temperatures will increase annual electricity demand for homes, driven mainly by the increased use of air conditioning units. High demand is projected in inland and southern California, and more

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<sup>6</sup> IPCC, *Climate Change 2023 Synthesis Report: Summary for Policymakers*, 2023.

<sup>7</sup> California Climate Change Assessment, *California's Fourth Climate Change Assessment*, January 2019.

<sup>8</sup> U.S. Environmental Protection Agency, *Climate Change and Extreme Heat, What You Can Do to Prepare*, October 2016.

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moderate increases are projected in cooler coastal areas. However, the increased annual residential energy demand for electricity is expected to be offset by reduced use of natural gas for space heating. Increases in peak hourly demand during the hot months of the year could be more pronounced than changes in annual demand. This is a critical finding for California's electric system, because generating capacity must match peak electricity demand.

It should also be noted that, with the electrification of vehicles, there will also be a significant increase in residential energy use in the near future, which are then offset by the reduction of internal combustion use.

#### Water Supply

A vast network of man-made reservoirs and aqueducts capture and transport water throughout the state from northern California rivers and the Colorado River. The current distribution system relies on Sierra Nevada snowpack to supply water during the dry spring and summer months. Rising temperatures, potentially compounded by decreases in precipitation, could severely reduce spring snowpack, increasing the risk of summer water shortages.

The state's water supplies are also at risk from rising sea levels. An influx of saltwater would degrade California's estuaries, wetlands, and groundwater aquifers. Saltwater intrusion caused by rising sea levels is a major threat to the quality and reliability of water within the southern edge of the Sacramento/San Joaquin River Delta, a major state fresh water supply.

Current management practices for water supply and flood management in California may need to be revised for a changing climate. This is in part because such practices were designed for historical climatic conditions, which are changing and will continue to change during the rest of this century and beyond. As one example, the reduction in the Sierra Nevada snowpack, which provides natural water storage, will have implications throughout California's water management system. Even under the wetter climate projections, the loss of snowpack would pose challenges to water managers, hamper hydropower generation, and nearly eliminate all skiing and other snow-related recreational activities.

#### Agriculture

Widespread changes to the agriculture industry are an expected result of increased GHG emissions, reducing the quantity and quality of agricultural products statewide. Although higher CO<sub>2</sub> levels can stimulate plant production and increase plant water-use efficiency, California's farmers will face greater water demand for crops and a less reliable water supply as temperatures rise.

Plant growth tends to be slow at low temperatures, increasing with rising temperatures up to a threshold. However, faster growth can result in less-than-optimal development for many crops, so rising temperatures are likely to worsen the quantity and quality of yield for a number of California's agricultural products. Products likely to be most affected include wine grapes, fruits, and nuts, as well as milk due to the reduced quality of grazing food such as alfalfa.

Crop growth and development will be affected, as will the intensity and frequency of pest and disease outbreaks. Rising temperatures will likely aggravate O<sub>3</sub> pollution, which makes plants more susceptible to disease and pests and interferes with plant growth.



In addition, continued climate change will likely shift the ranges of existing invasive plants and weeds and alter competition patterns with native plants. Range expansion is expected in many species while range contractions are less likely in rapidly evolving species with significant populations already established. Should range contractions occur, it is likely that new or different invasive species will fill the emerging gaps. Continued global warming is also likely to alter the abundance and types of many pests, lengthen pests' breeding season, and increase pathogen growth rates.

#### Forests and Landscapes

Climate change will make forests more susceptible to extreme wildfires. *California's Fourth Climate Change Assessment* found that by 2100, if GHG emissions continue to rise, the frequency of extreme wildfires burning over approximately 25,000 acres would increase by nearly 50 percent, and that average area burned statewide would increase by 77 percent by the end of the century.<sup>9</sup> In the areas that have the highest fire risk, wildfire insurance is estimated to see costs rise by 18 percent by 2055 and the amount of property insured would decrease.

Moreover, continued global warming will alter natural ecosystems and biological diversity within the state. For example, alpine and sub-alpine ecosystems are expected to decline by as much as 60 to 80 percent by the end of the century as a result of increasing temperatures. The productivity of the state's forests is also expected to decrease as a result of global warming.

#### Rising Sea Levels

The United States Geological Survey ("USGS") estimates that, under mid to high sea-level rise scenarios, 31 to 67 percent of southern California beaches may completely erode by 2100 without large-scale human interventions. Statewide damages could reach nearly \$17.9 billion from inundation of residential and commercial buildings under 50 centimeters (approximately 20 inches) of sea-level rise, which is close to the 95<sup>th</sup> percentile of potential sea-level rise by the middle of this century. A 100-year coastal flood, on top of this level of sea-level rise, would almost double the costs.

Rising sea levels, more intense coastal storms, and warmer water temperatures will increasingly threaten the state's coastal regions. Rising sea levels would inundate coastal areas with saltwater, accelerate coastal erosion, threaten vital levees and inland water systems, and disrupt wetlands and natural habitats.

### 4.7.3 REGULATORY SETTING

#### FEDERAL

##### Clean Air Act

First signed into law in 1970, the Federal Clean Air Act ("FCAA") was substantially amended in 1977, and again in 1990. The FCAA is the foundation for a national air pollution control effort, and it is composed of the following basic elements: national ambient air quality standards ("NAAQS") for criteria air pollutants, hazardous air pollutant standards, state attainment plans, motor vehicle emissions standards, stationary

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<sup>9</sup> California Climate Change Assessment, *California's Fourth Climate Change Assessment*, January 2019.



source emissions standards and permits, acid rain control measures, stratospheric O<sub>3</sub> protection, and enforcement provisions.

The U.S. Environmental Protection Agency ("EPA") is responsible for administering the FCAA. The FCAA requires the EPA to set NAAQS for several problem air pollutants based on human health and welfare criteria. Two types of NAAQS were established: primary standards, which protect public health, and secondary standards, which protect the public welfare from non-health-related adverse effects, such as visibility reduction.

#### [U.S. Environmental Protection Agency Endangerment Finding](#)

The EPA's authority to regulate GHG emissions stems from the U.S. Supreme Court decision in *Massachusetts v. EPA* (2007). The Supreme Court ruled that GHGs meet the definition of air pollutants under the existing FCAA and must be regulated if these gases could be reasonably anticipated to endanger public health or welfare. Responding to the Supreme Court's ruling, the EPA finalized an endangerment finding in December 2009. Based on scientific evidence it found that six GHGs (CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, hydrofluorocarbons ["HFCs"], perfluorocarbons ["PFCs"], and sulfur hexafluoride ["SF<sub>6</sub>"]) constitute a threat to public health and welfare. Thus, it is the Supreme Court's interpretation of the existing FCAA and the EPA's assessment of the scientific evidence that form the basis for the EPA's regulatory actions.

#### [Energy Policy and Conservation Act](#)

The Energy Policy and Conservation Act of 1975 sought to ensure that all vehicles sold in the U.S. would meet certain fuel economy goals. Through the Energy Policy and Conservation Act, Congress established the first fuel economy standards for on-road motor vehicles in the United States. Pursuant to the Energy Policy and Conservation Act, the National Highway Traffic and Safety Administration, which is part of the U.S. Department of Transportation ("USDOT"), is responsible for establishing additional vehicle standards and for revising existing standards.

Compliance with federal fuel economy standards is determined on the basis of each manufacturer's average fuel economy for the portion of its vehicles produced for sale in the U.S. Administered by the EPA, the Corporate Average Fuel Economy ("CAFE") program was created to determine vehicle manufacturers' compliance with the fuel economy standards. The EPA calculates a CAFE value for each manufacturer based on City and highway fuel economy test results and vehicle sales. Based on the information generated under the CAFE program, the USDOT is authorized to assess penalties for noncompliance.

#### [Energy Policy Act of 1992](#)

In 1992, the Energy Policy Act was passed to reduce the nation's dependence on foreign petroleum and improve air quality, including several parts intended to build an inventory of alternative fuel vehicles ("AFVs") in large, centrally fueled fleets in metropolitan areas. The Energy Policy Act of 1992 requires certain federal, state, and local government and private fleets to purchase a percentage of light duty AFVs capable of running on alternative fuels each year. In addition, financial incentives are included in the Energy Policy Act of 1992. Federal tax deductions will be allowed for businesses and individuals to cover the incremental cost of AFVs. States are also required by the Energy Policy Act to consider a variety of incentive programs to help promote AFVs.



#### [Energy Policy Act of 2005](#)

In August 8, 2005, the Energy Policy Act of 2005 was signed into law, generally providing for: renewed and expanded tax credits for electricity generated by qualified energy sources, such as landfill gas; provides bond financing, tax incentives, grants, and loan guarantees for a clean renewable energy and rural community electrification; and establishes a federal purchase requirement for renewable energy.

#### [Clean Power Plan and New Source Performance Standards for Electric Generating Units 2015](#)

On October 23, 2015, the EPA published a final rule (effective December 22, 2015) establishing the carbon pollution emission guidelines for existing stationary sources: electric utility generating units (80 FR 64510–64660), also known as the Clean Power Plan. These guidelines prescribe how states must develop plans to reduce GHG emissions from existing fossil-fuel-fired electric generating units. The guidelines establish CO<sub>2</sub> emission performance rates representing the best system of emission reduction for two subcategories of existing fossil-fuel-fired electric generating units: (1) fossil-fuel-fired electric utility steam-generating units; and (2) stationary combustion turbines. Concurrently, the EPA published a final rule (effective October 23, 2015) establishing standards of performance for GHG emissions from new, modified, and reconstructed stationary sources: electric utility generating units (80 FR 64661–65120). The rule prescribes CO<sub>2</sub> emission standards for newly constructed, modified, and reconstructed affected fossil-fuel-fired electric utility generating units. The U.S. Supreme Court stayed implementation of the Clean Power Plan pending resolution of several lawsuits. Additionally, in March 2017, the EPA Administrator was directed to review the Clean Power Plan in order to determine whether it is consistent with current executive policies concerning GHG emissions, climate change, and energy.

#### [Intermodal Surface Transportation Efficiency Act \(ISTEA\)](#)

The Intermodal Surface Transportation Efficiency Act ("ISTEA") (49 U.S.C. Section 101 et seq.) promoted the development of intermodal transportation systems to maximize mobility as well as address national and local interests in air quality and energy. ISTEA contained factors that metropolitan planning organizations ("MPOs"), were to address in developing transportation plans and programs, including some energy-related factors. To meet the ISTEA requirements, MPOs adopted explicit policies defining the social, economic, energy, and environmental values that were to guide transportation decisions in that metropolitan area. The planning process was then to address these policies. Another requirement was to consider the consistency of transportation planning with federal, state, and local energy goals. Through this requirement, energy consumption was expected to become a criterion, along with cost and other values that determine the best transportation solution.

#### [The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users \(SAFETEA-LU\)](#)

The Fixing America's Surface Transportation Act ("FAST Act") went into effect on December 4, 2015, to provide long-term funding for surface transportation with a focus on improving mobility on America's highways, creating jobs and supporting economic growth, and accelerating project delivery and promoting innovation.





### U.S. Federal Climate Change Policy

According to the EPA, “the United States government has established a comprehensive policy to address climate change” that includes: slowing the growth of emissions; strengthening science, technology, and institutions; and enhancing international cooperation. To implement this policy, “the federal government is using voluntary and incentive-based programs to reduce emissions and has established programs to promote climate technology and science.” The federal government’s goal is to reduce net GHG emissions by 50 to 52 percent from 2005 levels in 2030 and reach net-zero emissions no later than 2050.<sup>10</sup> In addition, the EPA administers multiple programs that encourage voluntary GHG reductions, including “ENERGY STAR”, “Climate Leaders”, and Methane Voluntary Programs. However, as of this writing, there are no adopted federal plans, policies, regulations, or laws directly regulating GHG emissions.

### Mandatory Greenhouse Gas Reporting Rule

On September 22, 2009, EPA issued a final rule for mandatory reporting of GHGs from large GHG emissions sources in the United States. In general, this national reporting requirement will provide EPA with accurate and timely GHG emissions data from facilities that emit 25,000 metric tons or more of CO<sub>2</sub> per year. This publicly available data will allow the reporters to track their own emissions, compare them to similar facilities, and aid in identifying cost effective opportunities to reduce emissions in the future. Reporting is at the facility level, except that certain suppliers of fossil fuels and industrial greenhouse gases along with vehicle and engine manufacturers will report at the corporate level. An estimated 85 percent of the total U.S. GHG emissions, from approximately 10,000 facilities, are covered by this final rule.

### Presidential Executive Order 13783

Presidential Executive Order (“EO”) 13783, Promoting Energy Independence and Economic Growth (March 28, 2017), orders all federal agencies to apply cost-benefit analyses to regulations of GHG emissions and evaluations of the social cost of carbon, nitrous oxide, and CH<sub>4</sub>.

## STATE

### California Air Resources Board

CARB, a part of the California Environmental Protection Agency (“CalEPA”), is responsible for the coordination and administration of both federal and state air pollution control programs within California. In this capacity, CARB conducts research, sets state ambient air quality standards (California Ambient Air Quality Standards [“CAAQS”]), compiles emission inventories, develops suggested control measures, and provides oversight of local programs. CARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hairspray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions.

In 2004, CARB adopted an Airborne Toxic Control Measure (“ATCM”) to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other toxic air contaminants (Title 13 California Code of Regulations [“CCR”], Section 2485). The measure applies to diesel-fueled commercial vehicles with gross vehicle weight ratings greater than 10,000 pounds that are

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<sup>10</sup> U.S. Department of State, *The Long-Term Strategy of the United States: Pathways to Net-Zero Greenhouse Gas Emissions by 2050*, November 2021.





licensed to operate on highways, regardless of where they are registered. This measure generally does not allow diesel-fueled commercial vehicles to idle for more than five minutes at any given location with certain exemptions for equipment in which idling is a necessary function such as concrete trucks. While this measure primarily targets diesel particulate matter emissions, it has co-benefits of minimizing GHG emissions from unnecessary truck idling.

On July 26, 2007, CARB adopted emission standards for off-road diesel construction equipment of greater than 25 horsepower such as bulldozers, loaders, backhoes and forklifts, as well as many other self-propelled off-road diesel vehicles. This regulation aims to reduce emissions by installation of diesel soot filters and encouraging the retirement, replacement, or repower of older, dirtier engines with newer emission-controlled models. Additionally, in 2008, CARB approved the Truck and Bus regulation to reduce particulate matter and nitrogen oxide emissions from existing diesel vehicles operating in California (13 CCR, Section 2025, subsection (h)). While these regulations primarily target reductions in criteria air pollutant emission, they have co-benefits of minimizing GHG emissions due to improved engine efficiencies.

#### [California Executive Orders S-3-05 and S-20-06, and Assembly Bill 32](#)

On June 1, 2005, Governor Schwarzenegger signed EO S-3-05. The goal of EO S-3-05 is to reduce California's GHG emissions to: 1) 2000 levels by 2010, 2) 1990 levels by 2020, and 3) 80 percent below the 1990 levels by the year 2050. EO-S-20-06 establishes responsibilities and roles of the Secretary of Cal/EPA and state agencies in climate change.

In 2006, this goal was further reinforced with the passage of Assembly Bill ("AB") 32, the Global Warming Solutions Act of 2006. AB 32 sets the same overall GHG emissions reduction goals while further mandating that CARB create a plan, which includes market mechanisms, and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases." EO S-20-06 further directs State agencies to begin implementing AB 32, including the recommendations made by the State's Climate Action Team.

#### [Climate Change Scoping Plan](#)

On December 11, 2008, CARB adopted its *Climate Change Scoping Plan* ("Scoping Plan"), which functions as a roadmap of CARB's plans to achieve GHG reductions in California required by AB 32 through subsequently enacted regulations. The Scoping Plan contains the main strategies California will implement to reduce CO<sub>2</sub>-equivalent emissions by 169 MMT CO<sub>2</sub>e, or approximately 30 percent, from the State's projected 2020 emissions level of 596 MMT CO<sub>2</sub>e under a business-as-usual scenario. (This is a reduction of 42 MMT CO<sub>2</sub>e, or almost 10 percent, from 2002 to 2004 average emissions, but requires the reductions in the face of population and economic growth through 2020.) The Scoping Plan also breaks down the amount of GHG emissions reductions CARB recommends for each emissions sector of the State's GHG inventory. The Scoping Plan calls for the largest reductions in GHG emissions to be achieved by implementing the following measures and standards:

- Improved emissions standards for light-duty vehicles (estimated reductions of 31.7 MMT CO<sub>2</sub>e);
- The Low-Carbon Fuel Standard (15.0 MMT CO<sub>2</sub>e);



- Energy efficiency measures in buildings and appliances and the widespread development of combined heat and power systems (26.3 MMT CO<sub>2</sub>e); and
- A renewable portfolio standard for electricity production (21.3 MMT CO<sub>2</sub>e).

CARB updated the Scoping Plan in 2013 (*First Update to the Scoping Plan*) and again in 2017. The 2013 Update built upon the initial Scoping Plan with new strategies and recommendations, and also set the groundwork to reach the long-term goals set forth by the State. Successful implementation of existing programs (as identified in previous iterations of the Scoping Plan) has allowed California to meet the 2020 target. The 2017 Scoping Plan Update expands the scope of the plan further by focusing on the strategy for achieving the State's 2030 GHG target of 40 percent emissions reductions below 1990 levels (to achieve the target codified into law by Senate Bill (SB) 32), and substantially advances toward the State's 2050 climate goal to reduce GHG emissions by 80 percent below 1990 levels.

The 2017 Scoping Plan Update relies on the preexisting programs paired with an extended, more stringent Cap-and-Trade Program, to deliver climate, air quality, and other benefits. The 2017 Scoping Plan Update identifies new technologically feasible and cost-effective strategies to ensure that California meets its GHG reduction goals.

CARB adopted the 2022 Scoping Plan Update ("2022 Scoping Plan") on December 15, 2022. The 2022 Scoping Plan Update assesses progress towards the SB 32 GHG reduction target of at least 40 percent below 1990 emissions by 2030, while laying out a path to achieving carbon neutrality no later than 2045 and a reduction in anthropogenic emissions by 85 percent below 1990 levels.

#### [Executive Order S-13-08](#)

EO S-13-08 was issued on November 14, 2008. The EO is intended to hasten California's response to the impacts of global climate change, particularly sea level rise, and directs State agencies to take specified actions to assess and plan for such impacts, including requesting the National Academy of Sciences to prepare a Sea Level Rise Assessment Report, directing the Business, Transportation, and Housing Agency to assess the vulnerability of the state's transportation systems to sea level rise, and requiring the Office of Planning and Research (OPR) and the Natural Resources Agency to provide land use planning guidance related to sea level rise and other climate change impacts.

EO S-13-08 also requires State agencies to develop adaptation strategies to respond to the impacts of global climate change that are predicted to occur over the next 50 to 100 years. The adaptation strategies report summarizes key climate change impacts to the state for the following areas: public health; ocean and coastal resources; water supply and flood protection; agriculture; forestry; biodiversity and habitat; and transportation and energy infrastructure. The report recommends strategies and specific responsibilities related to water supply, planning and land use, public health, fire protection, and energy conservation.

#### [Assembly Bill 1493](#)

In response to AB 1493, CARB approved amendments to the California Code of Regulations ("CCR") adding GHG emission standards to California's existing motor vehicle emission standards. Amendments to CCR Title 13 Sections 1900 (CCR 13 1900) and 1961 (CCR 13 1961), and adoption of Section 1961.1 (CCR 13



1961.1) require automobile manufacturers to meet fleet average GHG emission limits for all passenger cars, light-duty trucks within various weight criteria, and medium-duty passenger vehicle weight classes beginning with the 2009 model year. Emission limits are further reduced each model year through 2016. For passenger cars and light-duty trucks 3,750 pounds or less loaded vehicle weight ("LVW"), the 2016 GHG emission limits are approximately 37 percent lower than during the first year of the regulations in 2009. For medium-duty passenger vehicles and light-duty trucks 3,751 LVW to 8,500 pounds gross vehicle weight ("GVW"), GHG emissions are reduced approximately 24 percent between 2009 and 2016.

CARB requested a waiver of federal preemption of California's Greenhouse Gas Emissions Standards. The intent of the waiver is to allow California to enact emissions standards to reduce CO<sub>2</sub> and other GHG emissions from automobiles in accordance with the regulation amendments to the CCRs that fulfill the requirements of AB 1493. The EPA granted a waiver to California to implement its GHG emissions standards for cars.

#### [Assembly Bill 1007](#)

AB 1007, (Pavley, Chapter 371, Statutes of 2005) directed the California Energy Commission ("CEC") to prepare a plan to increase the use of alternative fuels in California. As a result, the CEC prepared the State Alternative Fuels Plan in consultation with the State, federal, and local agencies. The State Alternative Fuels Plan presents strategies and actions California must take to increase the use of alternative non-petroleum fuels in a manner that minimizes costs to California and maximizes the economic benefits of in-state production. The 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.

#### [Bioenergy Action Plan – Executive Order S-06-06](#)

EO S-06-06 establishes targets for the use and production of biofuels and biopower and directs State agencies to work together to advance biomass programs in California while providing environmental protection and mitigation. EO S-06-06 establishes the following target to increase the production and use of bioenergy, including ethanol and biodiesel fuels made from renewable resources: produce a minimum of 20 percent of its biofuels within California by 2010, 40 percent by 2020, and 75 percent by 2050. EO S-06-06 also calls for the State to meet a target for the use of biomass electricity.

#### [Senate Bill 32](#)

In 2016, the California State Legislature adopted SB 32 and its companion bill, AB 197. Both were signed by Governor Brown (Office of Governor Edmund G. Brown Jr., 2016). SB 32 and AB 197 amend California Health and Safety Code ("HSC") Division 25.5, establish a new GHG reduction target of 40 percent below 1990 levels by 2030, and include provisions to ensure the benefits of State climate policies reach into disadvantaged communities.

#### [Senate Bill 743](#)

On September 27, 2013, SB 743 was signed into law. SB 743 was passed to promote the reduction of GHG emissions, the development of multimodal transportation networks, and a diversity of land uses. SB 743



changes the way that public agencies evaluate the transportation impacts of projects under CEQA. The revisions to the CEQA Guidelines establish new criteria for determining the significance of a project's transportation impacts that will more appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of GHGs. The 2017 Update to the Scoping Plan identified that slower VMT growth from more efficient land use development patterns would promote achievement of the State's climate goals.

OPR published the Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018) to provide recommendations for jurisdictions to apply VMT metrics and thresholds compliant with SB 743. OPR's advisory includes recommendations pertaining to screening criteria, metrics, and significant impact thresholds. OPR's recommendations are not binding and lead agencies ultimately have the discretion to set or apply their own significance thresholds, provided they are based on significant evidence.

For land use and transportation projects, SB 743-compliant CEQA analysis became mandatory on July 1, 2020. More details about SB 743 are provided in the setting section of [Section 5.17, Transportation](#).

#### [Executive Order B-48-18: Zero-Emission Vehicles](#)

In January 2018, EO B-48-18 was signed into law and requires all State entities to work with the private sector to have at least five million zero-emission vehicles ("ZEVs") on the road by 2030, as well as install 200 hydrogen fueling stations and 250,000 electric vehicle charging stations by 2025. It specifies that 10,000 of the electric vehicle charging stations should be direct current fast chargers. This EO also requires all State entities to continue to partner with local and regional governments to streamline the installation of ZEV infrastructure. The Governor's Office of Business and Economic Development is required to publish a Plug-in Charging Station Design Guidebook and update the 2015 Hydrogen Station Permitting Guidebook to aid in these efforts. All State entities are required to participate in updating the 2016 Zero-Emissions Vehicle Action Plan (Governor's Interagency Working Group on Zero-Emission Vehicles 2016) to help expand private investment in ZEV infrastructure with a focus on serving low-income and disadvantaged communities. Additionally, all State entities are to support and recommend policies and actions to expand ZEV infrastructure at residential uses through the Low Carbon Fuel Standard Program and recommend how to ensure affordability and accessibility for all drivers.

#### [Assembly Bill 2076: California Strategy to Reduce Petroleum Dependence](#)

In response to the requirements of AB 2076 (Chapter 936, Statutes of 2000), the CEC and CARB developed a strategy to reduce petroleum dependence in California. The strategy, *Reducing California's Petroleum Dependence*, was adopted by the CEC and CARB in 2003. The strategy recommends that: California reduce on-road gasoline and diesel fuel demand to 15 percent below 2003 demand levels by 2020 and maintain that level for the foreseeable future; the Governor and Legislature work to establish national fuel economy standards that double the fuel efficiency of new cars, light trucks, and sport utility vehicles ("SUVs"); and increase the use of non-petroleum fuels to 20 percent of on-road fuel consumption by 2020 and 30 percent by 2030.

#### [Assembly Bill 2188: Solar Permitting Efficiency Act](#)

AB 2188, enacted in California in 2015, requires local governments to adopt a solar ordinance by September 30, 2015, creating a streamlined permitting process that conforms to the best practices for



expeditious and efficient permitting of small residential rooftop solar systems. AB 2188 is designed to lower the cost of solar installations in California and further expand the accessibility of solar to more California homeowners. The bulk of the time and cost savings associated with a streamlined permitting process comes from the use of a standardized eligibility checklist and a simplified plan. AB 2188 also shortens the number of days for those seeking Homeowner's Association ("HOA") approval for a written denial of a proposed solar installation.

#### Governor's Low Carbon Fuel Standard (Executive Order #S-01-07)

EO S-01-07 establishes a statewide goal to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020 through establishment of a Low Carbon Fuel Standard. The Low Carbon Fuel Standard is incorporated into the State Alternative Fuels Plan and is one of the proposed discrete early action GHG reduction measures identified by the CARB pursuant to AB 32.

#### Senate Bill 97

SB 97 (Chapter 185, 2007) requires OPR to develop recommended amendments to the State CEQA Guidelines for addressing greenhouse gas emissions. OPR prepared its recommended amendments to the CEQA Guidelines to provide guidance to public agencies regarding the analysis and mitigation of GHG emissions and the effects of GHG emissions in draft CEQA documents. The amendments became effective on March 18, 2010.

#### Senate Bill 375

SB 375 was built on AB 32 (California's 2006 climate change law). SB 375's core provision is a requirement for regional transportation agencies to develop a Sustainable Communities Strategy ("SCS") in order to reduce GHG emissions from passenger vehicles. The SCS is one component of the existing Regional Transportation Plan ("RTP").

The SCS outlines the region's plan for combining transportation resources, such as roads and mass transit, with a realistic land use pattern, in order to meet a state target for reducing GHG emissions. The strategy must take into account the region's housing needs, transportation demands, and protection of resource and farmlands.

Additionally, SB 375 modified the State's Housing Element Law to achieve consistency between the land use pattern outlined in the SCS and the Regional Housing Needs Assessment allocation. The legislation also substantially improved the accountability of cities and counties for carrying out their housing element plans.

Finally, SB 375 amended CEQA (Public Resources Code, Section 21000 et seq.) to ease the environmental review of developments that help reduce the growth of GHG emissions.

#### Executive Order B-30-15

On April 29, 2015, Governor Brown issued EO B-30-15, which establishes a State GHG reduction target of 40 percent below 1990 levels by 2030. The new emission reduction target provides for a mid-term goal that would help the State to continue on course from reducing GHG emissions to 1990 levels by 2020 (per AB 32) to the ultimate goal of reducing emissions 80 percent under 1990 levels by 2050 (per EO S-03-05).



This is in line with the scientifically established levels needed in the U.S. to limit global warming below two degrees Celsius, which is the warming threshold at which scientists say there will likely be major climate disruptions. EO B-30-15 also addresses the need for climate adaptation and directs the State government to:

- Incorporate climate change impacts into the State's Five-Year Infrastructure Plan;
- Update the Safeguarding California Plan, the State climate adaptation strategy, to identify how climate change will affect California infrastructure and industry and what actions the State can take to reduce the risks posed by climate change;
- Factor climate change into State agencies' planning and investment decisions; and
- Implement measures under existing agency and departmental authority to reduce GHG emissions.

#### Advanced Clean Cars Program

In January 2012, CARB approved the Advanced Clean Cars program which combines the control of GHG emissions and criteria air pollutants, as well as requirements for greater numbers of ZEVs, into a single package of standards for vehicle model years 2017 through 2025. The new rules strengthen the GHG standard for 2017 models and beyond. This will be achieved through existing technologies, the use of stronger and lighter materials, and more efficient drivetrains and engines. The program's ZEV regulation requires battery, fuel cell, and/or plug-in hybrid electric vehicles to account for up to 15 percent of California's new vehicle sales by 2025. The program also includes a clean fuels outlet regulation designed to support the commercialization of zero-emission hydrogen fuel cell vehicles planned by vehicle manufacturers by 2015, by requiring increased numbers of hydrogen fueling stations throughout the state. The program will have significant energy demand implications as battery, fuel cell, and/or plug-in hybrid electric vehicle sales increase overtime, creating new demand for electricity services both in residential and commercial buildings (e.g., charging stations), as well as demand for new EV and hydrogen fuel cell charging stations. The number of stations will grow as vehicle manufacturers sell more fuel cell vehicles. According to the CARB, by 2025, when the rules will be fully implemented, the statewide fleet of new cars and light trucks will emit 34 percent fewer global warming gases and 75 percent fewer smog-forming emissions than the statewide fleet in 2016.

#### California Energy Code

The California Energy Code (CCR Title 24, Part 6), which is incorporated into the Building Energy Efficiency Standards, was first established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods.

The most recent Title 24 standards are the 2022 Title 24 standards. Buildings permitted on or after January 1, 2023, must comply with the 2022 Standards. The California Energy Commission updates the standards every three years. When compared to the 2019 Title 24 standards, the 2022 update focuses on: encouraging electric heat pump technology and use; establishing electric-ready requirements when natural gas is installed; expanding solar photovoltaic ("PV") system and battery storage standards; and strengthening ventilation standards to improve indoor air quality.





### California Green Building Standards Code

The purpose of the California Green Building Standards Code ("CalGreen") (CCR Title 24, Part 11) is to improve public health and safety and to promote the general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices in the following categories: 1) planning and design; 2) energy efficiency; 3) water efficiency and conservation; 4) material conservation and resource efficiency; and 5) environmental quality. CalGreen, which became effective on January 1, 2011, instituted mandatory minimum environmental performance standards for all ground-up new construction of commercial, low-rise residential uses, and State-owned buildings, as well as schools and hospitals. The mandatory standards require the following:

- 20 percent mandatory reduction in indoor water use relative to baseline levels;
- 50 percent construction/demolition waste must be diverted from landfills;
- Mandatory inspections of energy systems to ensure optimal working efficiency; and
- Low-pollutant emitting exterior and interior finish materials such as paints, carpets, vinyl flooring, and particle boards.

The voluntary standards require the following:

- Tier I: 15 percent improvement in energy requirements, stricter water conservation requirements for specific fixtures, 65 percent reduction in construction waste, 10 percent recycled content, 20 percent permeable paving, 20 percent cement reduction, and cool/solar reflective roof.
- Tier II: 30 percent improvement in energy requirements, stricter water conservation requirements for specific fixtures, 75 percent reduction in construction waste, 15 percent recycled content, 30 percent permeable paving, 30 percent cement reduction, and cool/solar reflective roof.

The latest version of CalGreen is the 2022 CalGreen Code, which became effective on January 1, 2023. Between 2010 and 2022, continuous updates and additions have been made to CALGreen, including water conservation and recycling, electric vehicle infrastructure and charging, and changes intended to eliminate conflicts with the California Energy Code, which is Part 6 of Title 24.

### Title 20

CCR Title 20 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. 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. Title 20 presents protocols for testing each type of appliance covered under the regulations, and appliances must meet the standards for energy performance, energy design, water performance, and water design. Title 20 contains three types of standards for appliances: federal and State standards for federally regulated appliances; State standards for federally regulated appliances; and State standards for non-federally regulated appliances.

#### [Executive Order B-55-18](#)

EO B-55-18, issued by Governor Brown in September 2018, establishes a statewide goal to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net-negative emissions thereafter. The goal is an addition to the existing statewide targets of reducing the State's GHG emissions.

#### [Senate Bill 1078 \(2002\), Senate Bill 107 \(2006\), Executive Order S-14-08 \(2008\), Senate Bill 350 \(2015\), and Senate Bill 100 \(2018\)](#)

SB 1078 established the Renewable Portfolio Standard (RPS) program, which required retail sellers of electricity to provide at least 20 percent of their supply from renewable sources by 2017. This goal has subsequently been accelerated several times. SB 1078 changed the target date to 2010 and EO S-14-08 expanded the State's RPS to 33 percent renewable power by 2020. SB 350 expanded the RPS by requiring retail seller and publicly owned utilities to procure 50 percent of their electricity from eligible renewable energy resources by 2030, with interim goals of 40 percent by 2024 and 45 percent by 2027. SB 100 accelerated and expanded the standards set forth in SB 350 by updating the RPS program to 50 percent eligible renewable energy resources by 2025 and 60 percent by 2030. In addition, SB 100 sets a 100 percent clean, zero carbon, and renewable energy policy for California's electricity system by 2045.

#### [Assembly Bill 939, Assembly Bill 341, and Assembly Bill 1826](#)

The Integrated Solid Waste Management Act of 1989 (AB 939) (California Public Resources Code Section 40050 et seq.) established an integrated waste management system that focuses on source reduction, recycling, composting, and land disposal of waste. AB 939 requires every city and county in California to divert 50 percent of its waste from landfills whether through waste reduction, recycling, or other means. AB 341, which took effect on July 1, 2012, amended the California Integrated Waste Management Act of 1989 to set California's recycling goal of 75 percent by the year 2020. AB 1826 requires recycling of organic matter by businesses generating such wastes in amounts over certain thresholds. AB 1826 also requires that local jurisdictions implement an organic waste recycling program to divert organic waste generated by businesses and multi-family developments that consist of five or more units.

#### [Senate Bill 1383](#)

SB 1383, issued by Governor Brown in September 2016, set statewide CH<sub>4</sub> emissions reduction targets to reduce emissions of short-lived climate pollutants ("SLCP"). The SLCPs included under SB 1383, including CH<sub>4</sub>, fluorinated gases, and black carbon, are GHGs that are much more potent than CO<sub>2</sub> and can have detrimental effects on human health and climate change. SB 1383 requires the CARB to adopt a strategy to reduce CH<sub>4</sub> by 40 percent, HFCs by 40 percent, and anthropogenic black carbon by 50 percent below 2013 levels by 2030. The CH<sub>4</sub> emission reduction goals include a 75 percent reduction in the level of statewide disposal of organic waste from 2014 levels by 2025.





### Senate Bill 379

In 2015, SB 379 revised California Government Code Section 65302 et seq. to require that cities and counties update their safety elements to address climate adaptation and resiliency strategies applicable to their jurisdiction. The updates are required at the next update of their local hazard mitigation plan on or after January 1, 2017. Local jurisdictions without a local hazard mitigation plan must update their safety elements beginning on or before January 1, 2022. The safety element update must include a vulnerability assessment identifying the risks that climate change poses to the local jurisdiction, and feasible implementation strategies to protect the community.

### Assembly Bill 1279

AB 1279, passed in 2022, declares the State's objective to achieve net zero GHG emissions as soon as possible, but no later than 2045, and to achieve and maintain net negative GHG thereafter. This is in addition to, and does not replace or supersede, statewide GHG emissions reduction targets.

### Cap-and-Trade Program

The Climate Change Scoping Plan identifies a Cap-and-Trade Program as a key strategy CARB would employ to help California meet its GHG reduction targets for 2020 and 2030, and ultimately achieve an 80 percent reduction from 1990 levels by 2050. Pursuant to its authority under HSC Division 25.5, CARB designed and adopted a California Cap-and-Trade Program to reduce GHG emissions from major sources (deemed "covered entities") by setting a firm cap on statewide GHG emissions and employing market mechanisms to achieve the State's emission-reduction mandate of returning to 1990 levels of emissions by 2020 and 40 percent below 1990 levels by 2030 (17 CCR Sections 95800 to 96023). Under the Cap-and-Trade Program, an overall limit is established for GHG emissions from capped sectors (e.g., electricity generation, petroleum refining, cement production, and large industrial facilities that emit more than 25,000 MMT CO<sub>2</sub>e per year), caps decline over time, and facilities subject to the cap can trade permits to emit GHGs. The statewide cap for GHG emissions from the capped sectors commenced in 2013 and declines over time, achieving GHG emission reductions throughout the Program's duration (17 CCR Sections 95800 to 96023). On July 17, 2017, the California legislature passed AB 398, extending the Cap-and-Trade Program through 2030.

An inherent feature of the Cap-and-Trade Program is that it does not guarantee GHG emissions reductions in any discrete location or by any particular source. Rather, GHG emissions reductions are only guaranteed on a statewide basis.

If California's direct regulatory measures reduce GHG emissions more than expected, then the Cap-and-Trade Program would be responsible for relatively fewer emissions reductions. If California's direct regulatory measures reduce GHG emissions less than expected, then the Cap-and-Trade Program would be responsible for relatively more emissions reductions. In other words, the Cap-and-Trade Program functions similarly to an insurance policy for meeting California's GHG emissions reduction mandates.



## REGIONAL & LOCAL

### South Coast Air Quality Management District

The South Coast Air Quality Management District ("SCAQMD") adopted a Policy on Global Warming and Stratospheric Ozone Depletion in April 1990. The policy commits the SCAQMD to consider global impacts in rulemaking and in drafting revisions to the Air Quality Management Plan ("AQMP"). In March 1992, the SCAQMD Governing Board reaffirmed this policy and adopted amendments to the policy to include the following directives:

- Phase out the use and corresponding emissions of CFCs, methyl chloroform (1,1,1-trichloroethane or TCA), carbon tetrachloride, and halons by December 1995;
- Phase out the large quantity use and corresponding emissions of HFCs by the year 2000;
- Develop recycling regulations for HFCs (e.g., SCAQMD Rules 1411 and 1415);
- Develop an emissions inventory and control strategy for methyl bromide; and
- Support the adoption of a California GHG emission reduction goal.

The legislative and regulatory activity detailed above is expected to require significant development and implementation of energy efficient technologies and shifting of energy production to renewable sources.

### SCAG's Connect SoCal: Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

The Southern California Association of Governments ("SCAG") is the metropolitan planning organization ("MPO") for the region in which the City of Lomita is located. In 2020, SCAG adopted Connect SoCal, the 2020-2045 RTP/SCS, which is an update to the previous 2016 RTP/SCS. The 2020-2045 RTP/SCS considers the role of transportation in the broader context of economic, environmental, and quality-of-life goals for the future, identifying regional transportation strategies to address mobility needs. The 2020-2045 RTP/SCS describes how the region can attain the GHG emission-reduction targets set by CARB by achieving a 19 percent reduction by 2035 compared to the 2005 level.

SCAG's 2020-2045 RTP/SCS builds on the land use policies that were incorporated into the 2016 RTP/SCS and provides specific strategies for successful implementation. These strategies include: implementing the Sustainable Communities Program ("SCP") – Housing and Sustainable Development ("HSD") which will both accelerate housing production as well as enable implementation of the SCS of Connect SoCal; encouraging use of active transportation, or human powered transportation such as bicycles, tricycles, wheelchairs, electric wheelchairs/scooters, skates, and skateboards; and supporting alternative fueled vehicles. The 2020-2045 RTP/SCS overall land use pattern reinforces the trend of focusing new housing and employment in infill areas well served by transit.

In addition, the 2020-2045 RTP/SCS includes goals and strategies to promote active transportation and improve transportation demand management ("TDM"). The 2020-2045 RTP/SCS strategies support local planning and projects that serve short trips, increase access to transit, expand understanding and consideration of public health in the development of local plans and projects, and support improvements in sidewalk quality, local bike networks, and neighborhood mobility areas. The 2020-2045 RTP/SCS proposes to better align active transportation investments with land use and transportation strategies,



increase competitiveness of local agencies for federal and state funding, and to expand the potential for all people to use active transportation.

An analysis of the Project's consistency with Connect SoCal 2020 is provided herein. It is noted that since issuance of the Project's Notice of Preparation ("NOP") and initiation of the analysis presented in this EIR, SCAG adopted Connect SoCal 2024. Connect SoCal 2024 carries forward policy direction established in Connect SoCal 2020, as well as more recent Regional Council actions that address emerging issues facing the region. Connect SoCal 2024 outlines a vision for a more resilient and equitable future, with investment, policies and strategies for achieving the region's shared goals through 2050. As with the previous RTP/SCS, Connect SoCal 2024 is a long-term plan for the southern California region that details investment in the transportation system and development in communities. SCAG worked closely with local jurisdictions to develop Connect SoCal 2024, which incorporates current demographics and anticipated future population, household, and employment growth patterns based, in part, upon local growth forecasts, projects and programs, and includes complementary regional policies and initiatives. The Plan outlines a forecasted development pattern that demonstrates how the region can sustainably accommodate needed housing. In addition, Connect SoCal is supported by a combination of transportation and land use strategies that outline how the region can achieve California's GHG-emission-reduction goals and FCAA requirements.

Connect SoCal 2024 provides Regional Planning Policies to provide guidance for integrating land use and transportation planning to realize the vision of Connect SoCal. The policies are within the following categories:

- Mobility
- Communities
- Environment
- Economy

#### South Coast Air Quality Management District Air Quality Management Plan

SCAQMD's AQMP is the regional blueprint for achieving air quality standards in the South Coast Air Basin ("SCAB"), an area that includes Orange County and the non-desert portions of Los Angeles, Riverside and San Bernardino counties. Through a combination of regulatory and incentive approaches via partnerships at all levels of government, healthy air quality is within reach.

SCAQMD approved the Final 2022 AQMP on December 2, 2022. The Final 2022 AQMP builds upon measures already in place from previous AQMPs to reduce air pollution and meet the federal O<sub>3</sub> standard established by the U.S. EPA in 2015. It includes a variety of additional actions and strategies such as regulation, accelerated deployment of available cleaner technologies (e.g., zero emission emissions technologies, when cost-effective and feasible, and low NO<sub>x</sub> technologies in other applications), best management practices, co-benefits from existing programs (e.g., climate and energy efficiency), incentives, and other FCAA measures to achieve the 2015 eight-hour O<sub>3</sub> standard.



#### City of Lomita Energy Efficiency Climate Action Plan

The City of Lomita, in cooperation with the South Bay Cities Council of Governments ("SBCCOG"), developed a Climate Action Plan ("CAP") to reduce GHG emissions within the City. The City's CAP serves as a guide for action by setting GHG emission reduction goals and establishing strategies and policies to achieve desired outcomes over a 20-year period (2035). The CAP identifies community-wide strategies to conserve energy and reduce GHG emissions from a range of sources within the jurisdiction, including transportation, land use, energy generation and consumption, water, and waste.

#### 4.7.4 SIGNIFICANCE CRITERIA AND THRESHOLDS

CEQA Guidelines Appendix G contains the Initial Study Environmental Checklist, which includes questions related to climate change-related impacts:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment (refer to Impact Statement GHG-1); or
- Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases (refer to Impact Statement GHG-2).

#### ANALYSIS APPROACH AND METHODOLOGY

Cumulative impacts are the collective impacts of one or more past, present, and future projects that, when combined, result in adverse changes to the environment. In determining the significance of a project's contribution to anticipated adverse future conditions, a lead agency should generally undertake a two-step analysis. The first question is whether the *combined* effects from *both* the proposed Project *and* other projects would be cumulatively significant. If the agency answers this inquiry in the affirmative, the second question is whether "the project's *incremental* effects are cumulatively considerable" and thus significant in and of themselves. The cumulative global project list for this issue (climate change) comprises anthropogenic (i.e., human-made) GHG emissions sources across the globe. No project alone would reasonably be expected to contribute to a noticeable incremental change to the global climate, but rather effects are shown to be caused by the cumulative emissions from across the globe. However, legislation and executive orders on the subject of climate change in California have established a statewide context and process for developing an enforceable statewide cap on GHG emissions. Given the nature of environmental consequences from GHGs and global climate change, CEQA requires that lead agencies consider evaluating the cumulative impacts of GHGs. Small contributions to this cumulative impact (from which significant effects are occurring and are expected to worsen over time) may be potentially considerable and, therefore, significant.

OPR recommends that lead agencies under CEQA create a plan to reduce GHG emissions that meets the goals of both CEQA and general plans. OPR states that the GHG emissions reduction plan can be either a stand-alone CAP or directly part of the general plan. The City of Lomita, in cooperation with the SBCCOG, developed the 2017 CAP to reduce GHG emissions within the City of Lomita. The City's CAP serves as a guide for action by setting GHG reduction goals and establishing strategies and policy to achieve desired outcomes.



Quantitative disclosure of the Project's GHG emissions is provided below. Additionally, an analysis of the proposed Project's consistency with the City of Lomita CAP and the California Statewide 2030 GHG emissions target of 40 percent below 1990 levels by 2030 (as encapsulated by SB 32), as well as a qualitative analysis of the Project's consistency with the California statewide net zero target by 2045 (as encapsulated in AB 1279), is also provided.

#### 4.7.5 IMPACTS AND MITIGATION MEASURES

**GHG-1: Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

**GHG-2: Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?**

**Impact Analysis:** Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. Implementation of the General Plan Update would contribute to increases of GHG emissions that are associated with global climate change. Estimated GHG emissions attributable to future development would be primarily associated with increases of CO<sub>2</sub> and other GHG pollutants, such as CH<sub>4</sub> and N<sub>2</sub>O, from mobile sources and utility usage.

#### PROJECT GREENHOUSE GAS EMISSIONS

##### Construction Emissions

Potential future development associated with implementation of the General Plan Update would generate GHGs during the construction and operational phases of the Project. The proposed Project's primary source of construction-related GHGs would result from emissions of CO<sub>2</sub> associated with individual development projects' construction and worker vehicle trips; refer to [Table 4.7-1, \*Construction GHG Emissions \(Metric Tons/Year\)\*](#). Additionally, site-specific development would likely require limited demolition and grading and would also include site preparation, paving, building construction, and architectural coating phases. Construction pursuant to the proposed General Plan Update was assumed to occur starting in year 2025 and ending in year 2045. Since specific development projects are not currently proposed, default parameters were used for construction activities, except for the construction schedule, which was adjusted to reflect the buildout year of 2045. See [Appendix C, \*Air Quality, Energy and Greenhouse Gas Emissions Modeling Data\*](#), for more detail.

**Table 4.7-1**  
**Construction GHG Emissions (Metric Tons/Year)**

Year	Bio-CO <sub>2</sub>	NBio-CO <sub>2</sub>	Total CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	R	CO <sub>2</sub> e
Maximum	0	12,861.4	12,861.4	0.6	0.8	15.5	13,135.2
Source: CalEEMod version 2022.1							



As shown in [Table 4.7-1](#), Project construction-related activities would generate a maximum of approximately 13,135 MMT CO<sub>2</sub>e of GHG emissions in a single year. Total GHG emissions from construction-related activities would be approximately 237,523 MMT CO<sub>2</sub>e over the entire course of construction (assumed to start in year 2025 and end in year 2045. See [Appendix C, Air Quality, Energy and Greenhouse Gas Emissions Modeling Data](#), for more detail. Once construction is complete, the generation of construction-related GHG emissions would cease.

#### Operational Emissions

The operational phase of future development associated with implementation of the proposed Project would generate GHGs primarily from the individual development's operational vehicle trips and building energy (electricity and natural gas) usage; refer to [Table 4.7-2, Operational GHG Emissions 2040 \(Metric Tons/Year\)](#). Other sources of GHG emissions would be minimal.

**Table 4.7-2**  
**Operational GHG Emissions 2045 (Metric Tons/Year)**

Category	Bio-CO <sub>2</sub>	NBio-CO <sub>2</sub>	Total CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	R	CO <sub>2</sub> e
Area	699.1	1,495.9	2,195.0	2.1	0.0	0	2,255.2
Energy	0	21,448.9	21,448.9	2.2	0.1	0	21,546.6
Mobile	0	90,421.2	90,421.2	3.4	3.6	10.5	91,599.1
Waste	622.4	-	622.4	62.2	-	0	2,177.6
Water	144.7	1,105.5	1,250.1	15.0	0.4	0	1,734.5
Refrigerants	0	0	0	0	0	16.6	16.6
<b>Total</b>	<b>1,466.2</b>	<b>114,471.4</b>	<b>115,937.6</b>	<b>84.9</b>	<b>4.2</b>	<b>27.0</b>	<b>119,329.6</b>

Source: CalEEMod version 2022.1

As shown in [Table 4.7-2](#), Project operational GHG emissions would total approximately 119,329.6 MMT CO<sub>2</sub>e annually. The proposed General Plan Update includes goals, policies, and actions to reduce GHG emissions, as provided below. The proposed Project would provide for more residential, commercial, and mixed-use development in proximity to each other, as well as in proximity to transit. Further, Project implementation would provide for a denser urban environment with improved amenities that support active (non-motorized) transportation opportunities within the Planning Area. Accordingly, as discussed further below, the Project is consistent with plans and policies designed to achieve the State's GHG reduction goals. However, it cannot be guaranteed that construction and operational emissions would result in a less than significant impact with regards to GHG impacts, as discussed in further detail below.

#### **CONSISTENCY WITH APPLICABLE GHG PLANS, POLICIES, OR REGULATIONS**

##### Lomita Climate Action Plan - Community GHG Emissions Inventory, Forecasts, and Targets

The following summarizes the Lomita's CAP quantification of baseline GHG emissions, the establishment of GHG emissions targets that demonstrate a level at which the contribution of GHG emissions from



activities covered by the CAP would not be cumulatively considerable, and forecasts for future year GHG emissions. These analyses and results are provided in the CAP and are briefly summarized below.

#### GHG Emissions Inventory

The first step towards reducing GHG emissions is estimating the baseline and future expected emissions. These estimates are categorized by sources, including commercial and residential energy, on-road transportation, solid waste, water, wastewater, and off-road sources. The City completed inventories for 2005, 2007, 2010, and 2012. The baseline year is 2005, which means that the future emissions reductions will be measured against emissions that occurred in 2005.

Table 4.7-3, *City of Lomita Community-wide GHG Emissions by Sector from 2005 to 2012*, provides a summary of the City's 2005 (baseline) and 2012 community inventories. As shown in Table 4.7-3, the transportation sector is the largest contributor to emissions.

**Table 4.7-3**  
**City of Lomita Community-wide GHG Emissions by Sector from 2005 to 2012**

Sector	2005	2012	% Change 2005 to 2012
On-Road Transportation	58,669	59,950	2.2%
Residential Energy	28,405	27,946	-1.6%
Commercial Energy	17,978	12,725	-29.2%
Solid Waste	4,723	2,701	-42.8%
Water	4,340	2,715	-37.4%
Off-Road Equipment	123	293	137.8%
Wastewater	76	56	-26.3%
<i>Total</i>	114,314	106,386	-6.9%
Source: South Bay Cities Council of Governments, <i>City of Lomita Climate Action Plan</i> , January 2018.			

#### GHG Emissions Forecasts and Reduction Target

Emission estimates for future years are scenarios based on assumptions about the future. The 2020 Business As Usual ("2020 BAU") scenario assumes that no new policies, plans, programs, or regulations designed to reduce GHG emissions will be adopted or implemented before 2020. This scenario would be the "worst case". The 2020 and 2035 Adjusted Business As Usual ("ABAU") scenarios, in comparison, do take into account the expected reduction impacts resulting from federal and State mandated laws, such as higher vehicle fuel efficiency standards and increases in the percentage of renewable energy production.

In 2015, the City set GHG emission reduction goals consistent with the State's AB 32 GHG emission reduction targets. The City's target was calculated as a 15 percent decrease from 2005 levels by 2020 as





recommended in the B 32 Scoping Plan. A longer-term goal was established for 2035 to reduce emissions by 49 percent below 2005 levels. These goals put the City on a path towards helping the State meet its long-term 2050 goal to reduce emissions by 80 percent below 1990 levels.

#### GHG Reduction Measures

The City of Lomita CAP includes a large array of strategies to reduce GHG emissions. These strategies include:

- Land Use and Transportation: Facilitate pedestrian and neighborhood development and identify ways to reduce automobile emissions including supporting ZEV infrastructure, improving pedestrian and bicycle infrastructure, enhancing public transit service, and supporting reductions in single-occupancy vehicle use.
- Energy Efficiency: Emphasize energy efficiency retrofits for existing buildings, energy performance requirements for new construction, water efficient landscaping, financing programs that will allow home and business owners to obtain low-interest loans for implementing energy efficiency in their buildings.
- Solid Waste: Focus on increasing waste diversion and encouraging participation in recycling and composting throughout the community.
- Urban Greening: Contain measures that create “carbon sinks” as they store GHG emissions that are otherwise emitted into the atmosphere as well as support health of the community.
- Energy Generation and Storage: Demonstrate the City’s commitment to support the implementation of clean, renewable energy while decreasing dependence on traditional, GHG emitting power sources.

#### Implementation and Monitoring

The City of Lomita’s CAP is a policy-level document that guides the implementation of the CAP’s GHG reduction measures. On-going monitoring and reporting of GHG reduction impacts and their cost effectiveness will enable City staff to make regular adjustments to the CAP. The monitoring and implementation process should anticipate the possible need to adjust to unforeseen circumstances, incorporated innovative new technologies, and evolve with the advancing science of climate change. Measure-Tracking tools are ways for the City to monitor the reductions that result from the implementation of GHG reduction actions. The Climate Action Implementation Coordinator or the City Climate Action Team could be tasked to maintain records of reduction measure implementation; additionally, as funding is available, they could ensure that periodic updates to the emissions inventory are completed as a way to quantify GHG reductions. Conducting future inventories also allows the City to better assess their GHG emissions as better data and new methods for calculating reductions become available. Additionally, the City can continue to receive assistance from the SBCCOG for their implementation and monitoring efforts.

#### Project Consistency with City of Lomita CAP

Proposed General Plan Update Resource Management Element Policy RM-4.1 requires the City to demonstrate environmental leadership and reduce greenhouse gas emissions from municipal facilities





and operations by at least 49 percent below 2005 levels by 2035, in conjunction with the City's 2018 CAP. Additionally, Policy RM-4.2 requires the City to update the community and municipal GHG inventories every five years to track progress toward achieving the City's GHG reduction goal.

While the reduction of GHG emissions puts the City on the path to achieve its long-term emissions targets, since the CAP was developed in 2018, prior to AB 1279, the City would need additional actions to keep the City on a path that aligns with the State of California's longer-term goal for 2045.

#### 2022 Scoping Plan Consistency

Codified by the California Legislature as AB 32, EO S-3-05 includes the goal to reduce GHG emissions to 1990 levels by 2020. In 2008, CARB approved a Scoping Plan as required by AB 32. The Scoping Plan has a range of GHG reduction actions which include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms such as a cap-and-trade system, and an AB 32 implementation fee to fund the program. The 2022 Scoping Plan identifies additional GHG reduction measures necessary to achieve the 2030 target, as well as to achieve the State's target of carbon neutrality by year 2045, as encapsulated by AB 1279. These measures build upon those identified in the previous Scoping Plan updates. Although a number of these measures are currently established as policies and measures, some measures have not yet been formally proposed or adopted. It is expected that these measures or similar actions to reduce GHG emissions will be adopted subsequently as required to achieve Statewide GHG emissions targets.

Table 4.7-4, *Project Consistency with the 2022 Scoping Plan*, summarizes the Project's consistency with applicable policies and measures of the 2022 Scoping Plan. As indicated in Table 4.7-4, the Project would not conflict with any of the provisions of the 2022 Scoping Plan and would support four of the action categories through energy efficiency, water conservation, recycling, and landscaping.



**Table 4.7-4**  
**Project Consistency with the 2022 Scoping Plan**

Sector/Source	Category/Description	Consistency Analysis
<b>Area</b>		
<b>SCAQMD Rule 445 (Wood Burning Devices)</b>	Restricts the installation of wood-burning devices in new development.	<u>Mandatory Compliance.</u> Approximately 15 percent of California’s major anthropogenic sources of black carbon include fireplaces and wood burning stoves. <sup>1</sup> The Project would not include hearths (woodstove and fireplaces) as mandated by this rule.
<b>Energy</b>		
<b>California Renewables Portfolio Standard, Senate Bill 350 (SB 350) and Senate Bill 100 (SB 100)</b>	Increases the proportion of electricity from renewable sources to 33 percent renewable power by 2020. SB 350 requires 50 percent by 2030. SB 100 requires 44 percent by 2024, 52 percent by 2027, and 60 percent by 2030. It also requires the State Energy Resources Conservation and Development Commission to double the energy efficiency savings in electricity and natural gas final end uses of retail customers through energy efficiency and conservation.	<u>No Conflict.</u> The Project would utilize electricity provided by Southern California Edison (“SCE”), which is required to meet the 2030, 2045, and 2050 performance standards. In 2018, 31 percent of SCE’s electricity came from renewable resources. <sup>2</sup> By 2030 SCE plans to achieve 80 percent carbon-free energy. <sup>3</sup>
<b>All Electric Appliances for New Residential and Commercial Buildings (AB 197)</b>	All electric appliances beginning 2026 (residential) and 2029 (commercial), contributing to 6 million heat pumps installed statewide by 2030.	<u>Mandatory Compliance.</u> Project-specific plans would be required to demonstrate that only all electric appliances would be installed for residential land uses starting in 2026, and for commercial uses starting in 2029, consistent with this requirement.
<b>California Code of Regulations, Title 24, Building Standards Code</b>	Requires compliance with energy efficiency standards for residential and nonresidential buildings.	<u>Mandatory Compliance.</u> Future development associated with Project implementation would be required to meet the applicable requirements of the adopted Title 24 Building Energy Efficiency Standards, including installation of rooftop solar panels and additional CALGreen requirements (see discussion under CALGreen Code requirements below).



**Table 4.7-4 (continued)**  
**Project Consistency with the 2022 Scoping Plan**

Sector/Source	Category/Description	Consistency Analysis
<b>California Green Building Standards (CALGreen) Code Requirements</b>	All bathroom exhaust fans are required to be ENERGY STAR compliant.	<u>Mandatory Compliance.</u> Project-specific construction plans would be required to demonstrate that energy efficiency appliances, including bathroom exhaust fans, and equipment are ENERGY STAR compliant.
	HVAC system designs are required to meet American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) standards.	<u>Mandatory Compliance.</u> Project-specific construction plans would be required to demonstrate that the HVAC system meets the ASHRAE standards.
	Air filtration systems are required to meet a minimum efficiency reporting value (MERV) 8 or higher.	<u>Mandatory Compliance.</u> Specific development projects would be required to install air filtration systems (MERV 8 or higher) as part of its compliance with the adopted Title 24 Building Energy Efficiency Standards.
	Refrigerants used in newly installed HVAC systems shall not contain any chlorofluorocarbons.	<u>Mandatory Compliance.</u> Specific development projects would be required to meet this requirement as part of its compliance with the CALGreen Code.
	Parking spaces shall be designed for carpool or alternative fueled vehicles. Up to eight percent of total parking spaces is required for such vehicles.	<u>Mandatory Compliance.</u> Specific development projects would be required to meet this requirement as part of its compliance the CALGreen Code.



**Table 4.7-4 (continued)**  
**Project Consistency with the 2022 Scoping Plan**

Sector/Source	Category/Description	Consistency Analysis
<b>Mobile Sources</b>		
<b>Mobile Source Strategy (Cleaner Technology and Fuels)</b>	Reduce GHGs and other pollutants from the transportation sector through transition to zero-emission and low-emission vehicles, cleaner transit systems, and reduction of vehicle miles traveled.	<u>Consistent</u> . The Project would be consistent with this strategy by supporting the use of zero-emission and low-emission vehicles; refer to CALGreen Code discussion above.
<b>Senate Bill (SB) 375</b>	SB 375 establishes mechanisms for the development of regional targets for reducing passenger vehicle GHG emissions. Under SB 375, CARB is required, in consultation with the State's Metropolitan Planning Organizations, to set regional GHG reduction targets for the passenger vehicle and light-duty truck sector for 2020 and 2035.	<u>Consistent</u> . As demonstrated in <u>Table 4.7-5</u> , the Project would comply with SCAG 2020-2045 RTP/SCS, and therefore, the Project would be consistent with SB 375.
<b>Water</b>		
<b>CCR, Title 24, Building Standards Code</b>	Title 24 includes water efficiency requirements for new residential and non-residential uses.	<u>Mandatory Compliance</u> . Refer to the discussion under the adopted Title 24 Building Standards Code and CALGreen Code, above.
<b>Water Conservation Act of 2009 (Senate Bill X7-7)</b>	The Water Conservation Act of 2009 sets an overall goal of reducing per capita urban water use by 20 percent by December 31, 2020. Each urban retail water supplier shall develop water use targets to meet this goal. This is an implementing measure of the Water Sector of the AB 32 Scoping Plan. Reduction in water consumption directly reduces the energy necessary and the associated emissions to convey, treat, and distribute the water; it also reduces emissions from wastewater treatment.	<u>Consistent</u> . Refer to the discussion under the adopted Title 24 Building Standards Code and CALGreen Code, above. Also, refer to <u>Section 4.9, Hydrology and Water Quality</u> .



**Table 4.7-4 (continued)**  
**Project Consistency with the 2022 Scoping Plan**

Sector/Source	Category/Description	Consistency Analysis
<b>Solid Waste</b>		
<b>California Integrated Waste Management Act ("IWMA") of 1989 and Assembly Bill (AB) 341</b>	The IWMA mandates that State agencies develop and implement an integrated waste management plan which outlines the steps to divert at least 50 percent of solid waste from disposal facilities. AB 341 directs the California Department of Resources Recycling and Recovery ("CalRecycle") to develop and adopt regulations for mandatory commercial recycling and sets a Statewide goal for 75 percent disposal reduction by the year 2020.	<u>Mandatory Compliance.</u> The Project would be required to comply with AB 341 which requires multifamily residential dwelling of five units or more to arrange for recycling services. This would reduce the overall amount of solid waste disposed of at landfills. The decrease in solid waste would in return decrease the amount of methane released from decomposing solid waste.
<b>Notes:</b> <ol style="list-style-type: none"><li>1. California Air Resources Board, <i>California's 2017 Climate Change Scoping Plan</i>, Figure 4: California 2013 Anthropogenic Black Carbon Emission Sources, November 2017.</li><li>2. California Energy Commission, <i>2018 Power Content Label Southern California Edison</i>, <a href="https://www.energy.ca.gov/sites/default/files/2020-01/2018_PCL_Southern_California_Edison.pdf">https://www.energy.ca.gov/sites/default/files/2020-01/2018_PCL_Southern_California_Edison.pdf</a>, accessed June 24, 2020.</li><li>3. Southern California Edison, <i>The Clean Power and Electrification Pathway</i>, <a href="https://newsroom.edison.com/internal_redirect/cms.ipressroom.com.s3.amazonaws.com/166/files/20187/g17-pathway-to-2030-white-paper.pdf">https://newsroom.edison.com/internal_redirect/cms.ipressroom.com.s3.amazonaws.com/166/files/20187/g17-pathway-to-2030-white-paper.pdf</a>, accessed June 24, 2020.</li><li>4. California Energy Commission, <i>2013 California Energy Efficiency Potential and Goals Study</i>, Appendix Volume I, August 15, 2013.</li></ol>		

#### AB 1279 Consistency

AB 1279, passed in 2022, declares the State's objective to achieve net zero GHG emissions as soon as possible, but no later than 2045, and to achieve and maintain net negative GHG emissions thereafter. This is in addition to, and does not replace or supersede, statewide GHG emissions reduction targets. CARB's 2022 Scoping Plan is designed to ensure the State would meet its GHG emissions goals as encapsulated in AB 1279. As described above, the proposed Project would not conflict with any of the provisions of the 2022 Scoping Plan and would support four of the action categories through energy efficiency, water conservation, recycling, and landscaping. However, although the Project would not conflict with the 2022 Scoping Plan, this is not sufficient to ensure that individual development projects associated with the proposed Project would be consistent with the net zero GHG emissions target encapsulated by AB 1279. Full consistency between the proposed Project and AB 1279 cannot be ensured at this programmatic level.



of analysis; therefore, implementation of the proposed Project could result in a significant impact on the environment due to the release of GHGs.

#### SCAG RTP/SCS Consistency

The 2020-2045 RTP/SCS is supported by a combination of transportation and land use strategies that help the region achieve State GHG emissions reduction goals and FCAA requirements, preserve open space areas, improve public health and roadway safety, support our vital goods movement industry, and utilize resources more efficiently. GHG emissions resulting from development-related mobile sources are the most potent source of emissions, and therefore Project comparison to the 2020-2045 RTP/SCS is an appropriate indicator of whether the Project would inhibit the post-2020 GHG reduction goals promulgated by the State. The Project's consistency with the 2020-2045 RTP/SCS goals is analyzed in detail in Table 4.7-5, Project Consistency with the 2020-2045 RTP/SCS.

As depicted in Table 4.7-5, the Project would be consistent with the 2020-2045 RTP/SCS through various policies. The General Plan Update's goals, policies, and actions would support development that is encouraged by the 2020-2045 RTP/SCS to reduce VMT and expand multi-modal transportation options in order for the region to achieve GHG reductions from the land use and transportation sectors required by SB 375, which, in turn, advances the State's long-term climate policies. By furthering implementation of SB 375, the General Plan Update supports regional land use and transportation GHG reductions consistent with State regulatory requirements. Therefore, the Project would be consistent with the GHG reduction-related actions and strategies contained in the 2020-2045 RTP/SCS.

**Table 4.7-5**  
**Project Consistency with the 2020-2045 RTP/SCS**

SCAG Goals	Consistency Analysis
Focus Growth Near Destinations & Mobility Options	<b>Consistent.</b> The proposed General Plan Update includes a number of policies related to focusing new growth near destinations and transit. For example, proposed Land Use Element Policy LU-1.2 emphasizes focusing new higher density mixed-use development along major corridors and within key activity nodes to expand housing opportunity, preserve the character of existing single-family neighborhoods, promote active transportation options, and enhance economic vitality. Additionally, proposed Mobility Element Goal M-1 emphasizes a community served by a safe and balanced circulation system that meets the needs of all users. Further, Policy M-3.2 promotes multimodal connectivity, to link activity centers, employment centers, public facilities, and schools to transit and active transportation facilities.



**Table 4.7-5 (continued)**  
**Project Consistency with the 2020-2045 RTP/SCS**

SCAG Goals	Consistency Analysis
Promote Diverse Housing Choices	<b>Consistent.</b> The most recent Housing Element includes a number of policies that promote diversity of housing choices. The General Plan Update Land Use Map would implement these policies through a variety of residential and mixed-use land use designations. Additionally, Goal LU-1 requires the City to promote a balanced land use pattern that meets the diverse needs of Lomita’s residents and businesses, providing a range of housing options, offering a variety of employment and recreation opportunities, and promoting a robust local economy. Also, Policy LU-1.8 focuses on mixed-use developing, by creating opportunities for development projects that mix housing with commercial uses to enable Lomita’s residents to live close to businesses and employment, improving multi-modal travel and increasing social interaction.
Leverage Technology Innovations	<b>Consistent.</b> The General Plan Update includes a number of policies related to the use of new technology to achieve sustainable development. For example, proposed Resource Management Element Policy RM-4.4 promotes sustainable infrastructure, by continuing to public infrastructure that supports the use of energy efficient or low-emission transportation. Further, Policy RM-5.1 promotes the development and use of renewable energy sources for city, residential, and business facilities. Policy RM-5.5 encourages property owners to participate in solar retrofit and other energy-efficient home improvement projects to reduce reliance on traditional energy sources. Additionally, Action RM-5e requires the City to consider adopting minimum energy efficiency requirements in the Zoning Code. Further, Policy M-5.4 promotes new mobility technologies.
Support Implementation of Sustainability Policies	<b>Consistent.</b> The General Plan Update includes a number of policies that support and align with the implementation of SCAG’s sustainability policies. For example, Goal LU-1 promotes a balanced land use pattern, and the policies within this goal promotes mixed uses and neighborhood-serving uses, which would support sustainability policies. Further, Goal M-1 promotes a community that is served by a balanced circulation system. Policies within this goal include traffic calming on local streets, transportation demand management, and complete streets, which represent examples of sustainability policies. Also, Policy RM-3.4 encourages new and emerging technologies (i.e. sustainability technology) that could decrease air pollution. Other policies within the Resources Management Element of the proposed General Plan Update also provide various policies that further support sustainability policies.





**Table 4.7-5 (continued)**  
**Project Consistency with the 2020-2045 RTP/SCS**

SCAG Goals	Consistency Analysis
Promote a Green Region	<b>Consistent.</b> The General Plan Update includes a number of policies and actions that support the development of a green region. For example, the General Plan Update includes Policy M-6.4 that promotes bicycle/pedestrian facilities at new developments, which would promote bicycling and walking, which helps to promote a green region. Additionally, the proposed Resource Management Element includes various policies that reduce GHG emissions, such as Policy RM-4.3, which requires the City to update the community and municipal GHG inventories every five years to track progress toward achieving the City's GHG reduction goal. For additional policies that would promote a green region, refer to the General Plan Update goals, policies and actions cited above in Impact GHG-1.
Source: Southern California Association of Governments, Connect SoCal – The Regional Transportation Plan/Sustainable Communities Strategy, 2020.	

Compliance with applicable State standards would ensure consistency with State and regional GHG reduction planning efforts. The goals stated in the 2020-2045 RTP/SCS helped determine consistency with the planning efforts previously stated. As shown in [Table 4.7-5](#), the proposed Project would be consistent with the stated goals of the 2020-2045 RTP/SCS. Therefore, the proposed Project would not result in any significant impacts or interfere with SCAG's ability to achieve the region's post-2020 mobile source GHG reduction targets.

### Conclusion

In order to further reduce GHG emissions associated with buildout of the General Plan Update, the City has included numerous goals, policies and actions in the General Plan Update aimed at reducing GHG emissions and promoting sustainability in the Planning Area. The General Plan Update proposes goals, policies and actions that are relevant to climate change and GHG emissions, including encouraging land use patterns that reduce mobile energy consumption within the Planning Area. For example, proposed Land Use Element Goal LU-1 requires the City to implement a balanced land use pattern. Policy LU-1.1 requires the City to promote a comprehensive approach to land use planning that is socially, economically, and environmentally sustainable. Policy LU-1.2 requires the City to focus new higher density mixed-use development along major corridors and within key activity nodes to expand housing opportunity, preserve the character of existing single-family neighborhoods, promote active transportation options, and enhance economic vitality. Proposed Mobility Element Policy M-1.8 encourages the preparation of TDM plans for all major developments or facility expansions to encourage ride-sharing and other improvements, thereby reducing vehicle trips. Goal M-3 encourages the development of complete streets. Policy M-5.1 requires the City to work with the Los Angeles County Metropolitan Authority (Metro), Torrance Transit, and other local public transit providers to plan and improve local transit service and transit facilities, including bus stops, in the city. Policy M-6.1 encourages the City to implement the





Bicycle and Pedestrian Master Plan to provide active transportation facilities that can serve as an alternative to automobiles. Policy M-9.4, which encourages the City to work with developers to reduce GHG emissions and minimize congestion related to new development through improvements to the circulation system and on-site improvements that encourage public and active modes of travel.

Furthermore, numerous policies and programs offer other avenues for reducing GHGs in the Planning Area. For example, the proposed Resource Management Element Policy RM-3.4 encourages new and emerging technologies that could decrease air pollution (including GHGs). Goal RM-4 commits the City to reducing municipal GHG emissions and achieving a low carbon future. Further, Policy RM-4.1 requires the City to demonstrate environmental leadership and reduce greenhouse gas emissions from municipal facilities and operations by at least 49 percent below 2005 levels by 2035, in conjunction with the City's 2018 CAP. Additionally, Policy RM-4.2 requires the City to update the community and municipal GHG inventories every five years to track progress toward achieving the City's GHG reduction goal. Moreover, Policy RM-4.3 requires residential and nonresidential development projects to implement sustainable development standards to decrease GHG emissions. Action RM-4a requires the City to implement the local GHG reduction measures identified in the City of Lomita 2018 CAP and perform on-going monitoring and reporting of GHG reduction impacts. Goal RM-5 further requires the City to carefully and safely manage energy resources, embracing sustainable practices for long-term vitality. Policy RM-5.1 promotes the development and use of renewable energy sources for city, residential, and business facilities. Other policies and actions that would reduce GHGs are provided below.

Overall, the proposed Project would be required to comply with regulations imposed by the State of California and the SCAQMD aimed at the reduction of air pollutant emissions, as described above. While compliance with relevant regulations and implementation of the proposed General Plan Updates' goals, policies and actions would reduce GHG emissions, the associated reductions of GHG emissions are not quantifiable. Therefore, it cannot be guaranteed that the implementation of the General Plan Update, as well as the individual development projects associated with implementation of the proposed Project, would generate emissions consistent with the State's long-term goals for reducing GHG emissions in the State of California, particularly the net-zero target as promulgated under AB 1279. As such, the City cannot state with certainty whether implementation of the General Plan Update would meet the State's community emissions target. The proposed Project would result in a significant and unavoidable adverse impact related to GHG emissions.

#### **Proposed General Plan Update Goals, Policies, and Actions:**

##### **LAND USE ELEMENT**

- Goal LU-1:**      **Balanced Land Use Pattern.** Preserve a balanced land use pattern that meets the diverse needs of Lomita's residents and businesses, providing a range of housing options, offering a variety of employment and recreation opportunities, and promoting a robust local economy.
- Policy LU-1.1:**      **Land Planning.** Promote a comprehensive approach to land use planning that is socially, economically, and environmentally sustainable; enhances community livability and public health; offers choices in housing, jobs, amenities, and
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transportation; reduces pollution, greenhouse gas emissions, and the expenditure of non-renewable resources; and provides opportunities for meaningful public engagement in land use decisions.

**Policy LU-1.2:** **Focused Growth.** Focus new higher density mixed-use development along major corridors and within key activity nodes to expand housing opportunity, preserve the character of existing single-family neighborhoods, promote active transportation options, and enhance economic vitality.

**Policy LU-1.3:** **Employment/Housing Balance.** Strive to balance levels of employment and housing within the community to provide more opportunities for residents to work locally, reduce commute times, and improve air quality.

**Policy LU-1.4:** **Thriving Downtown.** Promote economic opportunities in Downtown Lomita through a mixture of housing, destination-type commercial uses, eateries, entertainment, and civic uses such as cultural and performing arts facilities. Support pedestrian-friendly and human-scaled development within the downtown area to reduce vehicle trips and parking demand.

**Policy LU-1.5:** **Neighborhood-Serving Uses.** Support the development of neighborhood-scaled retail and service uses nearby residences to meet daily needs and reduce vehicle trips.

**Policy LU-1.6:** **Capture Local Spending.** Encourage the development of a broad range of commercial uses that capture a greater share of local spending and reduce residents' reliance upon travel to nearby communities.

**Policy LU-1.8:** **Mixed-Use.** Create opportunities for development projects that mix housing with commercial uses to enable Lomita's residents to live close to businesses and employment, improving multi-modal travel and increasing social interaction.

**Action LU-1a:** Update the City's Zoning Ordinance (Title XI, Chapter 1 of the Lomita Municipal Code) and Zoning Map as appropriate to ensure consistency with this Land Use Element and designations shown on the Land Use Map (Figure LU-1). As part of the update, address the following items:

- a. Amend the Zoning Ordinance to include new mixed-use zones and associated development standards and land use regulations, to implement the MU30, MU40, and MU70 land use designations and reflect the development densities and intensities of those designations. Moreover, amend the Zoning Map to apply the new zones to specific parcels within the city.
- b. Reevaluate the permitted uses in the Downtown, Commercial (D-C) zone to ensure that they reflect the mix of retail, commercial, restaurant, office, service, etc. uses desired by the community for the downtown.
- c. Ensure that minimum lot sizes for new mixed-use developments are adhered to.



## MOBILITY ELEMENT

- Goal M-1:** **Local Circulation System.** A community served by a safe and balanced circulation system that meets the needs of all users.
- Policy M-1.6:** **Promote Safe Streets.** Use a safe systems approach for transportation planning, street design, operations, emergency response, and maintenance that proactively identifies opportunities to improve safety where conflicts between users exist to eliminate traffic fatalities and serious injuries in our roadways.
- Policy M-1.7:** **Traffic Calming on Local Streets.** Traffic Calming on Local Streets. Use traffic calming strategies such as signage, speed radar feedback signs, curb extensions, and deflections, as recommended in the City's Traffic Calming Toolkit, to create a pedestrian-friendly circulation system and promote safety, while not reducing parking supply.
- Policy M-1.8:** **Transportation Demand Management.** Encourage the preparation of Transportation Demand Management plans for all major developments or facility expansions to encourage ride-sharing and other improvements, thereby reducing vehicle trips.
- Action M-1e:** Monitor the development of new mobility technologies and the potential local effects on vehicular, bicycle, pedestrian, and transit facilities and operations, and seek funding to invest in associated infrastructure and technologies such as Traffic System Management (TSM) and traffic signal synchronization.
- Action M-1f:** Evaluate the applicability of traffic calming tools to minimize cut-through traffic on local streets, especially in residential areas and near schools, and implement improvements as necessary.
- Goal M-3:** **Complete Streets.** A community with a well-designed and built transportation network that is safe, accessible, comfortable, and convenient for all transportation modes and users.
- Policy M-3.1:** **Complete Streets for Roadway Projects.** Apply complete streets principles to all transportation improvement projects (e.g., safety, intelligent transportation systems, pedestrian, bicycle, and transit facilities) to accommodate the needs of street users of all ages and abilities.
- Policy M-3.2:** **Multimodal Connectivity.** Link activity centers, employment centers, public facilities, and schools to transit and active transportation facilities.
- Policy M-3.3:** **Streetscape Improvements.** Require roadway, sidewalk, and median improvements that enhance the visual character of the roadway system and promote pedestrian and bicycle safety, including street lighting, wayfinding, street trees, and other nonvehicular infrastructure.



- Policy M-3.4:** **Traffic Calming on Residential Streets.** Encourage traffic calming strategies and incorporation of traffic calming design in residential areas to slow traffic and promote safety.
- Policy M-3.5:** **ADA Accessibility.** Implement a transportation network that is safe, accessible, and consistent with the Americans with Disabilities Act (ADA), to allow mobility-impaired users, such as disabled persons and seniors, to safely travel within the city.
- Policy M-3.6:** **Safe Routes to School.** Provide infrastructure improvements, enforcement, and incentives to support Safe Routes to School programs and promote walking and bicycling to local schools.
- Policy M-3.7:** **Right-of-Way Design.** Ensure the City is fully utilizing legal right-of-way to provide space for an appropriate mix of streetscape elements.
- Action M-3a:** When planning roadway facilities, incorporate the concept of complete streets, while considering the land use and design context of the surrounding areas.
- Action M-3b:** Periodically review and update the City's Right-of-Way Standards to ensure that the standards reflect the City's goals and policies for the circulation system.
- Action M-3c:** Partner with Lomita school administrators to improve traffic and parking conditions in school areas, especially during school drop-off and pick-up periods.
- Action M-3d:** Develop strategies and guidelines to set curb use priorities that consider the needs of through traffic, transit stops, bus turnouts, passenger drop-off/pick-up, deliveries, and short-term/long-term parking, especially along major corridors.
- Goal M-5:** **Transit.** A community connected to a comprehensive public transportation system.
- Policy M-5.1:** **Transit Use.** Support programs encouraging public transit use by people living in, working in, or visiting Lomita.
- Policy M-5.2:** **Improve Local Public Transit Service.** Work with Metro, Torrance Transit, and other local public transit providers to plan and improve local transit service and transit facilities, including bus stops, in the city.
- Policy M-5.3:** **Transit Facilities.** Require new developments to construct, when appropriate, transit facilities, including bus turn-outs, bus stop infrastructure, and route information signage.
- Policy M-5.4:** **Effects of New Technologies on Transit Use.** Monitor the development of new mobility technologies and the potential effects on transit demand and how users access public transit.
- Action M-5a:** Continue on-going coordination with transit authorities toward the expansion of transit facilities.
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- Action M-5b:** Work with transit providers to increase transit service frequency, speed, and reliability and increase ridership and to strengthen linkages and access to key destinations.
- Action M-5c:** Explore new intracity transit options such as a Lomita trolley to transport individuals between commercial areas, residential areas, and parks.
- Goal M-6:** **Active Transportation.** A community with a comprehensive network of pedestrian and bicycle facilities that encourages active transportation.
- Policy M-6.1:** **Bicycle and Pedestrian Master Plan.** Implement the Bicycle and Pedestrian Master Plan to provide active transportation facilities that can serve as an alternative to automobiles, including the Plan's facility recommendations as shown in Figure M-2.
- Policy M-6.2:** **Local Travel Network.** Coordinate with the South Bay Cities Council of Governments to promote local micromobility modes by implementing the Local Travel Network plan and supporting efforts to integrate the network with adjacent cities, as shown in Figure M-3.
- Policy M-6.3:** **Sidewalk and Bikeway Gaps.** Create a connected and complete active transportation network by identifying and eliminating gaps in sidewalks and bikeways, evaluating the adequacy of existing urban trails, and prioritizing sidewalk maintenance.
- Policy M-6.4:** **Bicycle/Pedestrian Facilities at New Developments.** Require new residential and non-residential developments in the city to provide safe and attractive bicycle and pedestrian facilities, such as secure bicycle parking, pedestrian-scale lighting, street furniture, landscaping, and other improvements.
- Policy M-6.5:** **Effects of New Technologies on Active Transportation.** Monitor the development of new mobility technologies and the potential effects on designing a transportation network that accommodates all modes and users.
- Action M-6a:** As part of development review and specific plans, require land development projects to provide connectivity and accessibility to a mix of uses such as schools, parks, work, and shopping destinations that meet residents' daily needs including secure parking and safety measures.
- Action M-6b:** Review and update the City's Municipal Code, as necessary, to consider bicycle and pedestrian access as part of the site plan review for new development projects.
- Action M-6c:** Dedicate capital improvement funding for citywide projects including pedestrian refuge islands, raised crosswalks, or other relevant crosswalk enhancements as they become available.
- Action M-6d:** Require that all roadway resurfacing projects and land development projects with impacts to roadways be subject to a review process that considers lane reconfiguration and other opportunities to improve the bicycle and pedestrian network.
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- Goal M-9:** **Transportation Management.** A community with transportation management strategies that contribute to achieving regional and statewide greenhouse gas emissions targets.
- Policy M-9.1:** **Vehicle Miles Traveled Guidelines.** Require vehicle miles traveled (VMT) analysis for the purposes of environmental review under the California Environmental Quality Act (CEQA). The City shall continue to maintain Level of Service (LOS) standards for the purposes of planning and designing street improvements.
- Policy M-9.2:** **Transportation Demand Management.** Require transportation demand management (TDM) strategies as mitigation measures for new projects that exceed the City's VMT impact thresholds.
- Policy M-9.3:** **Regional Coordination.** Encourage regional agencies such as Metro, the South Coast Air Quality Management District (SCAQMD), and the South Bay Cities Council of Governments to promote TDM programs that reduce single-occupancy vehicle travel.
- Policy M-9.4:** **New Development.** Work with developers to reduce greenhouse gas emissions and minimize congestion related to new development through improvements to the circulation system and on-site improvements that encourage public and active modes of travel.
- Action M-9a:** Review and update the City's Municipal Code and related implementation documents, as necessary, to reflect TDM best practices.
- Action M-9b:** Require developments that are approved based on TDM plans to incorporate monitoring and enforcement of TDM targets as part of those plans.
- Action M-9c:** Consider adoption of vehicle miles traveled (VMT) guidelines and thresholds for transportation analysis for the purposes of environmental review under the California Environmental Quality Act (CEQA).

#### RESOURCE MANAGEMENT ELEMENT

- Policy RM-3.2:** **Land Use Planning.** Reduce concentrated air pollution and the incidence of respiratory illness through the land use planning process by diversifying the land use mix, bringing compatible uses closer together, reducing Vehicle Miles Traveled (VMT), and applying other similar measures.
- Policy RM-3.4:** **Sustainable Technology.** Encourage new and emerging technologies that could decrease air pollution.
- Goal RM-4:** **Greenhouse Gas Reduction.** Commit to reducing municipal greenhouse gas emissions and achieving a low carbon future.
- Policy RM-4.1:** **Low-carbon Municipality.** Demonstrate environmental leadership and reduce greenhouse gas emissions from municipal facilities and operations by at least 49%



below 2005 levels by 2035, in conjunction with the City's 2018 Climate Action Plan (CAP).

- Policy RM-4.2:** **GHG Inventory.** Update the community and municipal GHG inventories every five years to track progress toward achieving the City's GHG reduction goal.
- Policy RM-4.3:** **Development Standards.** Require residential and nonresidential development projects to implement sustainable development standards to decrease greenhouse gas emissions.
- Policy RM-4.4:** **Sustainable Infrastructure.** Continue to invest in public infrastructure that supports the use of energy efficient or low-emission transportation.
- Policy RM-4.5:** **State and Federal Targets.** Review existing City practices to identify methods to decrease overall greenhouse gas emissions.
- Policy RM-4.6:** **City Contractors.** Encourage contractors to use low-emission equipment and vehicles for City construction projects.
- Action RM-4a:** Implement the local GHG reduction measures identified in the City of Lomita 2018 Climate Action Plan (CAP) and perform on-going monitoring and reporting of GHG reduction impacts..
- Action RM-4b:** Continue to participate in the South Bay Cities Council of Governments' (SBCCOG) climate action planning process and update Lomita's CAP at least every five years.
- Action RM-4c:** Explore incentives for city contractors who invest in and use low-emission equipment and vehicles for city infrastructure projects or establish minimum requirements in the Municipal Code.
- Goal RM-5:** **Sustainability/Energy Resources.** Carefully and safely manage energy resources, embracing sustainable practices for long-term vitality.
- Policy RM-5.1:** **Renewable Energy Production.** Promote the development and use of renewable energy sources for city, residential, and business facilities.
- Policy RM-5.2:** **Energy Audits.** Promote home energy audits with regional programs such as Energy Upgrade California or other state programs.
- Policy RM-5.3:** **Regional Partnerships.** Coordinate with the South Bay Cities Council of Governments and other organizations for outreach events to promote energy awareness and existing programs and incentives that are offered for energy efficiency.
- Policy RM-5.4:** **Green Building Standards.** Ensure that residential and nonresidential development projects comply with the most current version of the California Green Building Standards Code.





- Policy RM-5.5:** **Energy Upgrades.** Encourage property owners to participate in solar retrofit and other energy-efficient home improvement projects to reduce reliance on traditional energy sources.
- Action RM-5a:** As feasible, use renewable energy sources at City facilities.
- Action RM-5b:** Organize and conduct educational workshops with utility companies informing the public of the benefits of home audits and energy saving practices.
- Action RM-5c:** Conduct outreach events with the SBCCOG to inform residents and businesses about existing programs and incentives that are offered for energy efficiency.
- Action RM-5d:** Continue to review development projects to ensure that all new residential and nonresidential development complies with local and state regulations regarding energy efficiency.
- Action RM-5e:** Consider adopting minimum energy efficiency requirements in the Zoning Code.

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

**Level of Significance:** Significant Unavoidable Impact.

#### 4.7.6 CUMULATIVE IMPACTS

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

**Would the Project, combined with other related cumulative projects, generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, or conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?**

**Impact Analysis:** The topic of GHG emissions is inherently a cumulative impact. Though significance thresholds can be developed by air districts, as well as State and federal regulatory agencies, these thresholds and their related goals are ultimately designed to effect change at a global level. As demonstrated in the analysis provided above, it cannot be guaranteed that the proposed Project would be consistent with the 2045 GHG target for the State of California and would therefore have a significant and unavoidable cumulatively considerable impact, even with the implementation of General Plan Update goals, policies and actions.

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

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

**Level of Significance:** Significant Unavoidable Impact.





#### 4.7.7 SIGNIFICANT UNAVOIDABLE IMPACTS

Implementation of the General Plan Update would result in significant unavoidable GHG impacts.

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

#### 4.7.8 REFERENCES

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California Air Resources Board, *California Greenhouse Gas Emissions for 2000 to 2021: Trends of Emissions and Other Indicators*, [https://ww2.arb.ca.gov/sites/default/files/2023-12/2000\\_2021\\_ghg\\_inventory\\_trends.pdf](https://ww2.arb.ca.gov/sites/default/files/2023-12/2000_2021_ghg_inventory_trends.pdf), December 2023, accessed January 23, 2024.

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## 4.8 HAZARDS AND HAZARDOUS MATERIALS

### 4.8.1 PURPOSE

This section identifies existing hazards and hazardous materials sites within the Planning Area and provides an analysis of potential impacts associated with implementation of the General Plan Update.

The Los Angeles County Fire Department (“LACoFD”) submitted the only comment during the NOP comment period regarding hazards and hazardous materials. This section addresses the environmental issues raised during the NOP comment period.

### 4.8.2 ENVIRONMENTAL SETTING

For the purpose of this analysis, the term “hazardous material” refers to both hazardous substances and hazardous waste. A material is defined as “hazardous” if it appears on a list of hazardous materials prepared by a federal, tribal, state, or local regulatory agency, or if it possesses characteristics defined as “hazardous” by such an agency. A “hazardous waste” is a solid waste that exhibits toxic or hazardous characteristics (i.e., ignitability, corrosivity, reactivity, and/or toxicity). Other hazards, such as potential airport-related safety hazards for people residing/working in the Planning Area, interference with an adopted emergency response plan, and exposure of people/structures to risk involving wildland fires, are also addressed in this section.

#### HAZARDOUS MATERIALS AND WASTE

##### Hazardous Materials

A hazardous material is a substance or combination of substances which, because of its quantity, concentration, or physical, chemical, or infectious characteristics, may either (1) cause or significantly contribute to an increase in mortality or an increase in serious, irreversible, or incapacitating irreversible illness; or (2) pose a substantial present or potential hazard to human health and safety, or the environment when improperly treated, stored, transported, or disposed of. Hazardous materials are mainly present because of industries involving chemical byproducts from manufacturing, petrochemicals, and hazardous building materials.

##### Hazardous Waste

Hazardous waste is the subset of hazardous materials that have been abandoned, discarded, or recycled and is not properly contained, including contaminated soil or groundwater with concentrations of chemicals, infectious agents, or toxic elements sufficiently high to increase human mortality or to destroy the ecological environment. If a hazardous material is spilled and cannot be effectively picked up and used as a product, it is considered to be hazardous waste. If a hazardous material site is unused, and it is obvious there is no realistic intent to use the material, it is also considered to be a hazardous waste. Examples of hazardous materials include flammable and combustible materials, corrosives, explosives, oxidizers, poisons, materials that react violently with water, radioactive materials, and chemicals.



### Transportation of Hazardous Materials

The transportation of hazardous materials within California is subject to various federal, state, and local regulations. The City of Lomita has no direct authority to regulate the transport of hazardous materials on state highways or rail lines; rather, transportation of hazardous materials by truck and rail is regulated by the U.S. Department of Transportation (“DOT”). DOT regulations establish criteria for safe handling procedures. It is illegal to transport explosives or inhalation hazards on any public highway not designated for that purpose, unless the use of the highway is required to permit delivery, or the loading of such materials (California Vehicle Code Section 31602(b), 32104(a)). The California Highway Patrol (“CHP”) designates through routes to be used for the transportation of hazardous materials. Transportation of hazardous materials is restricted to these routes, except in cases where additional travel is required from that route to deliver or receive hazardous materials to and from users.

### HAZARDOUS SITES

The Hazardous Waste and Substances Sites (“Cortese”) List is a planning document used by the state, local agencies, and developers to comply with CEQA requirements in providing information about the location of hazardous materials release sites. Government Code Section 65962.5 requires the California Environmental Protection Agency (“CalEPA”) to develop at least annually an updated Cortese List. The California Department of Toxic Substances Control (“DTSC”) is responsible for a portion of the information contained in the Cortese List. Other state and local government agencies are required to provide additional hazardous material release information for the Cortese List.

The Cortese List is composed of the following sources:

#### EnviroStor Data Management System

The DTSC maintains the EnviroStor Data Management System, which provides information on hazardous waste facilities (both permitted and corrective action) as well as any available site cleanup information. This site cleanup information includes: Federal Superfund Sites, State Response Sites, Voluntary Cleanup Sites, School Cleanup Sites, Corrective Action Sites, Tiered Permit Sites, and Evaluation/Investigation Sites. The hazardous waste facilities include: Permitted–Operating, Post-Closure Permitted, and Historical Non-Operating.

There are no active site locations with an address in the Planning Area listed in the EnviroStor database.<sup>1</sup>

#### GeoTracker

GeoTracker is the California State Water Resource Control Board’s (“SWRCB’s”) data management system for managing sites that impact groundwater, especially those that require groundwater cleanup (Underground Storage Tanks, Department of Defense, Site Cleanup Program).

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<sup>1</sup> California Department of Toxic Substances Control, *EnviroStor Site/Facility Search*, <https://www.envirostor.dtsc.ca.gov/public/search?basic=True>, accessed January 23, 2024.

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There are 23 locations within the Planning Area that are listed in the GeoTracker database for Leaking Underground Storage Tanks (“LUST”).<sup>2</sup> Table 4.8-1, *GeoTracker Database Sites*, lists the site name for LUSTs in the Planning Area, and the status of each site. As shown in Table 4.8-1, the vast majority of LUST sites in the Planning Area have a status of Completed – Case Closed. However, three locations have open cases, with one undergoing remediation, one eligible for closure, and one open site assessment (i.e., investigation and risk evaluation are occurring at the site).

**Table 4.8-1**  
**GeoTracker Database Sites**

Site Name	Address	Status
Ace_Shell_#135447	2477 Lomita Boulevard	Completed - Case Closed
Arco #1902	2380 Lomita Boulevard	Completed - Case Closed (7/30/1996)
Arco #1902	2380 Lomita Boulevard	Completed - Case Closed (9/25/2008)
Arco #3014	2031 Palos Verdes Drive North	Open - Remediation
Arco (Auto M.D.) Vacant	24418 Narbonne Avenue	Completed - Case Closed
Chevron #9-1372	1975 Lomita Boulevard	Completed - Case Closed
Chevron #9-4305	2121 Palos Verdes Dr North	Completed - Case Closed
Chevron #9-5697	1250 Sepulveda Boulevard	Completed - Case Closed
Circle K #03065	2387 Lomita Boulevard	Completed - Case Closed
CVS (Former Rolling Hills Carwash)	25825 Narbonne Avenue	Open - Eligible for Closure
Fire Station #06	25517 Narbonne Avenue	Completed - Case Closed
Former Texaco	1752 Pacific Coast Highway	Completed - Case Closed
L.A. City Dept Of Public Works	24309 Walnut Street	Completed - Case Closed
Lomita Gas	1800 Lomita Boulevard	Completed - Case Closed
Lomita Sheriff's Station	26123 Narbonne Avenue	Completed - Case Closed
Mobil #11-MXB	1701 Pacific Coast Highway	Completed - Case Closed
Mobil #18-MRC	25808 Narbonne Avenue	Completed - Case Closed
Narbonne Joint Venture	24100 Narbonne Avenue	Completed - Case Closed
Pacific Shell Service Station	25808 Narbonne Avenue	Completed - Case Closed (12/26/2018)
Pacific Shell Service Station	25808 Narbonne Avenue	Open - Site Assessment
Rolling Hills Carwash	25825 Narbonne Avenue	Completed - Case Closed
SHELL #204-4452-0595	2477 Lomita Boulevard	Completed - Case Closed
Sunny Food & Gas DPW #I-870s	1886 Lomita Boulevard	Completed - Case Closed
Source: California Water Resources Control Board, <i>GeoTracker</i> , January 2024.		

<sup>2</sup> California State Water Resources Control Board, *GeoTracker*, <https://geotracker.waterboards.ca.gov/search>, accessed January 23, 2024.



### Solid Waste Information System (SWIS)

California's Department of Resources Recycling and Recovery ("CalRecycle") maintains the Solid Waste Information System (SWIS), which is a database of solid waste facilities. The SWIS database identifies active, planned and closed sites. There are two facilities listed in the SWIS database located within the Planning Area, one of which is closed.<sup>3</sup> The operational Road Division 232A - Lomita facility is a Limited Volume Transfer Operation (Solid Waste Operation class) located at 24309 Walnut Street, which is a facility for Los Angeles County Department of Public Works.<sup>4</sup> The site is active and handles mixed municipal waste generated by County operations. The Harbor Hills site is a pre-regulation, former Solid Waste Disposal Site, located at 1900 Palos Verdes Drive.<sup>5</sup> The site operated prior to 1949, and it is now closed and currently developed with residential and commercial uses.

### HAZARDS FROM AIR TRAFFIC

In Los Angeles County, the Regional Planning Commission has the responsibility for acting as the Airport Land Use Commission ("ALUC") and for coordinating the airport planning of public agencies within the County.<sup>6</sup> The ALUC is required to adopt airport land use compatibility plans to protect and promote the safety and welfare of airport users and residents in the airport vicinity. Specifically, these plans seek to protect the public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public use airports. The ALUC is also concerned with airport activities which may adversely affect adjacent areas and nearby land use which may interfere with airport operations.

There are several public, private, and military airports that operate within Los Angeles County. The nearest airport to Lomita is the Torrance Municipal Airport, also known as Zamperini Field. Other regional airports that serve Lomita include Los Angeles International Airport ("LAX"), located approximately nine miles northwest of Lomita, and Long Beach Airport, located approximately 8.5 miles east of Lomita. As shown in Figure 4.8-1, Airport Influence Area, a relatively small portion of Lomita is located within the Torrance Municipal Airport Influence Area and Runway Protection Zone.<sup>7</sup>

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<sup>3</sup> California Department of Resources Recycling and Recovery, *SWIS Facility/Site Search*, <https://www2.calrecycle.ca.gov/SolidWaste/Site/Search>, accessed January 23, 2024.

<sup>4</sup> California Department of Resources Recycling and Recovery, *SWIS Facility/Site Summary: Road Division 232A - Lomita (19-AA-0307)*, <https://www2.calrecycle.ca.gov/SolidWaste/Site/Summary/1066>, accessed January 23, 2024.

<sup>5</sup> California Department of Resources Recycling and Recovery, *Harbor Hills (19-AA-5256)*, <https://www2.calrecycle.ca.gov/SolidWaste/Site/Summary/1273>, accessed January 23, 2024.

<sup>6</sup> Los Angeles County Airport Land Use Commission, *Los Angeles County Airport Land Use Plan*, December 2004.

<sup>7</sup> Los Angeles County, *Airport Land Use Commission Viewer (A-NET)*, <https://lacounty.maps.arcgis.com/apps/webappviewer/index.html?id=acf2e87194a54af9b266bf07547f240a>, accessed April 11, 2024.



### Local Airport Facilities

**Torrance Municipal Airport (Zamperini Field):** Torrance Municipal Airport, also known as Zamperini Field, is an FAA-designated general aviation reliever airport owned by the City of Torrance. The airport is located adjacent to Lomita, just west of Crenshaw Boulevard along the city's western boundary.

### Regional Airport Facilities

**Los Angeles International Airport (LAX):** Los Angeles International Airport is approximately nine miles northwest of the Planning Area. The airport is located in the west of Los Angeles and is the primary airport serving the Los Angeles region.

**Long Beach Airport (LGB):** The Long Beach Airport is located approximately 8.5 miles east of the Planning Area, in the City of Long Beach. The FAA categorizes this airport as a primary commercial service, small hub airport.

## OTHER POTENTIAL HAZARDS

### Wildland Fire Hazards

Wildland fire is a term that describes any non-structure fire that occurs in vegetation such as trees, grasses, and shrubs.<sup>8</sup> Wildland fire hazards are most pronounced in wildland-urban interface areas, which describes the zone of transition between unoccupied land and human development. Threats from wildland fires are determined based on a number of factors, including fuel loading (i.e., flammable vegetation); topography; climatic conditions (e.g., wind, humidity, and temperature); and the proximity of structures and urban development to fire hazards.

The State has charged the California Department of Forestry and Fire Protection ("CAL FIRE") with the identification of Fire Hazard Severity Zones ("FHSZ") within State Responsibility Areas ("SRA"). In addition, CAL FIRE must recommend Very High Fire Hazard Severity Zones ("VHFHSZ") identified within any Local Responsibility Areas ("LRA"). The State Fire Marshall uses FHSZ maps as a basis for the adoption of applicable building code standards and are meant to help limit wildfire damage to structures through planning, prevention, and the application of risk reduction measures. These FHSZ maps are developed using a model that considers factors such as fire history, existing and potential fuel (natural vegetation), predicted flame length, blowing embers, terrain, and typical fire weather for the area. According to CAL FIRE FHSZ maps, the Planning Area is located within a LRA, and the site of the Cypress Water Production Facility is within a recommended VHFHSZ;<sup>9</sup> refer to as shown in Figure 4.8-2, Fire Hazard Severity Zones. Likewise, the Los Angeles County General Plan Safety Element Fire Hazard Severity Zones Policy Map identifies the Cypress Water Production Facility as being the only VHFHSZ within the Planning Area, due

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<sup>8</sup> National Park Service, *Types of Wildland Fire*, <https://www.nps.gov/subjects/fire/types-of-wildland-fire.htm#:~:text=NPS%20Photo%20Wildland%20fire%20is,trees%2C%20grasses%2C%20and%20shrubs>, accessed April 11, 2024.

<sup>9</sup> California Department of Forestry and Fire Protection, *FHSZ Viewer*, <https://egis.fire.ca.gov/FHSZ/>, accessed January 23, 2024.



how the site protrudes into the City of Rolling Hills Estates' VHFHSZ.<sup>10</sup> Areas adjacent to the southern portion of the Planning Area within Torrance, Rolling Hills Estates, and Rancho Palos Verdes are within designated VHFHSZs. While wildland fires are not likely to originate within Lomita due to its urbanized and developed landscape, there is the potential for wildland fires to occur in nearby VFHSZs, such as in the City of Rolling Hills Estates or elsewhere on the highly vegetated Palos Verdes Peninsula, and then spread to Lomita.

#### Asbestos-Containing Materials (ACM)

Asbestos, a natural fiber used in the manufacturing of different building materials, has been identified as a human carcinogen. Most friable (i.e., easily broken or crushed) asbestos-containing materials ("ACM") were banned in building materials by 1978. By 1989, most major manufacturers had voluntarily removed non-friable ACM (i.e., flooring, roofing, and mastics/sealants) from the market. These materials, however, were not banned completely. The Planning Area includes existing development from and prior to the 1960s; therefore, the presence of ACM is likely in some structures.

#### Lead-Based Paint

The Occupational Safety and Health Administration ("OSHA"), the Environmental Protection Agency ("EPA"), and the Department of Housing and Urban Development ("HUD") identified lead-based paint as a potential health risk to humans, particularly children, based on its effects to the central nervous system, kidneys, and bloodstream. The risk of lead-based paint has been classified by HUD based upon the age and condition of the painted surface. The Planning Area includes existing development from and prior to the 1960s; therefore, the presence of lead-based paint is likely in some structures.

#### Oil Wells

The California Department of Conservation, Geologic Energy Management Division ("CalGEM") oversees the drilling, operation, maintenance, and plugging and abandonment of oil, natural gas, and geothermal energy wells. Regulatory programs emphasize the development of oil, natural gas, and geothermal resources in the state through sound engineering practices that protect the environment, prevent pollution, and ensure public safety. According to CalGEM, there are 14 plugged and abandoned wells in the Planning Area.

### **EMERGENCY RESPONSE**

The General Plan Safety Element establishes goals, policies, and actions specific to emergency preparedness and response, aimed at ensuring all residents are ready for hazards and first responders can adequately serve residents in the event of a hazard. The Safety Element also contains a map of evacuation routes, including Pacific Coast Highway, Western Avenue, Narbonne Avenue, Lomita Boulevard, and Crenshaw Boulevard. Emergency preparation and response is enhanced through implementation of plans and programs that directly relate to the goals of the Safety Element, such as the City of Lomita Emergency Operations Plan ("EOP") and Lomita Hazard Mitigation Plan ("LHMP").

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<sup>10</sup> Los Angeles County, *Los Angeles County 2035 General Plan, Figure 12.5: Fire Hazard Severity Zones Policy Map*, August 2021.

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Adopted in 2017, the City of Lomita EOP addresses the City's planned response to major emergency events and identifies components of the City's emergency/disaster management organization.

### 4.8.3 REGULATORY SETTING

#### FEDERAL

##### Aviation Act of 1958

The Federal Aviation Act resulted in the creation of the Federal Aviation Administration ("FAA"), charged with the creation and maintenance of a National Airspace System.

##### Federal Aviation Regulations (Code of Federal Regulations, Title 14)

Title 14 of the Code of Federal Regulations ("CFR") establishes regulations related to aircraft, aeronautics, and inspection and permitting. Part 77 establishes standards and notification requirements for objects affecting navigable airspace. This notification allows the FAA to identify potential aeronautical hazards in advance thus preventing or minimizing the adverse impacts to the safe and efficient use of navigable airspace.

##### Clean Air Act

The federal Clean Air Act ("CAA") was first signed into law in 1970 and was substantially amended in 1977 and 1990. The CAA is the foundation for a national air pollution control effort and is composed of the following basic elements: National Ambient Air Quality Standards for criteria air pollutants; hazardous air pollutant standards; State attainment plans; motor vehicle emissions standards; stationary source emissions standards and permits; acid rain control measures; stratospheric ozone protection; and enforcement provisions.

The CAA's air toxics provisions require the EPA to develop and enforce regulations to protect the public from exposure to airborne contaminants that are known to be hazardous to human health. In accordance with CAA Section 112, the EPA has established National Emission Standards for Hazardous Air Pollutants. This list of hazardous air pollutants includes specific compounds that are known or suspected to cause cancer or other serious health effects.

##### Clean Water Act

The Clean Water Act ("CWA"), which amended the Water Pollution Control Act of 1972, sets forth the Section 404 program to regulate the discharge of dredged and fill material into Waters of the United States and the Section 402 National Pollutant Discharge Elimination System ("NPDES") to regulate the discharge of pollutants into Waters of the United States. The Section 401 Water Quality Certification program establishes a framework of water quality protection for activities requiring a variety of Federal permits and approvals (including CWA Section 404, CWA Section 402, Federal Energy Regulatory Commission Hydropower and Section 10 of the Rivers and Harbors Act).

##### Comprehensive Environmental Response, Compensation, and Liability Act

The Comprehensive Environmental Response, Compensation, and Liability Act of 1980 ("CERCLA") introduced active federal involvement to emergency response, site remediation, and spill prevention,



most notably the Superfund program. CERCLA was intended to be comprehensive in encompassing both the prevention of, and response to, uncontrolled hazardous material releases, as well as addressing environmental response, providing mechanisms for reacting to emergencies and to chronic hazardous material releases. In addition to establishing procedures to prevent and remedy problems, CERCLA establishes a system for compensating appropriate individuals and assigning appropriate liability. It is designed to plan for and respond to failure in other regulatory programs and to remedy problems resulting from action taken before the era of comprehensive regulatory protection.

#### Environmental Protection Agency

The primary regulator of hazards and hazardous materials is the EPA, whose mission is to protect human health and the environment. Lomita is located within EPA Region 9, which includes Arizona, California, Hawaii, and New Mexico.

#### Hazardous Materials Transportation Act

The Hazardous Materials Transportation Act, as amended, is the statute regulating hazardous materials transportation in the United States. The purpose of the Hazardous Materials Transportation Act is to provide adequate protection against the risks to life and property inherent in transporting hazardous materials in interstate commerce, giving DOT and other agencies the authority to issue and enforce rules and regulations governing the safe transportation of hazardous materials.

#### Natural Gas Pipeline Safety Act

The Natural Gas Pipeline Safety Act authorizes the U.S. Department of Transportation Office of Pipeline Safety to regulate pipeline transportation of natural (flammable, toxic, or corrosive) gas and other gases as well as the transportation and storage of liquefied natural gas. The Office of Pipeline Safety regulates the design, construction, inspection, testing, operation, and maintenance of pipeline facilities. While the federal government is primarily responsible for developing, issuing, and enforcing pipeline safety regulations, the pipeline safety statutes provide for state assumption of the intrastate regulatory, inspection, and enforcement responsibilities under an annual certification. To qualify for certification, a state must adopt the minimum federal regulations and may adopt additional or more stringent regulations, as long as they are not incompatible.

#### Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act ("RCRA") establishes the framework for a national system of solid waste control. This act established EPA's "cradle to grave" control (generation, transportation, treatment, storage and disposal) over hazardous materials and wastes. RCRA Subtitle C establishes standards for the generation, transportation, treatment, storage, and disposal of hazardous waste in the United States. In California, the DTSC has authorization to implement the RCRA Subtitle C requirements and the associated regulations

### STATE

#### Airport Land Use Commission Law (Public Utilities Code Section 21670 et seq.)

The Airport Land Use Commission Law, passed in 1967, authorized the creation of ALUCs in California. Per the Public Utilities Code, the purpose of an ALUC is to protect public health, safety, and welfare by



encouraging orderly expansion of airports and the adoption of land use measures that minimizes exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses (Public Utilities Code Section 21670). Furthermore, each ALUC must prepare an Airport Land Use Compatibility Plan. Each Airport Land Use Compatibility Plan must be based on a twenty-year planning horizon and should focus on broadly defined noise and safety impacts.

#### Assembly Bill 337

Per Assembly Bill (“AB”) 337, local fire prevention authorities and CAL FIRE are required to identify VHFHSZ in LRA. Standards related to brush clearance and the use of fire-resistant materials in VFHSZ are also established.

#### California Code of Regulations

Title 3 of the California Code of Regulations (“CCR”) pertains to the application of pesticides and related chemicals. Parties applying regulated substances must continuously evaluate application equipment, the weather, the treated lands and all surrounding properties. CCR Title 3 prohibits any application that would:

- Contaminate persons not involved in the application;
- Damage non-target crops or animals or any other public or private property; and
- Contaminate public or private property or create health hazards on said property.

Title 8 of the CCR establishes California Occupational Safety and Health Administration (Cal OSHA) requirements related to public and worker protection. Topics addressed in CCR Title 8 include materials exposure limits, equipment requirements, protective clothing, hazardous materials, and accident prevention. Construction safety and exposure standards for lead and asbestos are set forth in CCR Title 8.

Title 14 of the CCR establishes minimum standards for solid waste handling and disposal.

Title 17 of the CCR establishes regulations relating to the use and disturbance of materials containing naturally occurring asbestos.

Title 19 of the CCR establishes a variety of emergency fire response, fire prevention, and construction and construction materials standards.

Title 22 of the CCR sets forth definitions of hazardous waste and special waste. The section also identifies hazardous waste criteria and establishes regulations pertaining to the storage, transport, and disposal of hazardous waste.

Title 26 of the CCR is a combination of State regulations pertaining to hazardous materials and waste that are presented in other regulatory sections. CCR Title 26 mandates specific management criteria related to hazardous materials identification, packaging, and disposal. In addition, CCR Title 26 establishes requirements for hazardous materials transport, containment, treatment, and disposal. Finally, staff training standards are set forth in CCR Title 26.

Title 27 of the CCR sets forth a variety of regulations relating to the construction, operation, and maintenance of the state’s landfills. CCR Title 27 establishes a landfill classification system and categories



of waste. Each class of landfill is constructed to contain specific types of waste (household, inert, special, and hazardous).

#### [California Department of Transportation](#)

Caltrans has adopted policy and guidelines relating to traffic noise as outlined in the Traffic Noise Analysis Protocol. The noise abatement criteria specified in the protocol are the same as those specified by the Federal Highway Administration (“FHWA”).

#### [California Government Code Section 65302](#)

California Government Code Section, which establishes standards for developing and updating General Plans, includes fire hazard assessment and Safety Element content requirements.

#### [California Department of Conservation, California Geologic Energy Management Division \(“CalGEM”\)](#)

CalGEM is responsible for implementing Section 3208.1 of the Public Resources Code (“PRC”), which authorizes CalGEM to order the reabandonment of a previously abandoned well when construction of any structure over or in proximity to a well could result in a hazard. CalGEM’s Construction Site Well Review Program assists local permitting agencies in identifying and reviewing the status of oil or gas wells located near or beneath proposed structures. Before issuing building or grading permits, local permitting agencies review and implement CalGEM’s preconstruction well requirements.

#### [California Health and Safety Code](#)

Division 11 of the California Health and Safety Code establishes regulations related to a variety of explosive substances and devices, including high explosives and fireworks. Section 12000 et seq. establishes regulations related to explosives and explosive devices, including permitting, handling, storage, and transport (in quantities greater than 1,000 pounds).

California Health and Safety Code Division 12 establishes requirements for buildings used by the public, including essential services buildings, earthquake hazard mitigation technologies, school buildings, and postsecondary buildings. Section 13000 et seq. establishes State fire regulations and broadly applicable regulations, such as standards for buildings and fire protection devices, in addition to regulations for specific land uses, such as childcare facilities and high-rise structures.

California Health and Safety Code Division 20 establishes DTSC authority and sets forth hazardous waste and underground storage tank regulations. In addition, the division creates a State superfund framework that mirrors the Federal program.

California Health and Safety Code Division 26 establishes California Air Resources Board (“CARB”) authority. The division designates CARB as the air pollution control agency per federal regulations and charges the Board with meeting CAA requirements.

#### [California Vehicle Code Section 31600 \(Transportation of Explosives\)](#)

The California Vehicle Code establishes requirements related to the transportation of explosives in quantities greater than 1,000 pounds, including licensing and route identification.



### California Public Resources Code

The state's fire safety regulations are set forth in PRC Section 4290, which include the establishment of SRA. PRC Section 4291 sets forth defensible space requirements, which are applicable to anyone who "...owns, leases, controls, operates, or maintains a building or structure in, upon, or adjoining a mountainous area, forest-covered lands, brush-covered lands, grass-covered lands, or land that is covered with flammable material" (Section 4291(a)).

### Food and Agriculture Code

Division 6 of the California Food and Agriculture Code establishes pesticide application regulations. Division 6 establishes training standards for pilots conducting aerial applications as well as permitting and certification requirements.

### State Oversight of Hazards and Hazardous Materials

DTSC is primarily responsible for regulating the handling, use, and disposal of toxic materials. The SWRCB regulates discharge of potentially hazardous materials to waterways and aquifers and administers the basin plans for groundwater resources in the various regions of the state. The Regional Water Quality Control Board ("RWQCB") oversees surface and groundwater. Programs intended to protect workers from exposure to hazardous materials and from accidental upset are covered under OSHA at the federal and state level ("Cal OSHA") and the California Department of Health Services at the state level. Air quality is regulated through CARB and the South Coast Air Quality Management District ("SCAQMD"). The State Fire Marshal is responsible for the protection of life and property through the development and application of fire prevention engineering, education, and enforcement; CAL FIRE provides fire protection services for State and privately-owned wildlands.

### Water Code

Division 7 of the California Water Code, commonly referred to as the Porter-Cologne Water Quality Control Act, created the SWRCB and the RWQCB. In addition, water quality responsibilities are established for the SWRCB and RWQCBs.

## **LOCAL**

### South Coast Air Quality Management District Rule 1403

The purpose of SCAQMD's Rule 1403 is to specify work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of ACMs. The requirements for demolition and renovation activities include asbestos surveying, notification, ACM removal procedures and time schedules, ACM handling and clean-up procedures, and storage, disposal, and landfiling requirements for asbestos-containing waste materials. All operators are required to maintain records, including waste shipment records, and are required to use appropriate warning labels, signs, and markings.

### Certified Unified Program Agency

The Certified Unified Program Agencies ("CUPA") consolidates, coordinates, and makes consistent hazardous materials and hazardous waste programs (program elements). LACoFD Health Hazardous



Materials Division is the CUPA within Los Angeles County, including the Planning Area.<sup>11</sup> The Health Hazardous Materials Division administers the following programs:

- Hazardous Waste Generator Program;
- Hazardous Materials Release Response Plans and Inventory Program;
- California Accidental Release Prevention Program;
- Aboveground Storage Tank Program; and
- Underground Storage Tank Program.

The mission of the LACoFD Health Hazardous Materials Division is to protect the public health and the environment throughout Los Angeles County from accidental releases and improper handling, storage, transportation, and disposal of hazardous materials and wastes through coordinated efforts of inspections, enforcement, site mitigation oversight, and emergency response. The Health Hazardous Materials Division provides 24-hour emergency services in response to hazardous materials spills or releases and abandonment.

#### [Los Angeles County Department of Public Health, Environmental Health Division](#)

The Los Angeles County Department of Public Health, Environmental Health Division is responsible for the enforcement and education of federal, state, and local laws and regulations relating to environmental factors which affect public health and safety. The Environmental Health Division is made up of five branches, including District Surveillance and Enforcement, Specialized Surveillance and Enforcement, Environmental Protection, Toxicology and Environmental Assessment, and Division Support.

#### [County of Los Angeles Operational Area Emergency Operations Plan](#)

The Los Angeles County Operational Area Emergency Response Plan (“OAEOP”) establishes the coordinated emergency management system within the Los Angeles County Operational Area (“OA”). The OAEOP provides guidance and procedure for the county to prepare for, respond to, and recover from the effects of large-scale emergencies regardless of cause, location, or complexity. The OAEOP is intended for use by Los Angeles County in its dual role that includes incident management for unincorporated areas, as well its roles acting as the lead agency for the OA. The OAEOP conforms to the requirements of the National Incident Management System (“NIMS”), Standardized Emergency Management System (“SEMS”), Incident Command System (“ICS”) principles, and the California State Emergency Plan for managing response to multi-agency and multijurisdictional incidents and is consistent with federal and State emergency plans and guidance documents.

#### [County of Los Angeles All-Hazard Mitigation Plan \(AHMP\)](#)

The 2020 County of Los Angeles All-Hazard Mitigation Plan (“AHMP”) conforms to the requirements of Federal Emergency Management Agency (“FEMA”) Disaster Mitigation Act of 2000. The 2020 AHMP replaces the 2014 AHMP, and the County developed the 2020 AHMP to cover mitigation responsibilities

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<sup>11</sup> Los Angeles County Fire Department, *Health Hazardous Materials Division*, <https://fire.lacounty.gov/health-hazardous-materials-division/>, accessed January 23, 2024.



of County departments (including LACoFD). It helps ensure the most effective allocation of resources for the maximum benefit and protection of the public in time of emergency.

#### [Los Angeles County Airport Land Use Plan](#)

Originally adopted in 1991 and revised in 2004, the purpose of Los Angeles County Airport Comprehensive Land Use Plan (Airport Land Use Plan) is to protect the public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public use airports. The basic function of the Airport Land Use Plan is to promote compatibility between airports and the land uses that surround them. It establishes policies applicable to land use compatibility planning for the areas surrounding airports in Los Angeles County.

#### [City of Lomita Hazard Mitigation Plan \(LHMP\)](#)

Last updated in 2018, in accordance with the Disaster Mitigation Act of 2000, the LHMP provides the City with a blueprint for hazard mitigation action planning in an effort to reduce hazard risks and disaster impacts. The LHMP conducts a risk assessment that identifies the location of hazards; the value of existing land and property in hazard locations; and an analysis of risk to life, property, and the environment that may result from natural hazard events. The LHMP also includes mitigation strategies aimed at reducing risk from natural hazards by identifying resources, information, and strategies for risk reduction, while helping to guide and coordinate mitigation activities throughout the city.

#### [City of Lomita Emergency Operations Plan \(EOP\)](#)

The city adopted its EOP in 2017. The EOP is a reference and guidebook to operations during a major emergency impacting Lomita and acts as an extension to the California State Emergency Plan and the Los Angeles County OAEOP.

#### [City of Lomita General Plan Safety Element](#)

The existing City of Lomita General Plan Safety Element contains the following goals, policies, and actions that are relevant to hazards and hazardous materials:

**Goal 2:** A city designed to minimize risks from hazards.

**Policy 2.4:** Maximize fire resistance of existing and planned development and infrastructure.

**Action 2.4a:** Identify areas vulnerable to fire due to inadequate water supply for firefighting and implement improvements (e.g., expansion of water supply, storage hydrants).

**Action 2.4b:** Monitor changes in State and county fire, building, and residential codes and adopt changes and modifications as needed.

**Action 2.4c:** Expand code enforcement activities to reduce risk of fire related to unsafe structures or hazardous conditions related to vegetation or outdoor storage.

**Policy 2.5:** Minimize the risk of safety hazards related to the operation of the Torrance Municipal Airport.





**Action 2.5a:** Ensure that land use decisions for development within the airport influence area and runway protection zone are consistent with the FAA standards contained within the Los Angeles County Airport Land Use Plan.

**Goal 3:** A city prepared for disasters.

**Policy 3.2:** Engage the broader community to identify and train emergency response volunteers.

**Action 3.2a:** Coordinate with the fire department to assist in the recruitment and training of neighborhood-based emergency response team volunteers such as Community Emergency Response Teams (CERTs).

**Action 3.2b:** Partner with local organizations to recruit a culturally and linguistically diverse range of CERT volunteers. Ensure CERT recruiting includes a broad range of community members and leaders.

**Action 3.2c:** Convene and regularly train neighborhood-based emergency response teams (e.g., CERTs), incorporating climate change response and recovery.

**Policy 3.4:** Regulate the use, transport, and disposal of hazardous materials.

**Action 3.4a:** Restrict transport of hazardous materials within Lomita to routes designated for such transport.

**Action 3.4b:** When appropriate, require new development to prepare a hazardous materials inventory and/or prepare Phase I or Phase II hazardous materials studies, including any required cleanup measures.

**Action 3.4c:** Require new development that handles toxic, flammable, or explosive materials in such quantities that would, if released or ignited, constitute a significant risk to adjacent human populations or development to conform to the applicable State or Federal materials handling and emergency response plans.

**Action 3.4d:** Educate the public on household hazardous wastes and the proper methods and locations of disposal.

**Goal 4:** Emergency response designed to serve a range of community needs.

**Policy 4.1:** Maintain participation in local, regional, State, and national mutual aid systems and regional trainings to ensure that appropriate resources are available for response and recovery during and following a disaster.

**Action 4.1a:** Conduct annual training sessions using adopted emergency management systems. Coordinate with other jurisdictions to execute a variety of exercises to test operational and emergency plans.

**Action 4.1b:** Train and conduct mock exercises with first responders in hazardous materials response field operations and decontamination.

**Action 4.1c:** Work with CAL FIRE and other regional agencies to regularly update the existing wildfire hazard zones and evacuation routes mapping using geographic information system.





**Action 4.1d:** Work with CAL FIRE and other regional agencies to develop appropriate improvements needed for fire suppression operations.

**Policy 4.3:** Prioritize roadway Capital Improvement Projects that function as evacuation routes.

**Action 4.3a:** Maintain emergency evacuation routes. Ensure that street widths, paving, and grades meet the requirements of the State Fire Code and the Los Angeles County Consolidated Fire Codes. Work with the City's geographic information system (GIS) mapping services to identify any residential areas that do not have at least two emergency evacuation routes.

**Policy 4.4:** Ensure the Emergency Operations Center (EOC) has adequate capacity to respond to hazard events.

**Action 4.4a:** Periodically review technology used to support the EOC to ensure systems are updated and effective, including City geographic information system.

**Action 4.4b:** Update EOC equipment and supplies as necessary to ensure effectiveness.

**Action 4.4c:** Continue EOC training and exercise plan for City staff with EOC responsibilities, and cross train City staff at various EOC positions.

**Action 4.4d:** Expand staff training by conducting regularly scheduled online EOC training for EOC staff. Include extended training formats as applicable.

#### City of Lomita Municipal Code

Lomita Municipal Code Title III, Chapter 1, *Fire Prevention*, adopts and incorporates the California Fire Code, as amended by Title 32 the Los Angeles County Fire Code, for the purpose of prescribing regulations governing the creation and maintenance of conditions dangerous to life and property due to hazards of fire and explosions. The Fire Code sets fire safety related building standards and practices to safeguard life and property.

Lomita Municipal Code Title III, Chapter 2, *Emergency Organization and Functions*, provides for the preparation and carrying out of plans for the protection of persons and property within the city in the event of an emergency; the direction of the emergency organization; and the coordination of the emergency functions of the City with all other public agencies, corporations, organizations, and affected private persons.

Title V, Chapter 2, *Sanitary Sewers and Industrial Wastes*, adopts Title 20, Division 2 of the Los Angeles County Code as the Sanitary Sewer and Industrial Waste Ordinance for the City of Lomita. The ordinance regulates discharges of wastewater, including industrial waste discharges, into sanitary sewers within the City.

Title V, Chapter 3, *Integrated Waste Management*, establishes protocols for the proper collection and disposal of solid waste, including hazardous materials.

Title V, Chapter 8, *Stormwater and Runoff Pollution Control*, adopts the Stormwater and Runoff Pollution Control Ordinance of the County of Los Angeles, which regulates stormwater and non-stormwater discharges in compliance with the CWA.



Title V, Chapter 9, *Standard Urban Stormwater Mitigation Plan and Low Impact Development Implementation*, contains a number of provisions to comply with the municipal NPDES permit and to prevent and/or reduce the quantity of pollutants from being discharged into the Municipal Separate Storm Sewer System (“MS4”).

Title VIII, Chapter 1, Article 2, Section 8-1.17, *Truck Routes*, establishes designated truck routes for the primary use of commercial truck traffic through the City of Lomita, specifically designated for use by licensed vehicles exceeding six-thousand-pound gross vehicle weight.

Title VIII, Chapter 6, *Closure of City Streets*, establishes requirements and procedures for the closure or partial closure of city streets.

Title X, *Building and Safety*, adopts various uniform building and construction codes and safety precautions, as amended by the Los Angeles County Code, including the California Building Code, the California Residential Code, the California Plumbing Code, the California Electrical Code, the California Mechanical Code, and the California Green Building Standards Code.

#### 4.8.4 SIGNIFICANCE CRITERIA AND THRESHOLDS

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

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials (refer to Impact Statement HAZ-1);
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment (refer to Impact Statement HAZ-2);
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school (refer to Impact Statement HAZ-3);
- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment (refer to refer to Impact Statement HAZ-4);
- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area (refer to Impact Statement HAZ-5);
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan (refer to Impact Statement HAZ-6); and/or
- Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires (refer to Impact Statement (HAZ-7).



#### 4.8.5 IMPACTS AND MITIGATION MEASURES

##### **HAZ-1: Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

**Impact Analysis:** Many types of businesses use various chemicals and hazardous materials during routine business operations. Residential uses do not typically involve the use or storage of hazardous substances other than limited quantities of hazardous materials such as solvents, fertilizers, pesticides, and other materials used for regular maintenance of buildings and landscaping by property owners. Implementation of the General Plan Update would accommodate the future development of both residential and non-residential uses within the Planning Area. Increased development could result in an increase in the routine transport, use, and storage of hazardous materials in the Planning Area, potentially resulting in accidental releases. Exposure to hazardous materials could also occur through the operations of future developments associated with the improper handling of hazardous materials, particularly by untrained personnel; an accident during transport; environmentally unsound disposal methods; or fire, explosion, or other emergencies. These types of incidents could contaminate soil, surface water, and groundwater, and generate toxic vapors. The severity of potential effects varies with the activity conducted, the concentration and type of hazardous material or wastes present, and the proximity of sensitive receptors.

The use, transportation, and disposal of hazardous materials are regulated and monitored by local fire departments, CUPAs, Cal OSHA, and the DTSC consistent with the requirements of federal, state, and local regulations and policies. Facilities that store hazardous materials on-site are required to maintain a Hazardous Materials Business Plan in accordance with State regulations. In the event of an accidental release of hazardous materials, the local CUPA (i.e., LACoFD Health Hazardous Materials Division) and emergency management agencies (e.g., Los Angeles County Sheriff's Department and LACoFD) would respond. All future development projects accommodated through implementation of the General Plan Update would be required to comply with the provisions of federal, state, and local requirements related to hazardous materials. As the City considers future development and infrastructure projects, each project would be evaluated for potential project-specific impacts associated with hazardous materials, as required under CEQA.

The Project proposes an update of the City's existing General Plan; however, no updates are proposed to the Safety Element. The existing General Plan Safety Element includes goals, policies, and actions to address potential impacts associated with hazardous materials. For example, Safety Element Policy 3.4 directs the City to regulate the use, transport, and disposal of hazardous materials. Safety Element Action 3.4a works to restrict transport of hazardous materials within Lomita to routes designated for such transport. Safety Element Action 3.4b requires, when appropriate, that new development prepare a hazardous materials inventory and/or Phase I or Phase II hazardous materials studies, including any required cleanup measures. In addition to the requirements associated with federal, state, and local regulations, the General Plan Update includes policies and actions to address potential impacts associated with hazardous materials. Safety Element Action 3.4c requires new development that handles toxic, flammable, or explosive materials in such quantities that would, if released or ignited, constitute a significant risk to adjacent human populations or development to conform to the applicable State or federal materials handling and emergency response plans. Safety Element Action 3.4d directs the City of



Lomita to educate the public on household hazardous wastes and the proper methods and locations of disposal. The General Plan Update also includes goals, policies, and actions to address potential impacts associated with hazardous materials. Proposed Land Use Element Policy LU-5.1 directs the City to consider the effects of land use planning decisions on the overall health and well-being of the community and its residents. Proposed Land Use Element Policy LU-5.2 directs the City to support the creation of healthy and safe neighborhoods by proactively addressing land use conflicts and incompatible uses. Proposed Resource Management Element Policy RM-7.3 aims to promote the proper disposal of hazardous waste through education, monitoring, and enforcement of proper use, storage, handling, and disposal. Proposed Mobility Element Action M-7a directs the City to review and update the city's designated truck routes as needed while considering the potential mobility conflicts and the location of sensitive land uses in Lomita.

The existing General Plan Safety Element also includes goals, policies, and actions to ensure that the City has adequate emergency response plans and measures to respond in the event of an accidental release of a hazardous substance. For example, Safety Element Policy 4.1 directs the City to maintain participation in local, regional, state, and national mutual aid systems and regional trainings to ensure that appropriate resources are available for response and recovery during and following a disaster. Safety Element Action 4.1b works to train and conduct mock exercises with first responders in hazardous materials response field operations and decontamination.

While it is not possible to eliminate the risk of exposure to hazardous materials, measures can be implemented to reduce risk to acceptable levels. As previously described, hazardous materials regulations related to the use, handling, and transport of hazardous materials are codified in CCR Titles 8, 22, and 26, and their enabling legislation set forth in the California Health and Safety Code. These laws were established at the State level to ensure compliance with federal regulations to reduce the risk to human health and the environment from the routine use of hazardous substances. These regulations must be implemented by employers and businesses, as appropriate, and are monitored at the State (e.g., Cal OSHA in the workplace or DTSC for hazardous waste) and county level. The haulers and users of hazardous materials are listed with and regulated and monitored by the DTSC, LACoFD Health Hazardous Materials Division, and County of Los Angeles Department of Public Health, Environmental Health Division. Compliance with the requirements of federal, state, and local laws and regulations regarding the use and storage of hazardous materials would ensure that risks resulting from the routine transportation, use, storage, or disposal of hazardous materials or hazardous wastes associated with implementation of the General Plan Update would be less than significant.

#### **Proposed General Plan Update Goals, Policies, and Actions:**

##### **LAND USE ELEMENT**

**Goal LU-5:**      **Community Health and Wellness.** Emphasize health and well-being.

**Policy LU-5.1:**   **Health and Well-being.** Consider the effects of land use planning decisions on the overall health and well-being of the community and its residents.

**Policy LU-5.2:**   **Healthy Neighborhoods.** Support the creation of healthy and safe neighborhoods by: proactively addressing land use conflicts and incompatible uses; promoting land use patterns that are well connected, reduce vehicle trips, and encourage active



transportation; and designing public spaces that are comfortable, welcoming, and feel safe to all.

#### MOBILITY ELEMENT

**Policy M-7.1: Local Truck Routes.** Maintain a network of local truck routes to facilitate goods movement to regional roads and to discourage the use of residential roads.

**Action M-7a:** Review and update the City's designated truck routes as needed while considering the potential mobility conflicts and the location of sensitive land uses in Lomita.

#### RESOURCE MANAGEMENT ELEMENT

**Policy RM-7.3: Hazardous Waste.** Promote the proper disposal of hazardous waste through education, monitoring, and enforcement of proper use, storage, handling, and disposal.

Refer also to the General Plan Safety Element.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

**HAZ-2: Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**

#### Impact Analysis:

##### Short-Term Construction-Related Accidental Release of Hazardous Materials

The General Plan Update would enable development of new residential and non-residential uses within the Planning Area. Construction activities associated with new development could result in upset and/or accident conditions involving the release of hazardous materials into the environment.

##### Demolition

Specific development projects have not been identified as part of the General Plan Update. However, future development accommodated through implementation of the General Plan Update could involve the demolition of existing structures and buildings as areas within the city are redeveloped. The Planning Area includes existing development from and prior to the 1960s; therefore, the presence of lead-based paint, ACMs, and/or other contaminants, which are typically present in buildings and structures constructed prior to 1978, are likely present in some structures. All demolition that could result in the release of ACMs or lead-based paint would be conducted according to federal and State regulations which govern the renovation and demolition of structures where ACMs and lead-based paint are present. The National Emission Standards for Hazardous Air Pollutants mandates that building owners conduct an asbestos survey to determine the presence of ACMs prior to the commencement of any remedial work, including demolition. In addition, SCAQMD Rule 1403 requires abatement of ACMs prior to any demolition activities, if ACM material is found. If paint is separated from building materials (chemically or physically) during demolition of structures, the paint waste must be evaluated independently from the building



material by a qualified Environmental Professional in accordance with CCR Title 8. If lead-based paint is found, abatement would be required to be completed by a qualified Lead Specialist prior to any demolition activities. Compliance with existing regulations related to ACM and lead-based paint would reduce potential impacts to a less than significant level.

#### Soil and Groundwater Contamination in Unknown Contaminated Sites

Future development accommodated through implementation of the General Plan Update could involve grading and excavation activities which could expose construction workers and the public to previously unknown hazardous substances present in the soil or groundwater. Exposure to contaminants could occur if contaminants migrated to surrounding areas or if contaminated zones were disturbed at the contaminated location. Grading and excavation activities could also reveal previously unidentified underground storage tanks. Although underground storage tank removal activities could pose risks to workers and the public, potential risks would be minimized by managing the tank removal according to existing LACoFD Health Hazardous Materials Division standards. Potential impacts to groundwater would be dependent upon the type of contaminant, the amount released, and depth to groundwater at the time of the release.

The public could also be exposed to hazardous materials if new development or redevelopment were to be located on a current or historical hazardous material site. There are no active hazardous waste facilities cleanup sites within the Planning Area listed in the EnviroStor database. There are three open LUST sites within the Planning Area, with one site undergoing remediation, one eligible for closure, and one open site assessment (i.e., investigation and risk evaluation are occurring at the site). Future development associated with implementation of the General Plan Update would be reviewed at the project-level to determine whether any development sites are listed on a hazardous materials site. Any development activities that may occur on documented hazardous materials sites would be required to undergo remediation and cleanup under the supervision of the regulatory agencies, such as DTSC and the Los Angeles RWQCB.

In addition to the requirements associated with federal, state, and local regulations, the existing General Plan Safety Element includes policies and actions to address potential impacts associated with potentially contaminated sites. For example, Safety Element Policy 3.4 directs the City to regulate the use, transport, and disposal of hazardous materials. Action 3.4b requires new development to prepare a hazardous materials inventory and/or prepare Phase I or Phase II hazardous materials studies when appropriate, including any required cleanup measures. The General Plan Update also includes policies and actions to address potential impacts associated with potentially contaminated sites. Proposed Resource Management Element Policy RM-7.3 aims to promote the proper disposal of hazardous waste through education, monitoring, and enforcement of proper use, storage, handling, and disposal. Proposed Mobility Element Action M-7a directs the City to review and update the City's designated truck routes as needed while considering the potential mobility conflicts and the location of sensitive land uses in Lomita. Compliance with the General Plan and existing regulations would reduce potential impacts involving the release of hazardous materials into the environment as a result of on-site contamination to a less than significant level.





#### Long-Term Operations-Related Accidental Release of Hazardous Materials

Long-term operational activities associated with new development could result in upset and/or accident conditions involving the release of hazardous materials into the environment. The General Plan Update does not propose site-specific development; thus, specific hazardous materials that could be accidentally released cannot be predicted at this time. Typical incidents that could occur due to the accidental release of hazardous materials include leaking underground storage tanks, spills during transport, pipeline rupture, inappropriate storage or use, and/or natural disasters. If not cleaned up immediately and completely, these and other types of incidents could cause contamination of soil, surface water, and groundwater, and generate toxic fumes. Depending on the nature and extent of the contamination, groundwater supplies could become unsuitable for use as a domestic water source. Human exposure to contaminated soil or water could have potential health effects depending on a variety of factors, including the nature of the contaminant and the degree of exposure.

The transport, storage, and handling of hazardous materials by developers, contractors, business owners, and others are required to comply with federal, state, and local regulations during project construction and operation. RCRA permits must be obtained by facilities that use hazardous materials, giving the EPA the authority to control the generation, transportation, treatment, storage, and disposal of hazardous waste. Additionally, federal and State hazardous materials regulations govern the transportation of hazardous materials. Locally, the LACoFD Health Hazardous Materials Division is the CUPA for Los Angeles County and is responsible for consolidating, coordinating, and making consistent the administrative requirements, permits, inspections, and enforcement activities of State standards regarding the transportation, use, and disposal of hazardous materials in Los Angeles County, including the Planning Area.

The existing General Plan Safety Element includes policies and actions to address potential accidental exposure of individuals as a consequence of unknown existing environmental contaminants. For example, Safety Element Policy 3.4 directs the City to regulate the use, transport, and disposal of hazardous materials. Action 3.4a restricts the transport of hazardous materials within Lomita to routes designated for such transport. Action 3.4c requires new development that handles toxic, flammable, or explosive materials in quantities that could cause significant risk to adjacent human populations or development to conform to the applicable State or federal materials handling and emergency response plans. Action 3.4d directs the City to educate the public on household hazardous wastes and the proper methods and locations of disposal. The General Plan Update also includes policies and actions to address potential accidental exposure of individuals as a consequence of unknown existing environmental contaminants. Proposed Land Use Element Policy LU-5.1 directs the City to consider the effects of land use planning decisions on the overall health and well-being of the community and its residents. Proposed Land Use Policy LU-5.2 directs the City to support the creation of healthy and safe neighborhoods by proactively addressing land use conflicts and incompatible uses. Proposed Resource Management Element Policy RM-7.3 aims to promote the proper disposal of hazardous waste through education, monitoring, and enforcement of proper use, storage, handling, and disposal. Proposed Mobility Element Action M-7a directs the City to review and update the city's designated truck routes as needed while considering the potential mobility conflicts and the location of sensitive land uses in Lomita.



Compliance with all applicable federal, state, and local laws related to the transport, storage, and handling of hazardous materials would reduce the likelihood and severity of accidents, and impacts involving the release of hazardous materials into the environment would be less than significant.

**Proposed General Plan Update Goals, Policies, and Actions:**

**LAND USE ELEMENT**

**Goal LU-5:** **Community Health and Wellness.** Emphasize health and well-being.

**Policy LU-5.1: Health and Well-being.** Consider the effects of land use planning decisions on the overall health and well-being of the community and its residents.

**Policy LU-5.2: Healthy Neighborhoods.** Support the creation of healthy and safe neighborhoods by: proactively addressing land use conflicts and incompatible uses; promoting land use patterns that are well connected, reduce vehicle trips, and encourage active transportation; and designing public spaces that are comfortable, welcoming, and feel safe to all.

**MOBILITY ELEMENT**

**Policy M-7.1: Local Truck Routes.** Maintain a network of local truck routes to facilitate goods movement to regional roads and to discourage the use of residential roads.

**Action M-7a:** Review and update the City's designated truck routes as needed while considering the potential mobility conflicts and the location of sensitive land uses in Lomita

**RESOURCE MANAGEMENT ELEMENT**

**Policy RM-7.3: Hazardous Waste.** Promote the proper disposal of hazardous waste through education, monitoring, and enforcement of proper use, storage, handling, and disposal.

Refer also to the General Plan Safety Element.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

**HAZ-3: Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

**Impact Analysis:** Public schools located within the Planning Area include Lomita Magnet, Eshelman Avenue Elementary, and Alexander Fleming Middle School; refer to [Section 4.13, Public Services](#), of this EIR. In addition, a number of private schools and preschools are located within the Planning Area. Narbonne High School is located approximately 0.1-mile east of the Planning Area. As noted above, future development under the General Plan Update could utilize, transport, store, or dispose of hazardous materials during construction or operation. Excavation and grading activities associated with future development could expose the public to unknown hazardous materials present in soil or groundwater.





Remediation activities could involve the transport of hazardous materials to an approved landfill facility. As a result, future development within the Planning Area could potentially emit or handle hazardous materials within one-quarter mile of an existing or proposed school.

CEQA Guidelines Section 15186, *School Facilities*, requires that school projects, as well as projects proposed to be located near schools, examine potential health impacts resulting from exposure to hazardous materials, wastes, and substances. Furthermore, permitting requirements for individual hazardous material handlers or emitters would require evaluation and notification where potential hazardous materials handling and emissions could occur in proximity to existing schools.

Adherence to existing federal, state, and local regulations would ensure compliance with safety standards related to the use and storage of hazardous materials. In addition, the existing General Plan Safety Element includes policies and actions to address potential impacts associated with hazardous materials. For example, Safety Element Policy 3.4 directs the City to regulate the use, transport, and disposal of hazardous materials. Action 3.4a restricts the transport of hazardous materials within Lomita to routes designated for such transport. Action 3.4b requires new development to prepare a hazardous materials inventory and/or prepare Phase I or Phase II hazardous materials studies when appropriate, including any required cleanup measures. Action 3.4c requires new development that handles toxic, flammable, or explosive materials in quantities that could cause significant risk to adjacent human populations or development to conform to the applicable State or federal materials handling and emergency response plans. Action 3.4d directs the City to educate the public on household hazardous wastes and the proper methods and locations of disposal. The General Plan Update also includes policies and actions to address potential impacts associated with hazardous materials. Proposed Land Use Element Policy LU-5.1 directs the City to consider the effects of land use planning decisions on the overall health and well-being of the community and its residents. Proposed Land Use Element Policy LU-5.2 directs the City to support the creation of healthy and safe neighborhoods by proactively addressing land use conflicts and incompatible uses. Proposed Resource Management Element Policy RM-7.3 aims to promote the proper disposal of hazardous waste through education, monitoring, and enforcement of proper use, storage, handling, and disposal. Proposed Mobility Element Action M-7a directs the City to review and update the City's designated truck routes as needed while considering the potential mobility conflicts and the location of sensitive land uses in Lomita. Implementation of the safety procedures and regulations mandated by applicable federal, state, and local laws and the General Plan Update policies and actions would ensure that potential risks resulting from the routine transportation, use, storage, or disposal of hazardous materials or hazardous wastes in proximity to a school associated with implementation of the General Plan Update would be less than significant.

#### **Proposed General Plan Update Goals, Policies, and Actions:**

##### **LAND USE ELEMENT**

**Goal LU-5: Community Health and Wellness.** Emphasize health and well-being.

**Policy LU-5.1: Health and Well-being.** Consider the effects of land use planning decisions on the overall health and well-being of the community and its residents.



**Policy LU-5.2: Healthy Neighborhoods.** Support the creation of healthy and safe neighborhoods by: proactively addressing land use conflicts and incompatible uses; promoting land use patterns that are well connected, reduce vehicle trips, and encourage active transportation; and designing public spaces that are comfortable, welcoming, and feel safe to all.

#### **MOBILITY ELEMENT**

**Policy M-7.1: Local Truck Routes.** Maintain a network of local truck routes to facilitate goods movement to regional roads and to discourage the use of residential roads.

**Action M-7a:** Review and update the City's designated truck routes as needed while considering the potential mobility conflicts and the location of sensitive land uses in Lomita

#### **RESOURCE MANAGEMENT ELEMENT**

**Policy RM-7.3: Hazardous Waste.** Promote the proper disposal of hazardous waste through education, monitoring, and enforcement of proper use, storage, handling, and disposal.

Refer also to the General Plan Safety Element.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

**HAZ-4: Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?**

**Impact Analysis:** There are no active hazardous waste facilities cleanup sites within the Planning Area listed in the EnviroStor database. There are three open LUST sites within the Planning Area, with one site undergoing remediation, one eligible for closure, and one open site assessment (i.e., investigation and risk evaluation are occurring at the site). Additionally, the Planning Area contains one active facility listed in the SWIS database, a Limited Volume Transfer Operation that handles mixed municipal waste generated by Los Angeles County operations; and one closed facility that is currently developed with residential and commercial uses. Future development associated with implementation of the General Plan Update would be evaluated at the project-level to determine whether any development sites are listed on a hazardous materials site. Any development activities occurring on documented hazardous materials sites would be required to undergo remediation and cleanup under the supervision of the DTSC and the Los Angeles RWQCB prior to construction. These sites comprise the Cortese List, compiled pursuant to Government Code Section 65962.5.

Although site-specific development is not currently proposed, there is the potential that future development associated with implementation of the General Plan Update could occur on a site included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 at that time. Notably, the proposed Project would change the underlying land use designation for the three open LUST sites within the Planning Area. The land use designation for the LUST site currently undergoing



remediation (2031 Palos Verdes Drive North) would be changed from Commercial to Mixed-Use 40 ("MU40"); the land use designation for the LUST site with an open site assessment (25808 Narbonne Avenue) would be changed from Commercial to Mixed-Use 70 ("MU70"); and the land use designation for the LUST site eligible for closure (25825 Narbonne Avenue) would be changed from Commercial to MU70. The MU40 and MU70 designations are anticipated to accommodate mixed-use development and have the potential to introduce residential uses to these sites. Future site-specific development would be reviewed at the project-level to determine whether any development sites are listed on a hazardous materials site. Any development activities that may occur on documented hazardous materials sites would be required to undergo remediation and cleanup under the supervision of the regulatory agencies, such as DTSC and the Los Angeles RWQCB. Development would be required to comply with the existing General Plan Safety Element, which includes policies and actions to address potential impacts associated with hazardous materials sites. For example, Safety Element Policy 3.4 directs the City to regulate the use, transport, and disposal of hazardous materials. Action 3.4b requires new development to prepare a hazardous materials inventory and/or prepare Phase I or Phase II hazardous materials studies when appropriate, including any required cleanup measures. The General Plan Update also includes policies and actions to address potential impacts associated with hazardous materials sites. Proposed Land Use Element Policy LU-5.1 directs the City to consider the effects of land use planning decisions on the overall health and well-being of the community and its residents. Proposed Land Use Element Policy LU-5.2 directs the City to support the creation of healthy and safe neighborhoods by proactively addressing land use conflicts and incompatible uses.

Compliance with existing regulations and the General Plan Update policies and actions would reduce potential impacts involving hazardous materials sites; impacts would be less than significant.

**Proposed General Plan Update Goals, Policies, and Actions:**

**LAND USE ELEMENT**

**Goal LU-5: Community Health and Wellness.** Emphasize health and well-being.

**Policy LU-5.1: Health and Well-being.** Consider the effects of land use planning decisions on the overall health and well-being of the community and its residents.

**Policy LU-5.2: Healthy Neighborhoods.** Support the creation of healthy and safe neighborhoods by: proactively addressing land use conflicts and incompatible uses; promoting land use patterns that are well connected, reduce vehicle trips, and encourage active transportation; and designing public spaces that are comfortable, welcoming, and feel safe to all.

Refer also to the General Plan Safety Element.

**Mitigation Measures:** No mitigation measures are required

**Level of Significance:** Less Than Significant Impact.

**HAZ-5: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project**



**result in a safety hazard or excessive noise for people residing or working in the project area?**

**Impact Analysis:** There are no airports within the Planning Area; however, Torrance Municipal Airport is located adjacent to Lomita, just west of Crenshaw Boulevard along the city's western boundary. A relatively small portion of Lomita is located within the Torrance Municipal Airport Influence Area and Runway Protection Zone. These areas are currently Residential – Low Density and Residential – Agriculture and are generally developed with existing single-family residential uses. The Project does not propose any changes to underlying land use designations for parcels within the Torrance Municipal Airport Influence Area and Runway Protection Zone.

The Airport Land Use Plan provides the basis by which the ALUC and local agencies located within County-designated airport influence areas carry out land use development review responsibilities in accordance with State law. Proposed local actions within the boundaries of county-designated Airport Influence Areas, including Runway Protection Zones, must be submitted to the ALUC for review. As such, future development projects within the Planning Area that are within the Torrance Municipal Airport Influence Area and Runway Protection Zone would be reviewed by the ALUC for consistency with applicable standards established in the Airport Land Use Plan on a project-by-project basis. The Airport Land Use Plan contains land use measures intended to minimize the public's exposure to excessive noise and safety hazards related to public use airports in the county. These include requirements that proposed land uses comply with the Airport Land Use Plan's Land Use Compatibility Chart and compliance with height restrictions and standards of the Federal Aviation Regulations (CFR Title 14, Part 77). Projects that exceed the height limit set by Part 77 would be required to submit approval from the FAA to the local jurisdiction.

Development within the Planning Area is required to comply with the existing General Plan Safety Element, which includes policies and actions to address potential impacts associated with safety hazards and noise from the Torrance Municipal Airport. For example, Safety Element Policy 2.5 is aimed at minimizing the risk of safety hazards related to the operation of the Torrance Municipal Airport. Action 2.5a ensures that land use decisions for development within the Airport Influence Area and Runway Protection Zone are consistent with the FAA standards contained within the Los Angeles County Airport Land Use Plan. The General Plan Update also includes policies and actions to address potential impacts associated with safety hazards and noise from the Torrance Municipal Airport. Proposed Land Use Element Policy LU-2.9 directs the City to coordinate with neighboring jurisdictions to address land use compatibility within areas surrounding Lomita, including flight-related issues from Torrance Municipal Airport. Proposed Noise Element Policy N-1.3 directs the City to consider the noise compatibility of existing and future development when making land use planning decisions and requires development and infrastructure projects to be consistent with the land use compatibility standards contained in Table N-1 and the Lomita Municipal Code. Proposed Noise Element Policy N-1.4 requires new development to mitigate excessive noise to the standards indicated in Table N-1 and the Lomita Municipal Code. Proposed Noise Element Policy N-2.3 directs the City to work with the Airport Land Use Commission to ensure that local noise concerns are proactively addressed. Overall, compliance with existing regulations and the General Plan Update policies and actions would reduce potential impacts with regard to safety hazards or excessive noise for people residing or working in the Planning Area; impacts would be less than significant.



## Proposed General Plan Update Goals, Policies, and Actions:

### LAND USE ELEMENT

**Policy LU-2.9: Multi-Jurisdictional Coordination.** Coordinate with neighboring jurisdictions to address land use compatibility within areas surrounding Lomita, including, but not limited to, flight-related issues (from Torrance Municipal Airport) and hillside development.

### NOISE ELEMENT

**Policy N-1.3: Noise Exposure.** Consider the noise compatibility of existing and future development when making land use planning decisions. Require development and infrastructure projects to be consistent with the land use compatibility standards contained in Table N-1 and the Lomita Municipal Code to facilitate acceptable noise exposure levels for existing and future development.

**Policy N-1.4: Noise Mitigation.** Require new development to mitigate excessive noise to the standards indicated in Table N-1 and the Lomita Municipal Code.

**Policy N-2.3: Torrance Municipal Airport.** Work with the Airport Land Use Commission to ensure that local noise concerns are proactively addressed.

**Action N-1a:** Monitor changes in the California Building Code and other federal and state laws and regulations related to noise and incorporate necessary changes into the Municipal Code and building codes as required.

**Action N-1b:** Review the Lomita Municipal Code and update as necessary so that the noise standards are consistent with this General Plan, including Table N-1, and to require new residential, mixed-use with a residential component, and other noise-sensitive development to be designed to minimize noise exposure to noise sensitive uses through incorporation of site planning and architectural techniques. Any update shall also include noise standards for residential uses within a mixed-use development, which may differ from other adopted residential noise standards.

**Action N-1c:** Review new development and transportation projects for compliance with the noise requirements established in this General Plan, including the standards established in Table N-1 and the Lomita Municipal Code. Where necessary, require new development to mitigate excessive noise through best practices, including building location and orientation, building design features, placement of noise-generating equipment away from sensitive receptors, shielding of noise-generating equipment, placement of noise-tolerant features between noise sources and sensitive receptors, and use of noise-minimizing materials.

Refer also to the General Plan Safety Element.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.



**HAZ-6: Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

**Impact Analysis:** The General Plan Update would allow a variety of new residential and non-residential development, which would result in increased jobs and population in the Planning Area. The Los Angeles County OAEOP addresses the planned response to extraordinary situations associated with natural disasters and/or human caused incidents, including wildfires, and outlines mutual aid provisions within the Los Angeles County OA. The City's EOP addresses the City's planned response to natural or human-caused disasters and describes the organizational structures, roles, responsibilities, policies and protocols for providing emergency support.

The existing General Plan Safety Element identifies Pacific Coast Highway, Western Avenue, Narbonne Avenue, Lomita Boulevard, and Crenshaw Boulevard as the primary routes for evacuation; however, different evacuation routes would be activated as necessary, depending upon the emergency event and area affected. The existing General Plan Safety Element also includes policies and actions to address emergency response and evacuation. For example, Safety Element Policy 4.3 prioritizes roadway Capital Improvement Projects that function as evacuation routes. Safety Element Action 4.3a directs the City to maintain emergency evacuation routes; ensure that street widths, paving, and grades meet the requirements of the California State Fire Code and the Los Angeles County Consolidated Fire Codes; and work with the City's geographic information system ("GIS") mapping services to identify any residential areas that do not have at least two emergency evacuation routes. Action 4.1c directs the City to work with CAL FIRE and other regional agencies to regularly update the existing wildfire hazard zones and evacuation routes mapping using geographic information system.

The General Plan Update does not include any site-specific development. However, Project implementation would allow for increased development in the city, resulting in an increase in population and jobs. Although the Planning Area is highly urbanized and existing infrastructure, including roads, are generally in place, road and infrastructure improvements could occur to accommodate the new growth. Future development within the Planning Area is not anticipated to result in the substantial modification of roadways surrounding specific development sites or the placement of any permanent physical barriers on adjacent roadways. There is the potential that traffic lanes located immediately adjacent to a development site may be temporarily closed or controlled by construction personnel during construction activities. However, any temporary construction activity would be required to adhere to applicable City standards, including Municipal Code Title VIII, Chapter 6, *Closure of City Streets*, which requires an application for the closure or partial closure of roads in the Planning Area to be reviewed by the Traffic Commission and City Council. Closure approval by the City Council requires a finding that: the closure or partial closure serves to implement the General Plan; and that the proposed closure or partial closure does not create problems inimical to public health and safety. Additionally, the applicant of any proposed development would be required to submit appropriate plans for plan review to ensure compliance with zoning, building, and fire codes prior to the issuance of a building permit. LACoFD would review the proposed development for access requirements, minimum driveway widths, fire apparatus access roads, fire lanes, signage, access devices and gates, access walkways, among other requirements to ensure adequate emergency access would be provided to and within the site. The proposed development would be required to comply with all applicable building and fire code requirements and would submit





construction plans to the LACoFD's Engineering Building Plan Check Unit for review and approval prior to issuance of any building permit. Approval by LACoFD would ensure that construction and operation of future projects associated with implementation of the General Plan Update would not impair or physically interfere with an adopted emergency response plan or emergency evacuation plan.

Primary access to all major roads would be maintained during construction of future developments within the Planning Area. As part of the site plan and design review process, future development projects would be reviewed for adequate infrastructure and access as well as consistency with adopted emergency and evacuation plans among many other environmental issues in order to ensure the safety of residents and the physical environment. Therefore, impacts associated with adopted emergency response or evacuation plans would be less than significant.

**Proposed General Plan Update Goals, Policies, and Actions:** There are no General Plan Update goals, policies, or actions specific to emergency response plans or emergency evacuation plans; refer to the General Plan Safety Element.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

**HAZ-7: Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?**

**Impact Analysis:** The potential for wildland fires represents a hazard to people and structures, particularly within areas adjacent to open space or within close proximity to wildland fuels. The Planning Area is predominantly built-out and located within an urbanized setting. Urbanized land does not typically facilitate the spread of wildfire in the same manner as vegetated, open space areas. However, the southern portion of the Planning Area (south of Pacific Coast Highway) exhibits higher wildfire risk factors such as a sloping topography and proximity to open space areas in the Cities of Rolling Hills Estates and Rancho Palos Verdes.

According to CAL FIRE FHSZ maps, the Planning Area is located within a LRA, meaning that local fire districts are responsible for fire protection services. A relatively small portion of the Planning Area (the site of the Cypress Water Production Facility) is located within a recommended VHFHSZ. Additionally, areas adjacent to the southern portion of the Planning Area within Torrance, Rolling Hills Estates, and Rancho Palos Verdes are within designated VHFHSZs. This suggests that while wildfires are not likely to originate within Lomita due to its urbanized and developed landscape, there is the potential for wildfires to occur in nearby FHSZs, such as in the City of Rolling Hills Estates or elsewhere on the highly vegetated Palos Verdes Peninsula and spread to Lomita.

The existing General Plan Safety Element includes policies and actions to address public safety and emergency services, including fire protection services. For example, Safety Element Policy 2.4 is aimed at maximizing fire resistance of existing and planned development and infrastructure. Safety Element Action 2.4a directs the City to identify areas vulnerable to fire due to inadequate water supply for firefighting and implement improvements (e.g., expansion of water supply, storage hydrants). Safety Element Action 2.4c directs the City to expand code enforcement activities to reduce risk of fire related to unsafe



structures or hazardous conditions related to vegetation or outdoor storage. Safety Element Action 4.1c directs the City to work with CAL FIRE and other regional agencies to regularly update the existing wildfire hazard zones and evacuation routes mapping using geographic information system. Safety Element Action 4.1d directs the City to work with CAL FIRE and other regional agencies to develop appropriate improvements needed for fire suppression operations. Safety Element Action 4.3a directs the City to maintain emergency evacuation routes; ensure that street widths, paving, and grades meet the requirements of the California State Fire Code and the Los Angeles County Consolidated Fire Codes; and work with the City's GIS mapping services to identify any residential areas that do not have at least two emergency evacuation routes.

Future development allowed under the General Plan Update would be required to comply with the provisions of federal, state, and local requirements related to wildland fire hazards, including State fire safety regulations associated with wildland-urban interfaces, fire-safe building standards, and defensible space requirements. As future development and infrastructure projects are considered by the City, each project would be evaluated for potential impacts, specific to the project, associated with wildland fire hazards as required under CEQA. Therefore, through compliance with existing federal, state, and local regulations related to wildland fire hazards and the General Plan Update policies and actions, impacts regarding the exposure of people or structures to significant loss, injury, or death involving wildland fires would be less than significant.

**Proposed General Plan Update Goals, Policies, and Actions:** There are no General Plan Update goals, policies, or actions specific to wildland fires; refer to the General Plan Safety Element.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

#### 4.8.6 CUMULATIVE IMPACTS

Section 3.0, *Basis of Cumulative Analysis*, identifies projected growth within the Planning Area with the potential to interact with the proposed Project to the extent that a significant cumulative effect relative to hazards and hazardous materials may occur. The geographic setting for hazards and hazardous materials are typically localized and considers development within the Planning Area and vicinity.

**Would the project, combined with other related cumulative projects, create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

**Impact Analysis:** Construction activities associated with future development and development associated with the cumulative projects may involve the routine transport, use, or disposal of hazardous materials. However, the construction contractor would be required to use standard construction controls and safety procedures that would avoid and minimize the potential for hazards associated with the transport and use of hazardous materials. Standard construction practices would be observed such that any materials released are appropriately contained and remediated as required by local, state, and federal law.





Implementation of the Project would result in new development and intensification of existing urban uses along major corridors, including Pacific Coast Highway, Lomita Boulevard, Narbonne Avenue, Western Avenue, and Palos Verdes Drive North. The General Plan Update does not introduce new industrial uses or allow for the intensification of existing industrial uses. The land uses anticipated by the Project and cumulative development projects do not typically involve the use or storage of hazardous substances other than limited quantities of hazardous materials such as solvents, fertilizers, pesticides, and other materials used for regular maintenance of buildings and landscaping. The quantities of these materials would not typically be at an amount that would pose a significant hazard to the public or the environment. Adherence to existing regulations would ensure compliance with safety standards related to the use and storage of hazardous materials, and safety procedures mandated by applicable federal, state, and local laws and regulations would ensure that risks involving the routine transportation, use, storage, or disposal of hazardous materials or hazardous wastes would be less than significant. Future projects implemented under the General Plan Update would be required to be consistent with General Plan policies and actions pertaining to hazards and hazardous materials, which would reduce potential impacts and ensure that the General Plan Update would not considerably contribute to significant hazards to the public. Thus, the Project's incremental effects involving hazards associated with the routine transport, use, or disposal of hazardous materials would not be cumulatively considerable.

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

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

**Would the project, combined with other related cumulative projects, create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**

**Impact Analysis:** Future development sites associated with implementation of the Project and cumulative development sites within the city could create a significant hazard to the public or the environment through upset and/or accident conditions involving the release of hazardous materials into the environment. Implementation of construction activities associated with Project implementation and cumulative development projects would involve some demolition, grading, excavation, and other ground-disturbing activities that could temporarily create a significant hazard to the public or the environment through release of hazardous materials. Future site-specific development would be reviewed at the project-level to determine whether any development sites are listed on a hazardous materials site. Any development activities that may occur on documented hazardous materials sites would be required to undergo remediation and cleanup under the supervision of the regulatory agencies, such as DTSC and the Los Angeles RWQCB. Further, future projects implemented under the General Plan Update would be required to be consistent with General Plan policies and actions pertaining to hazards and hazardous materials, which would reduce potential impacts and ensure that the General Plan Update would not considerably contribute to significant hazards to the public. Thus, the Project's incremental effects



involving hazards associated with the reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment would not be cumulatively considerable.

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

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

**Would the project, combined with other related cumulative projects, emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

**Impact Analysis** Future development sites associated with implementation of the Project and cumulative development sites within the city may emit hazardous emissions or handle hazardous materials within one-quarter mile of an existing or proposed school during construction phases. All future use, storage, transport, and disposal of hazardous materials associated with the proposed Project and cumulative projects within the vicinity would be governed by existing regulations of several agencies, including DTSC, EPA, DOT, Cal OSHA, and the LACoFD Health Hazardous Materials Division. Site-specific development would adhere to standard construction practices to ensure that any hazardous materials released are appropriately contained and remediated as required by local, state, and federal law. Compliance with applicable laws and regulations governing the use, storage, transportation, and disposal of hazardous materials would ensure all potentially hazardous materials are used and handled in an appropriate manner and would minimize the potential for safety impacts. All development within the Planning Area is required to adhere to existing regulations which ensure compliance with safety standards related to the use and storage of hazardous materials, and the safety procedures mandated by applicable federal, state, and local laws and regulations would reduce potential impacts to schools within the area. Further, future projects implemented under the General Plan Update would be required to be consistent with General Plan policies and actions and adopted regulations pertaining to hazards and hazardous materials, which would reduce potential impacts and ensure that the General Plan Update would not considerably contribute to significant hazards to the public. Thus, the Project's incremental effects involving emission of hazardous materials within a one-quarter mile of a school would not be cumulatively considerable.

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

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

**Would the project, combined with other related cumulative projects, be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?**



**Impact Analysis:** Future development associated with implementation of the Project and cumulative projects would be evaluated at the project-level to determine whether any development sites are listed on a hazardous materials site compiled pursuant to Government Code Section 65962.5. Any development activities occurring on documented hazardous materials sites would be required to undergo remediation and cleanup under the supervision of federal, state, and local regulations, including the DTSC and the Los Angeles RWQCB, prior to construction. Further, future projects implemented under the General Plan Update would be required to be consistent with General Plan policies and actions pertaining to hazards and hazardous materials, which would reduce potential impacts and ensure that the General Plan Update would not considerably contribute to significant hazards to the public. Therefore, the Project's incremental effects involving exposure of people and structures to potential substantial adverse effects involving hazardous materials sites would not be cumulatively considerable.

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

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

**Would the project, combined with other related cumulative projects, be located within an airport land use plan or within two miles of a public airport or public use airport and result in a safety hazard or excessive noise for people residing or working in the project area?**

**Impact Analysis:** The Project's incremental contribution to cumulative safety hazards or excessive noise within an airport land use plan or within two miles of a public airport or public use airport would not be significant. As described above, while a portion of Lomita is located within the Torrance Municipal Airport Influence Area and Runway Protection Zone, the Project does not propose any changes to underlying land use designations for parcels within the Torrance Municipal Airport Influence Area and Runway Protection Zone. Future development associated with Project implementation and cumulative development would be required to comply with existing regulations, including the Airport Land Use Plan, as applicable. Proposed development within the boundaries of the Airport Land Use Plan would be required to submit appropriate plans to be reviewed by the ALUC for consistency with applicable standards established in the Airport Land Use Plan on a project-by-project basis. Further, future projects implemented under the General Plan Update would be required to be consistent with General Plan policies and actions pertaining to safety hazards and noise, which would reduce potential impacts and ensure that the General Plan Update would not considerably contribute to significant hazards or noise for people residing or working in the Planning Area. Thus, the Project's incremental effects involving safety hazards or excessive noise for people residing or working in the project area would be less than cumulatively considerable.

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

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.



**Would the project, combined with other related cumulative projects, impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

**Impact Analysis:** Future development associated with Project implementation and cumulative development could impair implementation of or physically interfere with an adopted emergency response plan. Implementation of construction activities associated with Project implementation and cumulative development projects would involve some land clearing, grading, and other construction activities that could temporarily interfere with emergency response plans or emergency evacuation plans. Pacific Coast Highway, Western Avenue, Narbonne Avenue, Lomita Boulevard, and Crenshaw Boulevard would serve as the primary routes for evacuation; however, different evacuation routes would be activated as necessary, depending upon the emergency event and area affected. The City would continue to coordinate with LACoFD and the Los Angeles County Sheriff's Department to provide ongoing education to residents about how to safely evacuate in the event of an emergency.

As site-specific development is not currently proposed, it is unknown if implementation of the Project would involve the removal of existing driveways or the construction of new driveways or any associated improvements, such as curb, gutter, and sidewalks. Proposed development would be required to submit appropriate plans for plan review to ensure compliance with zoning, building, and fire codes prior to the issuance of a building permit. The proposed development would be required to comply with all applicable Building and Fire Code requirements and would submit construction plans to LACoFD's Engineering Building Plan Check Unit for review and approval prior to issuance of any building permit. Approval by the LACoFD would ensure that construction and operation would not impair implementation of or physically interfere with the City's EOP or emergency evacuation plan. Further, future projects implemented under the General Plan Update would be required to be consistent with General Plan policies and actions pertaining to emergency response and evacuation. Thus, the Project's incremental effects involving interface of emergency plans would be less than cumulatively considerable.

**Proposed General Plan Update Goals, Policies, and Actions:** There are no General Plan Update goals, policies, or actions specific to emergency response plans or emergency evacuation plans; refer to the General Plan Safety Element.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

**Would the project, combined with other related cumulative projects, expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?**

**Impact Analysis:** The Project's incremental contribution to cumulative wildfire hazard impacts would not be significant. As previously discussed, the city is highly urbanized and future development and redevelopment activities in the city would occur in previously developed areas. As a result, the degree of wildland fire hazard would not substantially change with adoption of the General Plan Update, and current hazards would not significantly increase.



As described previously, a relatively small portion of the Planning Area (the site of the Cypress Water Production Facility) is located within a recommended VHFHSZ and areas adjacent to the southern portion of the Planning Area within Torrance, Rolling Hills Estates, and Rancho Palos Verdes are within designated VHFHSZs. Future development associated with implementation of the Project and cumulative projects would be required to comply with the Building and Fire Code and would be reviewed by LACoFD to ensure fire safety is addressed. Additionally, the General Plan includes policies and programs to address public safety and emergency services, including fire protection. Accordingly, the Project's incremental contribution to cumulative wildfire impacts would be less than cumulatively considerable.

**Proposed General Plan Update Goals, Policies, and Actions:** There are no General Plan Update goals, policies, or actions specific to wildland fires; refer to the General Plan Safety Element.

**Mitigation Measures:** No mitigation required.

**Level of Significance:** Less Than Significant Impact.

#### 4.8.7 SIGNIFICANT UNAVOIDABLE IMPACTS

Hazards and hazardous materials impacts associated with the implementation of the General Plan Update would be less than significant. No significant unavoidable hazards and hazardous materials impacts would occur as a result of the General Plan Update.

#### 4.8.8 REFERENCES

California Department of Forestry and Fire Protection, *FHSZ Viewer*, <https://egis.fire.ca.gov/FHSZ>, accessed January 23, 2024.

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California Department of Resources Recycling and Recovery, *SWIS Facility/Site Summary: Road Division 232A - Lomita (19-AA-0307)*, <https://www2.calrecycle.ca.gov/SolidWaste/Site/Summary/1066>, accessed January 23, 2024.

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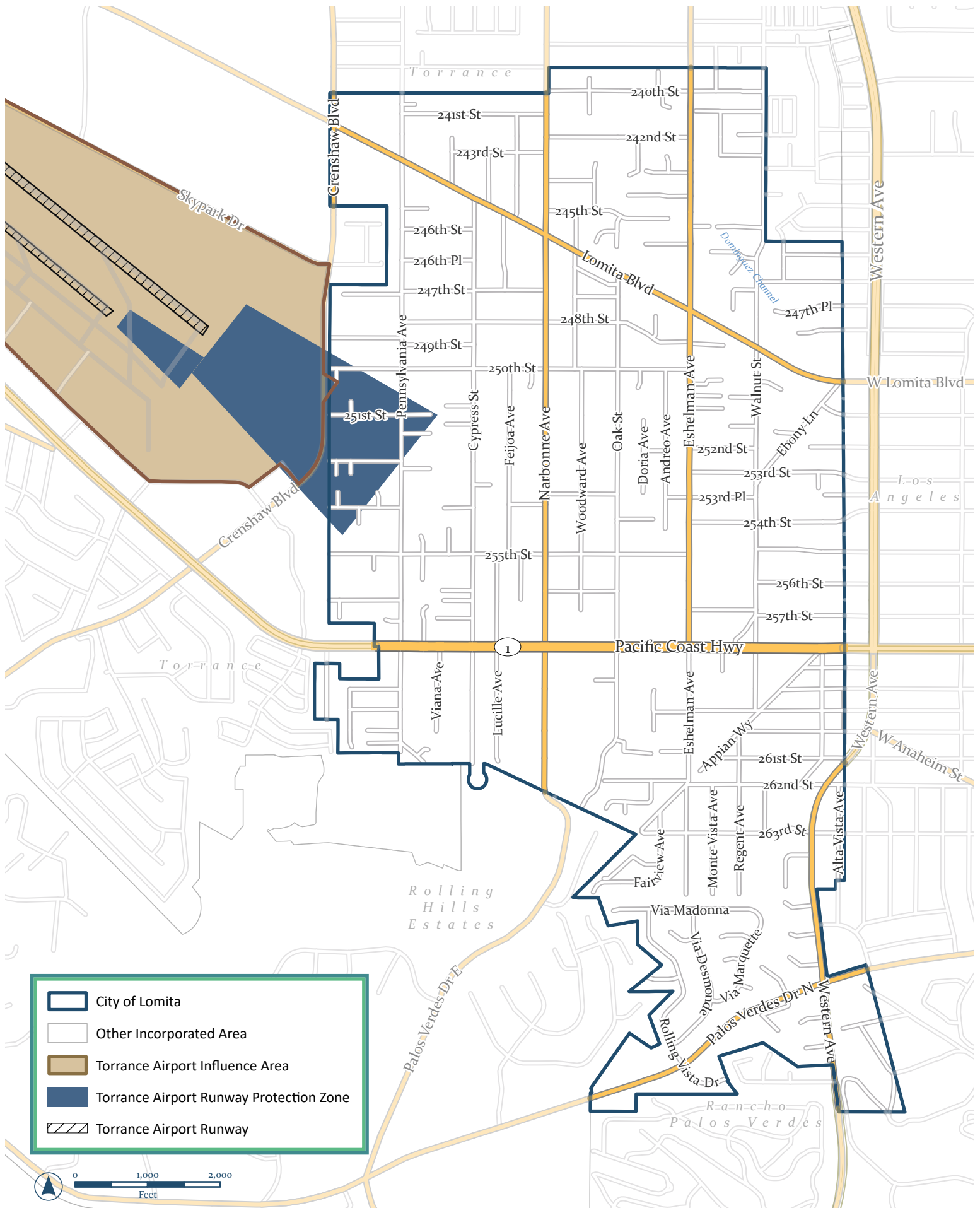
Los Angeles County Airport Land Use Commission, *Los Angeles County Airport Land Use Plan*, December 2004.

Los Angeles County, *Los Angeles County 2035 General Plan, Figure 12.5: Fire Hazard Severity Zones Policy Map*, August 2021.



Los Angeles County Fire Department, *Health Hazardous Materials Division*, <https://fire.lacounty.gov/health-hazardous-materials-division/>, accessed January 23, 2024.

National Park Service, *Types of Wildland Fire*, <https://www.nps.gov/subjects/fire/types-of-wildland-fire.htm#:~:text=NPS%20Photo%20Wildland%20fire%20is,trees%2C%20grasses%2C%20and%20shrubs>, accessed April 11, 2024.

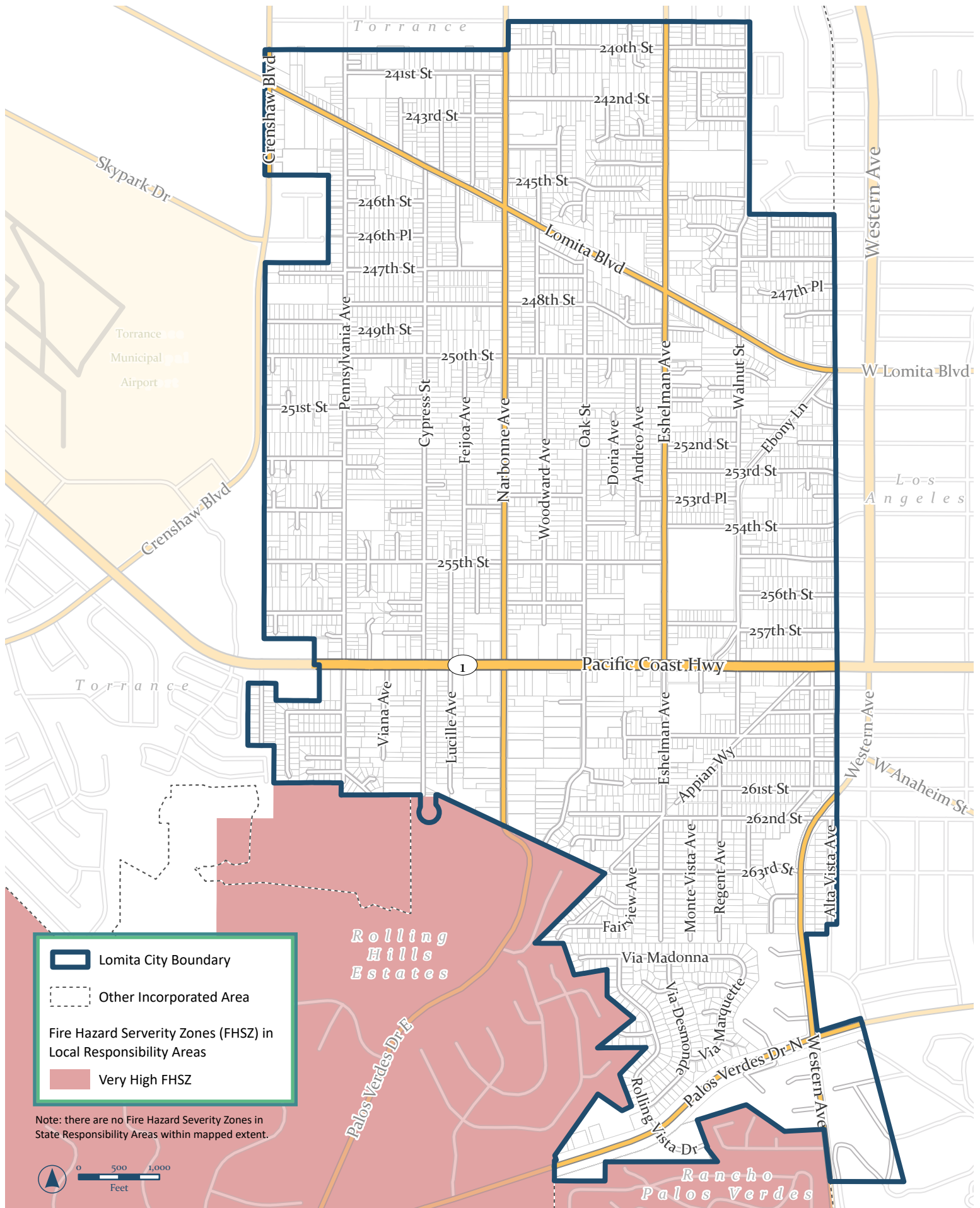


**Figure 4.8-1. Airport Influence Area**



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**Figure 4.8-2. Fire Hazard Severity Zones**



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## 4.9 HYDROLOGY AND WATER QUALITY

### 4.9.1 PURPOSE

This section provides a discussion of the regional hydrology, flooding, water quality, water purveyors, and water sources in the Planning Area and provides an analysis of potential impacts associated with implementation of the General Plan Update.

#### KEY TERMS

**Groundwater:** Groundwater is water that is underground and below the water table, as opposed to surface water, which flows across the ground surface. Water beneath the earth's surface fills the spaces in soil, gravel, or rock formations. Pockets of groundwater are often called "aquifers" and are the source of drinking water for a large percentage of the population in the United States. Groundwater is often extracted using wells which pump the water out of the ground and up to the surface. Groundwater is naturally replenished by surface water from precipitation, streams, and rivers when this recharge reaches the water table.

**Surface water:** Surface water is water collected on the ground or from a stream, river, lake, wetland, or ocean. Surface water is naturally replenished through precipitation but is naturally lost through evaporation and seepage into soil.

### 4.9.2 ENVIRONMENTAL SETTING

#### REGIONAL HYDROLOGY

The Planning Area is located within the southwestern portion of Los Angeles County, California. The rivers and streams of the Los Angeles region flow from headwaters in the Transverse and Peninsular Mountain ranges located to the north and east of the Planning Area, through urbanized foothill, valley, and coastal areas, and terminate at highly utilized recreational beaches and harbors (Los Angeles Regional Water Quality Control Board 2014). Historically, the Los Angeles region's surface-area hydrology consisted of a network of rivers, ephemeral streams, wetlands, and swamp land; however, the construction of dams, flood control projects, and urbanization have significantly altered the natural hydrology of the region.

The Planning Area is nestled into the base of the Palos Verdes Peninsula, and although the city is relatively flat north of Pacific Coast Highway, it rises in elevation by over 200 feet (to 330 feet above sea level) on the south and southwestern boundaries. The Planning Area resides within the Dominguez Channel Watershed Management Group ("WMG"), which drains to various regional drainage conveyance channels within the Dominguez Channel Watershed, the Machado Lake Watershed, and Los Angeles/Long Beach ("LA/LB") Harbors Watershed (Fusco Engineering, 2024). Historically, the harbor area consisted of marshes and mudflats with a large marshy area, Dominguez Slough to the north of LA/LB Harbors, and flow from the Los Angeles River, which entered where Dominguez Channel now drains (Los Angeles Regional Water Quality Control Board 2023). During the late 19<sup>th</sup> and early 20<sup>th</sup> centuries, the landscape was highly altered; channels were dredged, marshes were filled, wharves were constructed, the Los Angeles River was diverted, and a breakwater was constructed, in order to allow deep draft ships to be



directly offloaded and products be swiftly moved. The Dominguez Slough was completely channelized, and the greater San Pedro Bay was dredged and enclosed by two more breakwaters. The LA/LB Harbor complex is now one of the largest ports in the country.

## WATERSHEDS

A watershed is a region that is bound by a divide that drains to a common watercourse or body of water. Watersheds serve an important biological function, oftentimes supporting an abundance of aquatic and terrestrial wildlife including special status species and anadromous and native local fisheries. Watersheds provide conditions necessary for riparian habitat.

Watersheds are delineated by the United States Geological Survey (“USGS”), using a nationwide system based on surface hydrologic features (USGS 2023). These hydrologic units are classified into four levels (regions, subregions, accounting units, and cataloging units), with each unit being identified by a unique hydrologic unit code (“HUC”) based on its level within the hierarchical system. This means that boundaries are defined according to size and topography, with multiple sub-watersheds within larger watersheds. The USGS system divides the United States into regions (HUC-2), subregions (HUC-4), basins (HUC-6), subbasins (HUC-8), watersheds (HUC-10), and sub-watersheds (HUC-12).

### Level 2 – Subregion (HUC-4)

The Planning Area is located within the Southern California Coastal subregion, also known as the South Coast Hydrologic Region, a large coastal watershed in southern California (California Department of Water Resources 2003). The South Coast Hydrologic Region spans approximately 6.78 million acres and is bounded on the west by the Pacific Ocean, on the north by the Transverse Ranges, on the east by the Colorado River Hydrologic Region, and on the south by the international boundary with Mexico.

### Level 4 – Subbasin (HUC-8)

Within the South Coast Hydrologic Region, the Planning Area is located within the San Gabriel hydrologic subbasin. The Los Angeles Regional Water Quality Control Board (“RWQCB”) governs basin planning and water quality within the San Gabriel hydrologic subbasin. Figure 4.9-1, Hydrologic Units Watersheds, shows the watersheds within and surrounding the Planning Area.

### Level 5 – Watershed (HUC-10)

Within the San Gabriel hydrologic subbasin, the Planning Area is located within the Alamitos Bay-San Pedro Bay watershed.

### Level 6 – Sub-Watershed (HUC-12)

As a planning area becomes smaller, the hydrologic area level may be too large in terms of scale, and a hydrologic sub-area may be considered more appropriate. The Planning Area is located within the Long Beach Harbor sub-watershed. Figure 4.9-2, Hydrologic Areas Subwatersheds, shows the sub-watersheds within and surrounding the Planning Area.



## SURFACE WATER AND FLOOD CONTROL FACILITIES

The Planning Area resides within the Dominguez Channel WMG, which includes the watershed management areas (“WMA”) for the Dominguez Channel Watershed, the Machado Lake Watershed, and the Los Angeles/Long Beach Harbors Watershed (Fusco Engineering 2024). Machado Lake WMA encompasses the majority of the city, with a small southern portion of the Planning Area falling within the LA/LB Harbors WMA. Each watershed is comprised of a number of channels that ultimately deliver stormwater to the Pacific Ocean. The Planning Area drains to the receiving water bodies via the Wilmington Drain, Machado Lake, and LA/LB Harbors. There are no surface waterbodies within the Planning Area.

### Storm Drain Facilities

The Wilmington Drain is a Los Angeles County Flood Control District (“LACFCD”) facility managed by the Los Angeles County Department of Public Works (“LACDPW”) and is tributary to Machado Lake. A series of local catch basins, inlets, and storm drain pipes throughout the Planning Area collect stormwater and generally drain in a west to east direction before discharging into LACFCD regional conveyance facilities (Lomita, Wilmington, and BI0077 – Line A storm drains). The City owns and maintains a number of catch basins and smaller storm drain lines, while LACDPW owns and maintains the larger storm drain lines, reinforced concrete boxes (“RCBs”), and flood control channels. LACFCD has a detailed GIS-based inventory of the drainage facilities throughout the city, including storm drain pipes, catch basins (with Best Management Practices [“BMPs”] and/or filters), and outfalls for both public and private properties. The existing Los Angeles County and City storm drain infrastructure is discussed further in Section 4.16, Utilities and Service Systems.

### Surface Water Quality

Point source and non-point source pollutants affect surface water quality. Point source pollutants are those emitted at a specific point, such as a pipe, while non-point source pollutants are typically generated by surface runoff from diffuse sources, such as streets, paved areas, and landscaped areas. Pollutant discharge regulations or Waste Discharge Requirements (“WDRs”) control point source pollutants. Non-point source pollutants are more difficult to monitor and control, although they are important contributors to surface water quality in urban areas.

Stormwater runoff pollutants vary based on land use, topography, the amount of impervious surface, and the amount and frequency of rainfall and irrigation practices. Runoff in developed areas typically contains oil, grease, and metals accumulated in streets, driveways, parking lots, and rooftops, as well as pesticides, herbicides, particulate matter, nutrients, animal waste, and other oxygen-demanding substances from landscaped areas. The highest pollutant concentrations usually occur at the beginning of the wet season during the “first flush.”

The Los Angeles RWQCB governs water quality in the Planning Area, setting water quality standards in the Water Quality Control Plan Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties (“Basin Plan”). The Basin Plan identifies beneficial uses for surface water and groundwater and establishes water quality objectives to attain those beneficial uses.



The Clean Water Act (“CWA”) 303(d) list is a register of impaired and threatened waters which the CWA requires all states to submit for U.S. Environmental Protection Agency (“EPA”) approval. The list identifies all waters where the required pollution control measures have so far been unsuccessful in reaching or maintaining the required water quality standards. Waters that are listed are known as “impaired.” All waterbodies on the CWA 303(d) list are subject to the development of a total maximum daily load (“TMDL”). A TMDL is an estimate of the daily load of pollutants that a water body may receive from point sources, non-point sources, and natural background conditions (including an appropriate margin of safety), without exceeding its water quality standard. The Planning Area does not have any water bodies on the CWA 303(d) list (California State Water Resources Control Board, 2018).

The Planning Area resides within the Dominguez Channel WMG which drains to various regional drainage conveyance channels within the Dominguez Channel Watershed, the Machado Lake Watershed, and LA/LB Harbors Watershed. Some of those channels have prescribed beneficial uses and water quality objectives to protect water quality within the receiving waters.

Beneficial uses have been established for several of the water bodies that receive runoff from the Planning Area, according the Los Angeles RWQCB Basin Plan and as listed below in Table 4.9-1, *List of Receiving Waters and Beneficial Uses*.



**Table 4.9-1**  
**List of Receiving Waters and Beneficial Uses**

<b>Machado Lake &amp; Wilmington Drain</b>	
<u>Existing Beneficial Uses</u> WARM – Warm Freshwater Habitat WILD – Wildlife Habitat WET – Wetland Habitat REC 1 – Water Contact Recreation REC 2 – Non-Contact Water	<u>Potential Beneficial Uses</u> None
<b>Los Angeles Harbors - Consolidated Slip, Inner Harbor, &amp; Fish Harbor</b>	
<u>Existing Beneficial Uses</u> IND – Industrial Service Supply NAV - Navigation REC 2 – Non-Contact Water COMM – Commercial and Sport Fishing MAR – Marine Habitat RARE – Rare, Threatened, or Endangered Species	<u>Potential Beneficial Uses</u> REC 1 – Water Contact Recreation SHELL – Shellfish Harvesting
<b>Los Angeles / Long Beach Harbors - Inner &amp; Outer Cabrillo Beach</b>	
<u>Existing Beneficial Uses</u> NAV - Navigation REC 1 – Water Contact Recreation REC 2 – Non-Contact Water COMM – Commercial and Sport Fishing MAR – Marine Habitat WILD – Wildlife Habitat MIGR – Migration of Aquatic Organisms SPWN – Spawning, Reproduction, and/or Early Development SHELL – Shellfish Harvesting	<u>Potential Beneficial Uses</u> None
Source: Dominguez Channel Watershed Management Area Group, February 2016, Enhanced Watershed Management Program.	

## GROUNDWATER

The Planning Area lies within the Coastal Plain of the Los Angeles Groundwater Basin and specifically under the adjudicated West Coast Groundwater Subbasin (“West Coast Basin”). The City has the right to extract 1,352 acre-feet (“AF”) of groundwater from the West Coast Basin, which provides a source of approximately 64,468 AF of groundwater annually to the City and the 11 other cities in the region. The Water Replenishment District of Southern California (“WRD”) is responsible for maintaining and replenishing the West Coast Basin. To maintain groundwater quality, WRD conducts an extensive monitoring program that serves and manages the West Coast Basin’s groundwater production, contamination, and compliance with all required laws and regulations. Additionally, to ensure accurate data, WRD uses depth specific (nested) monitoring wells that tap discrete aquifer zones. In the most recent Regional Groundwater Monitoring Report, WRD presented water quality results from the 22 WRD





nested monitoring wells for the 2021-2022 water year. WRD collected hundreds of samples from these wells and concluded that groundwater in its service area is generally of good quality and suitable for use.

## FLOODPLAIN MAPPING

The Planning Area is built out and fully developed, and it is largely paved which reduces infiltration, increases surface runoff, and can increase the risk of localized flooding. Localized flooding may occur in low spots or where infrastructure is unable to accommodate peak flows during a storm event. In most cases, localized flooding dissipates quickly after heavy rain ceases.

### FEMA Flood Zones

The Federal Emergency Management Agency (“FEMA”) has a database that maps flood potential across the United States. FEMA mapping provides important guidance for the City in planning for flooding events and regulating development within identified flood hazard areas. State and local governments are encouraged to adopt responsible floodplain management programs and flood measures by FEMA’s National Flood Insurance Program (“NFIP”). As part of the program, the NFIP defines floodplain and floodway boundaries, as shown on Flood Insurance Rate Maps (“FIRMs”). The FEMA FIRM for the Planning Area is shown in [Figure 4.9-3, \*FEMA Flood Map\*](#) (note that for mapping purposes, FEMA flood zones have been categorized into 100- and 500-year flood zones). As shown, there are no mapped flood hazard zones located within the Planning Area; the entire Planning Area is located within an area of minimal flood hazard.

### Tsunami

A tsunami is a series of waves in a water body caused by the displacement of a large volume of water, generally in an ocean or a large lake due to earthquakes, volcanic eruptions, and other underwater explosions. The Planning Area is approximately four miles from the Pacific Ocean and is not located within a mapped Tsunami Hazard Area (California Department of Conservation, n.d).

### Dam Inundation

Earthquakes centered close to a dam are typically the most likely cause of dam failure. Dam inundation maps have been required in California since 1972, following the 1971 San Fernando Earthquake and near failure of the Lower Van Norman Dam. There are no dams with the potential to inundate portions of the city, according to the State Division of Safety of Dams Dam Breach Inundation Maps.

## 4.9.3 REGULATORY SETTING

There are a number of regulatory agencies whose responsibility includes the oversight of the water resources of the state and nation, including FEMA, U.S. EPA, the State Water Resources Board (“SWRCB”), and RWQCB. The following is an overview of the federal, state and local regulations that are applicable to the proposed Project.





## FEDERAL

### Clean Water Act

The CWA, initially passed in 1972, regulates the discharge of pollutants into watersheds throughout the nation. CWA Section 402(p) establishes a framework for regulating municipal and industrial stormwater discharges under the National Pollutant Discharge Elimination System (“NPDES”) Program. CWA Section 402(p) requires that stormwater associated with industrial activities that discharge either directly to surface waters or indirectly through municipal separate storm sewers must be regulated by an NPDES permit.

The CWA establishes the basic structure for regulating the increases of pollutants into the waters of the United States and gives the U.S. EPA the authority to implement pollution control programs. The CWA’s goal is to regulate all discharges into the nation’s waters and to restore, maintain, and preserve the integrity of those waters. The CWA sets water quality standards for all contaminants in surface waters and mandates permits for wastewater and stormwater discharges.

The CWA also requires states to establish site-specific water quality standards for navigable bodies of water and regulates other activities that affect water quality, such as dredging and the filling of wetlands. The following CWA sections assist in ensuring water quality for waters of the United States:

- CWA Section 208 requires the use of BMPs to control the discharge of pollutants in stormwater during construction;
- CWA Section 303(d) requires the creation of a list of impaired water bodies by states, territories, and authorized tribes; evaluation of lawful activities that may impact impaired water bodies; and preparation of plans to improve the quality of these water bodies. CWA Section 303(d) also establishes TMDLs, which are the maximum amount of pollutants that a water body can receive and still safely meet water quality standard; and
- CWA Section 404 authorizes the U.S. Army Corps of Engineers to require permits for the discharge of dredge or fill materials into waters in the United States, including wetlands.

In California, the EPA has designated the SWRCB and its nine RWQCBs with the authority to identify beneficial uses and adopt applicable water quality objectives.

The SWRCB is responsible for implementing the CWA and does so through issuing NPDES permits to cities and counties through RWQCBs. Federal regulations allow two permitting options for storm water discharges (individual permits and general permits).

### Federal Emergency Management Agency

FEMA’s primary mission is to reduce the loss of life and property and protect from all hazards, including flooding, among others. FEMA advises on building codes and flood plain management; teaches people how to get through a disaster; helps equip local and State emergency preparedness; coordinates the federal response to a disaster; makes disaster assistance available to states, communities, businesses and individuals; trains emergency managers; supports the nation’s fire service; and administers the national flood and crime insurance programs.



Flood is a general and temporary condition of partial or complete inundation of two or more acres of normally dry land area or of two or more properties. FEMA defines the term “100-year flood” as the flood elevation that has a one percent chance of being equaled or exceeded each year. A “500-year flood” is one which has a 0.2 percent chance of occurring each year. A 500-year flood event would be slightly deeper and cover a greater area than a 100-year flood event.

Flood zones are geographic areas that FEMA defines, based on studies of flood risk. A FIRM shows flood zone boundaries. High Risk Zones or Special Flood Hazard Areas (“SFHA” or Zone A) are high-risk flood areas where special flood, mudflow, or flood-related erosion hazards exist, and flood insurance is mandatory. SFHAs are those areas subject to inundation by a 100-year flood. Low-to-Moderate Risk Zones or Non-Special Flood Hazard Areas (Zones B, C and X) are areas that are not in any immediate danger from flooding caused by overflowing rivers or hard rains; therefore, the purchase of flood insurance is not required in these zones.

FEMA is responsible for administering the NFIP, which enables property owners in participating communities to purchase insurance as protection against flood losses in exchange for state and community floodplain management regulations that reduce future flood damages. In communities that participate in the NFIP, mandatory flood insurance purchase requirements apply to all properties in Zone A, which are communities subject to a 100-year flood event. In addition to providing flood insurance and reducing flood damages through floodplain management regulations, the NFIP identifies and maps the nation’s floodplains on FIRMs.

The Flood Insurance Act of 1968 and the Flood Disaster Protection Act of 1973 require FEMA to evaluate flood hazards and provide FIRMs for local and regional planners to further promote safe floodplain development. Flood risk data presented on FIRMs are based on historic, hydrologic, hydraulic, and meteorological data, as well as flood control works, open-space conditions, and development. To prepare a FIRM that illustrates the extent of flood hazards in flood-prone communities, FEMA conducts an engineering study referred to as Flood Insurance Study. Using information collected in these studies, FEMA engineers and cartographers delineate SFHAs on FIRMs.

#### [Flood Control Act](#)

The Flood Control Act of 1917 established survey and cost estimate requirements for flood hazards in the Sacramento Valley. All levees and structures constructed per the Flood Control Act were to be maintained locally but controlled federally. All rights of way necessary for the construction of flood control infrastructure were to be provided to the federal government at no cost.

Federal involvement in the construction of flood control infrastructure, primarily dams and levees, became more pronounced upon passage of the Flood Control Act of 1936.

#### [Flood Disaster Protection Act](#)

The Flood Disaster Protection Act (“FDPA”) of 1973 was a response to the shortcomings of the NFIP, as experienced during the flood season of 1972. The FDPA prohibited federal assistance, including acquisition, construction, and financial assistance, within delineated floodplains in non-participating NFIP communities. Furthermore, all federal agencies and/or federally insured and federally regulated lenders



must require flood insurance for all acquisitions or developments in designated SFHAs in communities that participate in the NFIP.

Improvements, construction, and developments within SFHAs are generally subject to the following standards:

- All new construction and substantial improvements of residential buildings must have the lowest floor (including basement) elevated to or above the base flood elevation (“BFE”).
- All new construction and substantial improvements of non-residential buildings must either have the lowest floor (including basement) elevated to or above the BFE or dry-floodproofed to the BFE.
- Buildings can be elevated to or above the BFE using fill, or they can be elevated on extended foundation walls or other enclosure walls, on piles, or on columns.
- Extended foundation or other enclosure walls must be designed and constructed to withstand hydrostatic pressure and be constructed with flood-resistant materials and contain openings that will permit the automatic entry and exit of floodwaters. Any enclosed area below the BFE can only be used for the parking of vehicles, building access, or storage.

#### National Flood Insurance Program (NFIP)

Per the National Flood Insurance Act of 1968, the NFIP has three fundamental purposes, which are to better indemnify individuals for flood losses through insurance; reduce future flood damages through state and community floodplain management regulations; and reduce federal expenditures for disaster assistance and flood control.

While the National Flood Insurance Act provided for subsidized flood insurance for existing structures, the provision of flood insurance by FEMA became contingent on the adoption of floodplain regulations at the local level.

#### National Pollutant Discharge Elimination System (NPDES)

Discharges to navigable waters of the United States, including any discharge to surface waters, including lakes, rivers, streams, bays, oceans, dry stream beds, wetlands, and storm sewers that are tributary to any surface water body, require the issuance of NPDES permits, which are issued under the CWA, Title IV, Permits and Licenses, Section 402 (33 USC 466 et seq.).

The RWQCB issues these permits in lieu of direct issuance by the EPA, subject to review and approval by the EPA Regional Administrator (“EPA Region 9”). The terms of these NPDES permits implement pertinent provisions of the CWA and its implementing regulations, including pre-treatment, sludge management, effluent limitations for specific industries, and anti-degradation. In general, the discharge of pollutants is to be eliminated or reduced as much as practicable, so as to achieve the CWA’s goal of “fishable and swimmable” navigable (surface) waters. Technically, all NPDES permits issued by the RWQCB are also WDRs issued under the authority of the CWA. NPDES permitting authority is administered by the SWRCB and its nine RWQCBs. The Planning Area is in a watershed administered by the Santa Ana RWQCB.



Individual projects in the city which would disturb more than one acre would be required to obtain NPDES coverage under the California General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (“Construction General Permit”). The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (“SWPPP”) describing BMPs the discharger would implement to prevent and retain storm water runoff. The SWPPP must contain: a visual monitoring program; a chemical monitoring program for “non-visible” pollutants to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the site discharges directly to a waterbody listed on the CWA 303(d) list for sediment.

#### [Rivers and Harbors Appropriation Act of 1899](#)

One of the country’s first environmental laws, the Rivers and Harbors Act established a regulatory program to address activities that could affect navigation in waters of the United States.

#### [Water Pollution Control Act of 1972](#)

The Water Pollution Control Act established a program to regulate activities that result in the discharge of pollutants to waters of the United States.

### STATE

#### [California Fish and Wildlife Code](#)

The California Department of Fish and Wildlife (“CDFW”) protects streams, water bodies, and riparian corridors through the streambed alteration agreement process, under Section 1600 to 1616 of the California Fish and Game Code. The California Fish and Game Code establishes that “an entity may not substantially divert or obstruct the natural flow or substantially change the bed, channel or bank of any river, stream or lake, or deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river stream, or lake” (Fish and Game Code Section 1602(a)) without notifying the CDFW, incorporating necessary mitigation and obtaining a streambed alteration agreement. The CDFW’s jurisdiction extends to the top of banks and often includes the outer edge of riparian vegetation canopy cover.

#### [California Code of Regulations](#)

California Code of Regulations (“CCR”) Title 22, Chapter 15, Article 20 requires all public water systems to prepare a Consumer Confidence Report for distribution to its customers and to the Department of Health Services. The Consumer Confidence Report provides information regarding the quality of potable water provided by the water system. It includes information on the sources of the water, any detected contaminants in the water, the maximum contaminants levels set by regulation, violations and actions taken to correct them, and opportunities for public participation in decisions that may affect the quality of the water provided.

#### [California Government Code](#)

Relevant sections of the California Government Code are identified below.

Section 65302: Revised safety elements must include maps of any 200-year flood plains and levee protection zones within the Planning Area.



Section 65584.04: Any land having inadequate flood protection, as determined by FEMA or the California Department of Water Resources (“DWR”), must be excluded from land identified as suitable for urban development within the Planning Area.

Section 8589.4: California Government Code Section 8589.4, commonly referred to as the Potential Flooding-Dam Inundation Act, requires owners of dams to prepare maps showing potential inundation areas in the event of dam failure. A dam failure inundation zone is different from a flood hazard zone under the NFIP. NFIP flood zones are areas along streams or coasts where storm flooding is possible from a 100-year flood. In contrast, a dam failure inundation zone is the area downstream from a dam that could be flooded in the event of dam failure due to an earthquake or other catastrophe. Dam failure inundation maps are reviewed and approved by the California Office of Emergency Services. Sellers of real estate within inundation zones are required to disclose this information to prospective buyers.

#### [California Department of Health Services](#)

The Department of Health Services, Division of Drinking Water and Environmental Management, oversees the Drinking Water Program. The Drinking Water Program regulates public water systems and certifies drinking water treatment and distribution operators. It provides support for small water systems and for improving their technical, managerial, and financial capacity. It provides subsidized funding for water system improvements under the State Revolving Fund and Proposition 50 programs. The Drinking Water Program also oversees water recycling projects, permits water treatment devices, supports and promotes water system security, and oversees the Drinking Water Treatment and Research Fund for methyl tertiary-butyl ether and other oxygenates.

#### [California Water Code](#)

The Porter-Cologne Water Quality Control Act of 1970 (Division 7 of the California Water Code) (“Porter-Cologne Act”) is California’s primary statute governing water quality and water pollution issues with respect to both surface waters and groundwaters. The Porter-Cologne Act grants the SWRCB and the RWQCBs the power to protect water quality and is the primary vehicle for implementation of California’s responsibilities under the Federal CWA. The Porter-Cologne Act grants the SWRCB and the RWQCBs authority and responsibility to adopt plans and policies, to regulate discharges to surface and groundwater, to regulate waste disposal sites, and to require cleanup of discharges of hazardous materials and other pollutants. The Porter-Cologne Act also establishes reporting requirements for unintended discharges of any hazardous substance, sewage, or oil or petroleum product.

Each RWQCB must formulate and adopt a Basin Plan for its region. The regional plans are to conform to the policies set forth in the Porter-Cologne Act and established by the SWRCB in its State water policy. The Porter-Cologne Act also provides that a RWQCB may include within its regional plan water discharge prohibitions applicable to particular conditions, areas, or types of waste.

#### [State Water Resources Control Board Storm Water Strategy](#)

SWRCB’s Storm Water Strategy is founded on the results of the Storm Water Strategic Initiative, which served to direct SWRCB’s role in storm water resources management and evolve the Storm Water Program by: a) developing guiding principles to serve as the foundation of the storm water program; b)



identifying issues that support or inhibit the program from aligning with the guiding principles; and c) proposing and prioritizing projects that SWRCB could implement to address those issues.

The SWRCB staff created a strategy-based document called the Strategy to Optimize Management of Storm Water (“STORMS”). STORMS includes a program vision, missions, goals, objectives, projects, timelines, and consideration of the most effective integration of project outcomes into the SWRCB’s Storm Water Program.

#### Sustainable Groundwater Management Act

The Sustainable Groundwater Management Act (“SGMA”) established a framework for sustainable, local groundwater management. SGMA requires groundwater-dependent regions to halt overdraft and bring basins into balanced levels of pumping and recharge. With passage of the SGMA, the DWR launched the Sustainable Groundwater Management Program to implement the SGMA and provide ongoing support to local agencies around the state. The SGMA:

- Establishes a definition of “sustainable groundwater management;”
- Requires that a Groundwater Sustainability Plan be adopted for the most important groundwater basins in California;
- Establishes a timetable for adoption of Groundwater Sustainability Plans;
- Empowers local agencies to manage basins sustainably;
- Establishes basic requirements for Groundwater Sustainability Plans; and
- Provides for a limited State role.

SGMA requires local agencies to form groundwater sustainability agencies (“GSAs”) for the high and medium priority basins. GSAs develop and implement Groundwater Sustainability Plans (“GSPs”) for non-adjudicated areas; a GSP is not required for adjudicated areas. However, if an adjudicated action has determined rights to extract groundwater for only a portion of a basin, then the requirement for a GSP applies to the non-adjudicated portion. DWR evaluates GSPs to determine if they comply with SGMA, substantially comply with the GSP Regulations, and whether implementation of the GSP is likely to achieve the sustainability goal for the basin. DWR’s evaluation and assessment is based on criteria outlined in the GSP regulations. For an adjudicated area, or the portion of the basin subject to the adjudication, the Watermaster or a local agency for the adjudicated area, is required to submit to DWR on an annual basis, a report containing information to the extent available regarding groundwater elevation data; groundwater extraction data, surface water used or available for groundwater recharge; total water use; change in groundwater storage; and the annual report submitted to the court.

The West Coast Basin was designated a very low priority basin in DWR’s 2019 SGMA Basin Prioritization report (DWR 2020).

#### LOCAL

##### Water Quality Control Plan (Basin Plan) for the Los Angeles Region

By design, a Basin Plan preserves and enhances water quality and protect the beneficial uses of all regional waters. The Basin Plan is a resource for the RWQCB and others who use water and/or discharge wastewater in the region that the Basin Plan is designed to cover. Other agencies and organizations





involved in environmental permitting and resource management activities also use the Basin Plan. Finally, the Basin Plan provides valuable information to the public about local water quality issues.

The Los Angeles Region (“Region 4”) has jurisdiction over the coastal drainages between Rincon Point (on the coast of western Ventura County) and eastern Los Angeles County. The Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties covers coastal Los Angeles County, including the Planning Area. The Basin Plan designates beneficial uses of water in the region and establishes narrative and numerical water quality objectives. Water quality objectives, as defined by the CWA Section 13050(h), are the “limits or levels of water quality constituents or characteristics which are established for the reasonable protection of beneficial uses or the prevention of nuisance within a specific area.”

#### Municipal NPDES Permit Waste Discharge Requirements

On November 8, 2012, the Los Angeles RWQCB adopted Order R4-2012-0175 (Waste Discharge Requirements for Municipal Separate Storm Sewer System) (“MS4”) Discharges within Coastal Watersheds of Los Angeles County (“MS4 Permit”). Order R4-2012-0175 became effective on December 28, 2013, and serves as the NPDES permit for coastal watershed stormwater and non-stormwater discharges originating from the Los Angeles County region. The permit covers the land areas in the LACFCD jurisdiction, unincorporated areas of Los Angeles County, and 84 cities in the county. The City is included in the MS4 Permit as a permittee under Order R4-2012-0175.

In coordination with permittees under MS4 Permit, RWQCB staff performs annual performance reviews and evaluations of the City’s stormwater management program and NPDES compliance activities.

#### Los Angeles County Department of Public Works Hydrology Manual

The LACDPW Hydrology Manual (2006) contains the Standard Urban Stormwater Mitigation Plan (“SUSMP”) that applies to development and redevelopment projects in Los Angeles County, as described below. The LACDPW Hydrology Manual also includes TMDLs for pollutants per CWA Section 303 and BMPs for managing stormwater quality during construction. As the holder of the MS4 Permit, the RWQCB is responsible for enforcing these BMPs.

#### Los Angeles County Standard Urban Stormwater Mitigation Plan (SUSMP)

SUSMP is a comprehensive stormwater quality program to manage urban stormwater and minimize pollution of the environment in Los Angeles County. The purpose of the SUSMP is to reduce the discharge of pollutants in stormwater by outlining BMPs to be incorporated into the design plans of new development and redevelopment. The SUSMP requirements contain a list of minimum BMPs that must be employed to infiltrate or treat stormwater runoff, control peak flow discharge, and reduce the post-project discharge of pollutants from stormwater conveyance systems. The SUSMP requirements define the types of practices that must be included and issues that must be addressed, based upon the development type and size. SUSMP requirements apply to all development and redevelopment projects that fall into one of the following categories:

- Single-family hillside residences
- One acre or more of impervious surface area for industrial/commercial developments



- Automotive service facilities
- Retail gasoline outlets
- Restaurants
- Ten or more residential units
- Parking lots of 5,000 square feet or greater or with 25 or more spaces
- Projects located in or directly discharging to an Ecologically Sensitive Area

SUSMP requirements are administered, implemented, and enforced through the Community Development Department Building and Safety Division and final review would be conducted by the Chief Building Official. During the review process, individual development project plans are reviewed for compliance with stormwater requirements.

#### Dominguez Channel Watershed Management Area – Enhanced Watershed Management Program

Based on the requirements set forth the MS4 Permit, development of the Dominguez Channel WMA Enhanced Watershed Management Program (“EWMP”) occurred. The EWMP identifies water quality priorities and watershed control measures for compliance with all Dominguez Channel TMDLs. The EWMP Plan, along with a Coordinated Monitoring Plan, serves as a guiding document for implementing water quality improving infrastructure, policies, and programs. The City is a participating member in the Dominguez Channel WMA EWMP.

#### West Coast Basin Judgment

In 1961, the West Coast Basin was adjudicated in the case *California Water Service Company, et al. vs. City of Compton, et al.* (Superior Court, County of Los Angeles, Case No 506806). The West Coast Basin Judgment (“Judgment”) limits the amount of groundwater each party can extract annually from the West Coast Basin. Groundwater producers held by the Judgment have the right to annually pump the volume of water as decided in the adjudication. A court-appointed Watermaster monitors these limits and administers and enforces the terms of the Judgment, reporting to the court annually regarding significant groundwater-related events that occur in the West Coast Basin. The court also retained jurisdiction to monitor ongoing management of the West Coast Basin, including the conjunctive use of West Coast Basin storage space, to assure that the West Coast Basin will be capable of supplying sufficient water to meet local needs, including future growth and development. In 2014, the court accepted an Amended judgment. The Amended Judgment modified the structure of the Watermaster from being administered by DWR to a three-panel structure: an administrative body administering Watermaster accounting and reporting; a water rights panel made up of members of the West Coast Basin Water Association; and a storage panel. The Amended Judgment allows storage in the West Coast Basin by the water right holders. The court also retained jurisdiction to monitor ongoing management of the West Coast Basin, including the conjunctive use of West Coast Basin storage space, to assure the West Coast Basin will be capable of supplying sufficient water to meet local needs, including future growth and development.

The West Coast Basin adjudication limit for groundwater extraction across the entire West Coast Basin is 64,468 AF per year. Three agencies, consisting of LACDPW, Water Replenishment District of Southern California (“WRDSC”), and West Basin Municipal Water District (“WBMWD”), collaborate with the





groundwater producers, such as the Lomita Water Division, to ensure that the Allowed Pumping Allocation is available to be pumped from wells in the West Coast Basin. LACDPW operates and maintains the West Coast Barrier Project and Dominguez Gap Barrier Projects, which maintain groundwater levels at the coastline to prevent seawater intrusion. LACDPW injects a combination of equal parts of treated wastewater from the WBMWD's water recycling plant located in El Segundo and imported water from Metropolitan Water District ("MWD"). WBMWD is expanding the West Coast Basin recycled water plant to allow up to 100 percent recycled water injection into the West Coast Basin Barrier Project. LACDPW injects imported water from MWD into the Dominguez Gap Barrier Project. The Dominguez Gap Barrier Project currently is permitted for up to six million gallons per day of recycled water to be injected into the barrier with a 50-percent blend of potable water over a 60-month running average. By statute, WRDSC is required to determine replenishment requirements annually. WRDSC pays WBMWD for imported and recycled water for recharge into the West Coast Basin.

#### City of Lomita Municipal Code

The City of Lomita Municipal Code Section 12-4, *Water Conservation*, allows the Lomita City Council to declare voluntary and mandatory water restrictions, as appropriate to water supply conditions. The Drought Level Response levels range from Level 1 to Level 6, with each level indicating its severity level. Drought Level 1 is referred to as "Shortage Alert" and Drought Level 6 referred to as "Crisis Shortage". Lomita Municipal Code Section 12-4 also promotes water efficient measures for landscape irrigation.

Lomita Municipal Code Section 5-9 contains a number of requirements to control stormwater pollution, including post-construction runoff pollution reduction BMPs, such as Low Impact Development ("LID") structural and non-structural BMPs to effectively reduce the amount of impervious area of a completed project site; promoting the use of infiltration and other controls that reduce runoff; source control BMPs to prevent runoff contact with pollutant materials that would otherwise be discharged to the MS4; and structural and non-structural BMPs for specific types of uses. Lomita Municipal Code Section 5-9.180 requires all development or redevelopment projects not requiring a LID plan to submit a site-specific plan to mitigate post development stormwater quality if the project has any one or more of the listed characteristics. Lomita Municipal Code Section 5-9.070, *Control of Erosion of Slopes and Channels*, requires BMPs to be used on slopes or channels in subject new development or redevelopment projects. Lomita Municipal Code Section 5-9.110, *Maintenance of Best Management Practices*, requires ongoing maintenance of structural or treatment control BMPs by subject development and redevelopment projects. Other existing regulatory requirements that manage water quality include requirements to obtain approval from the RWQCB for NPDES permits, other discharge permits, and to implement BMPs.

Lomita Municipal Code Title 10, *Building and Safety*, adopts various uniform building and construction codes and safety precautions, including the California Building Code, the California Residential Code, the California Plumbing Code, the California Electrical Code, the California Mechanical Code, and the California Green Building Standards Code ("CALGreen"). The California Building Code contains flood resistant construction requirements. CALGreen contains regulations related to water efficiency and conservation.



#### 4.9.4 SIGNIFICANCE CRITERIA AND THRESHOLDS

CEQA Guidelines Appendix G contains the Initial Study Environmental Checklist, which includes questions related to hydrology and water quality. The issues presented in the Initial Study Environmental Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant environmental impact if it would:

- Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality (refer to Impact Statement HWQ-1);
- Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin (refer to Impact Statement HWQ-2);
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would (refer to Impact Statement HWQ-3):
  - result in substantial erosion or siltation on- or off-site;
  - substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;
  - create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or
  - impede or redirect flood flows.
- In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation (refer to Impact Statement HWQ-4); and/or
- Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan (refer to Impact Statement HWQ-5).

#### 4.9.5 IMPACTS AND MITIGATION MEASURES

##### **HWQ-1: Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?**

###### **Impact Analysis:**

###### **CONSTRUCTION**

Grading, excavation, removal of vegetation cover, and loading activities associated with future construction activities could temporarily increase runoff, erosion, and sedimentation. Construction activities also could result in soil compaction and wind erosion impacts that could adversely affect soils and reduce the revegetation potential at construction sites and staging areas.

In compliance with NPDES Permit regulations, the State of California requires that any construction activity disturbing one acre or more of soil comply with the Construction General Permit. The Construction



General Permit requires development and implementation of a SWPPP and monitoring plan, which must include erosion- and sediment-control BMPs that would meet or exceed measures required by the Construction General Permit to control stormwater quality degradation due to potential construction-related pollutants. Lomita Municipal Code Section 5-9, *Standard Urban Stormwater Mitigation Plan and Low Impact Development Implementation*, establishes stormwater runoff controls and BMPs to prevent and/or reduce the quantity of pollutants from being discharged into the MS4. Under the General Plan Update, new development and redevelopment projects are subject to permit conditions of approval for the design and implementation of post-construction controls to mitigate stormwater pollution prior to completion for the project(s), as listed in Part VIII.F.1.a-b of the municipal NPDES permit.

The General Plan Update sets policies and actions for buildout of the city, but it does not envision or authorize any specific development project. As such, the site-specific details of potential future development projects are currently unknown, and analysis of potential impacts of such projects is not feasible as it would be speculative. However, each future project must include detailed project specific drainage plans that control storm water runoff and erosion, both during and after construction. The RWQCB would require a project-specific SWPPP to be prepared for each future project that disturbs an area one acre or larger. The SWPPP would include project-specific BMPs designed to control drainage and erosion. For projects disturbing less than one acre, Lomita Municipal Code Section 5-9.060 references and adopts the BMPs from the Los Angeles County BMP guidebook, the Los Angeles County LID design manual, and U.S. EPA's Green Street guidance manual. Therefore, the proposed Project would not violate any water quality standards or waste discharge requirements, nor would it otherwise substantially degrade surface water or groundwater quality. Therefore, impacts would be less than significant.

## OPERATION

The Planning Area is developed and characterized by residential neighborhoods at varying densities, with commercial uses concentrated along Pacific Coast Highway, Lomita Boulevard, Crenshaw Boulevard, Narbonne Avenue, and Western Avenue. Implementation of the General Plan Update would result in new development and intensification of existing urban uses primarily in the new mixed-use designations of MU30, MU40, and MU70. The Project does not propose site-specific development; however, future development and redevelopment activities within the Planning Area have the potential to increase impervious areas resulting in increased runoff when compared to existing site conditions. Stormwater runoff may include pollutants, such as sediments, nutrients, pesticides, trash, oil and grease, and metals. The MS4 Permit (Order R4-2012-0175) and Lomita Municipal Code regulate stormwater discharges within the Planning Area and require the use of BMPs and other control measures to reduce the discharge of pollutants to receiving water bodies.

Future development projects within the Planning Area would be required to be consistent with the MS4 Permit and Lomita Municipal Code Section 5-9, which contains a number of requirements to control stormwater pollution, including post-construction runoff pollution reduction BMPs, including LID structural and non-structural BMPs to effectively reduce the amount of impervious area of a completed project site and promote the use of infiltration and other controls that reduce runoff; source control BMPs prevent runoff contact with pollutant materials that would otherwise be discharged to the MS4; and structural and non-structural BMPs for specific types of uses. Lomita Municipal Code Section 5-9.180



requires all projects for development or redevelopment not requiring an LID plan, to submit a site-specific plan to mitigate post development stormwater quality if the project has any one or more of the listed characteristics. Lomita Municipal Code Section 5-9.070, *Control of Erosion of Slopes and Channels*, requires the use of BMPs on slopes or channels in subject new development or redevelopment projects. Lomita Municipal Code Section 5-9.110, *Maintenance of Best Management Practices*, requires ongoing maintenance of structural or treatment control BMPs by subject development and redevelopment projects. Other existing regulatory requirements that manage water quality would be required, including obtaining approval from the RWQCB for NPDES permits, other discharge permits, and to implement BMPs. Federal, State and local regulations would require individual projects to provide on-site storm drain infrastructure, including water quality measures, to ensure the capture and on-site treatment of stormwater runoff associated with future development, protecting water quality both on- and off-site.

CWA Section 303(d) lists waters that are known as “impaired.” The Planning Area does not include any water body that is listed on the CWA Section 303(d) list (Fusco Engineering 2024). However, the Planning Area resides within the Dominguez Channel WMG) which drains to various regional drainage conveyance channels within the Dominguez Channel Watershed, the Machado Lake Watershed, and LA/LB Harbors Watershed. Continued compliance with the Dominguez Channel WMA EWMP, which in part requires the implementation of BMPs to reduce discharge of pollutants in stormwater to the maximum extent practicable, would help address water quality priorities and ensure compliance with the established regulatory framework, including the CWA.

Storm drain infrastructure in the city is jointly owned and operated by the City and County. The provision and maintenance of stormwater detention facilities, as needed, would reduce runoff rates and peak flows. The General Plan Update proposes goals, policies, and actions that aim to enhance stormwater quality and infiltration, as well as ensuring the review of development projects to identify potential stormwater and drainage impacts and requiring development to include measures to confirm that off-site runoff is not increased beyond pre-development levels. Proposed Resource Management Element Policy RM-6.3 requires the City to continue the coordination with local water agencies to ensure efficient and effective management of stormwater runoff and to protect stormwater quality, in accordance with the NPDES. Policy RM-6.5 encourages the City to develop drought resistant landscaping for new residential and nonresidential development projects to decrease water demand, prevent erosion, reduce flooding, and limit pollutants. Action RM-6c encourages the City to conduct outreach to inform residents and businesses about the importance of stormwater management, including providing practical tips and resources to reduce local runoffs. Action RM-6e encourages the City to consider to adopt the drought resistant landscape guidelines in the Zoning Code.

These regulatory requirements are intended to ensure that water quality does not degrade to levels that would violate water quality standards. Through implementation of the General Plan Update policies and actions, implementation of the Lomita Municipal Code requirements identified above, compliance with mandatory federal and State regulations, and compliance with the existing regulations for the Dominguez Channel Watershed, future development projects associated with implementation of the General Plan Update would not violate water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality. Therefore, impacts would be less than significant.



**Proposed General Plan Update Goals, Policies, and Actions:**

**RESOURCE MANAGEMENT ELEMENT**

**Policy RM-6.3: Stormwater.** Coordinate with local water agencies to ensure efficient and effective management of stormwater runoff and to protect stormwater quality, in accordance with the National Pollutant Discharge Elimination System (NPDES).

**Policy RM-6.5: Landscaping.** Encourage drought resistant landscaping for new residential and nonresidential development projects to decrease water demand, prevent erosion, reduce flooding, and limit pollutants.

**Action RM-6c:** Conduct public outreach to inform residents and businesses about the importance of stormwater management, including providing practical tips and resources to reduce local runoffs.

**Action RM-6e:** Consider adopting the drought resistant landscape guidelines in the Zoning Code.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

**HWQ-2: Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?**

**Impact Analysis:** The Planning Area lies within the Coastal Plain of Los Angeles Groundwater Basin and is within the adjudicated West Coast Basin. Groundwater extraction is monitored by the court-appointed Watermaster, who administers and enforces the terms of the West Coast Basin Judgment and reports to the court annually on significant groundwater-related events occurring in the West Coast Basin. As indicated in Section 4.16, Utilities and Service Systems, potable water in the Planning Area is provided by the City's Water Division. According to the City's 2020 Urban Water Management Plan, water supply sources include local groundwater and imported water purchased from the MWD. Groundwater that serves the Planning Area is pumped from West Coast Basin of the Coastal Plain of Los Angeles Groundwater Basin.

Project implementation would provide opportunities for residential and non-residential development and is expected to result in increased population growth in the Planning Area, and a corresponding increase in the demand for additional water supplies. The Project would result in a water demand of approximately 1,388 AF per year. As discussed, the Planning Area receives groundwater and imported water sources for water supply. The Allowable Pumping Allocation ("APA") is an assigned volume that is less than the historically available volume developed to reduce groundwater overdraft and seawater intrusion. The Watermaster is charged with monitoring and reporting the basins' conditions, in order to ensure that groundwater overdraft and sea water intrusion do not occur. Although Project implementation could result in an increased demand for water supplies, which have not been accounted for in the Urban Water Management Plan, the Project would not cause the City's Water Division to pump additional groundwater supplies beyond its allocation or beyond the APA authorized through the adjudication of each basin. Thus,



the Project would not substantially decrease groundwater supplies that would impede sustainable groundwater management of the West Coast Basin. Refer to [Section 4.16](#), regarding water supplies.

Future development activities have the potential to increase impervious areas; however, these areas are limited and do not provide for substantial groundwater recharge within the Planning Area. Development activities associated with implementation of the Project would result in new development and intensification of existing urban uses primarily in the new mixed-use zones MU30, MU40, and MU70. Therefore, the proposed Project would not interfere substantially with groundwater recharge. Further, the adjudicated West Coast Basin is subject to respective Watermaster management. The primary means of ensuring long-term groundwater level maintenance includes careful monitoring to ensure groundwater levels are managed within a safe basin operating range and implementation of water conservation programs. As described above, recharge to the West Coast Basin's groundwater supply is mostly underflow from the Central Basin, through the Newport-Inglewood fault zone, and injection into the West Coast Basin; natural sources of groundwater recharge from percolation of precipitation, irrigation return flow from fields and lawns, and other applied surface waters are relatively minor. Given that future development associated with implementation of the Project would not appreciably add to the volume of impervious surfaces in the Planning Area, potential impacts to groundwater recharge such that the Project may impede sustainable groundwater management of the West Coast Basin would be less than significant.

The General Plan Update includes policies and actions that support water conservation, groundwater management, and coordination with local water districts when planning for adequate capacity to accommodate future growth. Proposed Resource Management Element Policy RM-6.1 requires the City to continue to coordinate with the Los Angeles RWQCB to help maintain and improve the quality of both surface water and groundwater resources. Resource Management Element Policy RM-6.2 promotes water conservation and efficiency through education, innovation, regulation, and incentives that target all aspects of water consumption. Resource Management Element Policy RM-6.4 requires the City to collaborate with community partners to promote water conservation and to cultivate an understanding and appreciation of water conservation practices. Resource Management Element Policy RM-6.6 requires the City to continue its investment and devote resources toward the City of Lomita's Water Division to minimize reliance on imported water and strive to develop a more effective water production and distribution system in the city. Action RM-6a directs the City to continue to work closely with the California State Division of Drinking Water, the Los Angeles RWQCB, and other agencies to identify the potential source of benzene contamination detected at Well No. 5 through extensive testing. This testing may include identification and investigation of potential sources both inside and outside the city, extensive sampling, boring, and monitoring of likely sources in the area, and ongoing monitoring of soil and water levels. Action RM-6b directs the City to implement regular monitoring and reporting procedures to track water consumption trends, identify inefficiencies, and gauge the impact of water conservation measures. Action RM-6d directs the City to conduct feasibility studies to evaluate the potential for expanding recycled water infrastructure within the city. Action RM-6f directs the City to conduct a comprehensive assessment of the current water distribution system, and identify areas in need of improvement to guide the development of a more efficient water distribution system. Implementation of General Plan policies, combined with continued management of the West Coast Basin, would further ensure that future development anticipated by the General Plan Update would not substantially decrease groundwater





supplies or interfere substantially with groundwater recharge. Therefore, impacts would be less than significant.

**Proposed General Plan Update Goals, Policies, and Actions:**

**RESOURCE MANAGEMENT ELEMENT**

**Policy RM-6.1: Regional Coordination.** Continue to coordinate with the Los Angeles Regional Water Quality Control Board (RWQCB) to help maintain and improve the quality of both surface water and groundwater resources.

**Policy RM-6.2: Conservation Management.** Promote water conservation and efficiency through education, innovation, regulation, and incentives that target all aspects of water consumption.

**Policy RM-6.4: Education.** Collaborate with community partners to promote water conservation and to cultivate an understanding and appreciation of water conservation practices.

**Policy RM-6.6: Water Division.** Continue to invest and devote resources toward the City's Water Division to minimize reliance on imported water, and strive to develop a more effective water production and distribution system in the city.

**Action RM-6a:** Continue to work closely with the California State Division of Drinking Water, the Los Angeles Regional Water Quality Control Board, and other agencies to identify the potential source of benzene contamination detected at Well No.5 through extensive testing. This testing may include identification and investigation of potential sources both inside and outside the city, extensive sampling, boring, and monitoring of likely sources in the area, and ongoing monitoring of soil and water levels.

**Action RM-6b:** Implement regular monitoring and reporting procedures to track water consumption trends, identify inefficiencies, and gauge the impact of water conservation measures.

**Action RM-6d:** Conduct feasibility studies to evaluate the potential for expanding recycled water infrastructure within the city.

**Action RM-6f:** Conduct a comprehensive assessment of the current water distribution system, and identify areas in need of improvement to guide the development of a more efficient water distribution system.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

**HWQ-3: Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:**

- result in substantial erosion or siltation on- or off-site;



- **substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;**
- **create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or**
- **impede or redirect flood flows?**

**Impact Analysis:**

**EROSION AND SILTATION**

The Planning Area is developed and characterized by residential neighborhoods at varying densities, with commercial uses concentrated along Pacific Coast Highway, Lomita Boulevard, Crenshaw Boulevard, Narbonne Avenue, and Western Avenue. Implementation of the General Plan Update would result in new development and intensification of existing urban uses primarily in the new mixed-use zones MU30, MU40, and MU70 with the potential to increase the area of impervious surfaces and/or result in alteration of existing drainage patterns. Substantial erosion or siltation is known to result during construction and/or during the post-construction phase, if erosion control measures are not used. Erosion or siltation can also occur in the post-construction phase without the appropriate capture and conveyance of runoff.

As stated above, future development under the General Plan Update would be subject to NPDES permit requirements that address the control of erosion and siltation. The Los Angeles RWQCB conducts inspections and enforces the Construction General Permit at construction sites. Additionally, Lomita Municipal Code Section 5-9, *Standard Urban Stormwater Mitigation Plan and Low Impact Development Implementation*, requires new development and redevelopment projects subject to permittee conditioning and approval for the design and implementation of post-construction controls to mitigate stormwater pollution prior to completion of projects.

Development under the General Plan Update would also be subject to the post-construction requirements of the MS4 NPDES permit. Lomita Municipal Code Section 5-9.180 requires all projects for development or redevelopment not requiring a LID plan, to submit a site-specific plan to mitigate post development stormwater quality if the project has any one or more of the listed characteristics. Lomita Municipal Code Section 5-9.070, *Control of Erosion of Slopes and Channels*, requires BMPs to be used on slopes or channels in subject new development or redevelopment projects. Lomita Municipal Code Section 5-9.110, *Maintenance of Best Management Practices*, requires ongoing maintenance of structural or treatment control BMPs by subject development and redevelopment projects.

Further, the General Plan Update Resource Management Element includes goals, policies, and actions that address erosion and siltation from the increased amount of impervious surfaces and the alteration of existing drainage patterns. Resource Management Element Policy RM-6.5 encourages the City to develop drought resistant landscaping for new residential and nonresidential development projects to decrease water demand, prevent erosion, reduce flooding, and limit pollutants. Action RM-6e encourages the City to consider to adopt the drought resistant landscape guidelines in the Zoning Code. Through implementation of the General Plan Update policies and existing regulations, erosion and siltation impacts





resulting from changes to the existing drainage patterns and increased impervious surfaces would be less than significant.

## SURFACE RUNOFF

As previously described, LACFCD and the City operate and maintain a network of flood control facilities within the Planning Area. Flooding can occur from an increase in impervious surfaces, which increases the volume and speed of runoff. With increased volume and speed of runoff, the capacity of drainage facilities could be exceeded. As previously stated, the Planning Area is primarily developed, with limited areas of pervious surfaces. Although future development activities have the potential to slightly increase the amount of impervious surfaces within the Planning Area, the implementation of the Project would result in new development and intensification of existing urban uses primarily in the new mixed-use zones MU30, MU40, and MU70. Federal, State, and local regulations would require individual projects to provide on-site storm drain infrastructure, in addition to off-site infrastructure improvements required to ensure stormwater runoff associated with a proposed development would be adequately captured and conveyed into the City's storm drain system and LACFCD facilities. Therefore, implementation of the Project would not substantially increase the rate or amount of surface runoff which would result in flooding on- or off-site or create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems. Impacts would be less than significant in this regard.

The General Plan Update contains policies and actions to provide adequate stormwater infrastructure for flood control and to reduce run-off quantity. Proposed Resource Management Element Policy RM-6.3 requires the City to continue the coordination with local water agencies to ensure efficient and effective management of stormwater runoff and to protect stormwater quality, in accordance with the NPDES permit. Resource Management Element Policy RM-6.5 encourages the City to develop drought resistant landscaping for new residential and nonresidential development projects to decrease water demand, prevent erosion, reduce flooding, and limit pollutants. Action RM-6c encourages the City to conduct outreach to inform residents and businesses about the importance of stormwater management, including providing practical tips and resources to reduce local runoffs. Action RM-6e encourages the City to consider adoption of drought resistant landscape guidelines in the Zoning Code. Through implementation of the General Plan Update Plan policies and actions and existing federal, State, and local regulations discussed above, runoff would not exceed the capacity of drainage systems, create substantial additional sources of polluted runoff, or cause flooding impacts from changes to the existing drainage patterns and increased impervious surfaces. Therefore, impacts would be less than significant.

## FLOOD FLOWS

The Planning Area is developed and characterized by residential neighborhoods at varying densities, with commercial uses concentrated along Pacific Coast Highway, Lomita Boulevard, Crenshaw Boulevard, Narbonne Avenue, and Western Avenue. Implementation of the General Plan Update would result in new development and intensification of existing urban uses primarily in the new mixed-use zones MU30, MU40, and MU70. Notably, the Project would not include development in previously undeveloped areas or on land located in mapped flood hazard zones. The Planning Area resides within the Dominguez Channel WMG which drains to various regional drainage conveyance channels within the Dominguez Channel Watershed, the Machado Lake Watershed, and LA/LB Harbors Watershed (Fusco Engineering,



2024). The Dominguez Channel is a channelized watercourse that does not run through the Planning Area. [Figure 4.9-3](#) shows that there are no mapped flood hazard zones located within the Planning Area; the entire Planning Area is located within an area of minimal flood hazard. Furthermore, new development would occur within areas that are already developed and would not result in new development that would be susceptible to any new risks from flooding.

The General Plan Update sets policies and actions for buildout of the city but does not envision or authorize any specific development project. The General Plan Update contains policies and actions designed to reduce runoff flows and flood risk in the city. As described above, the City has adopted the California Building Code, which contains flood resistant construction requirements. Future development projects would be required to adhere to applicable federal, State, and local flood-related regulations. Additionally, construction of storm drainage improvements would occur as part of an overall development or infrastructure project and would be considered in project-specific environmental review. The addition of new and modern development projects resulting from implementation of the General Plan Update would result in new infrastructure that would better convey flood flows and adhere to more stringent design standards and requirements related to the reduction of flood risk. This would further reduce potential flood hazards resulting from future development under the propose Project, even as compared to existing conditions. With implementation of General Plan Update goals, policies, and compliance with existing regulations, the General Plan Update would not impede or redirect flood flows. Therefore, impacts would be less than significant.

**Proposed General Plan Update Goals, Policies, and Actions:**

**RESOURCE MANAGEMENT ELEMENT**

**Policy RM-6.3: Stormwater.** Coordinate with local water agencies to ensure efficient and effective management of stormwater runoff and to protect stormwater quality, in accordance with the National Pollutant Discharge Elimination System (NPDES).

**Policy RM-6.5: Landscaping.** Encourage drought resistant landscaping for new residential and nonresidential development projects to decrease water demand, prevent erosion, reduce flooding, and limit pollutants.

**Action RM-6c:** Conduct public outreach to inform residents and businesses about the importance of stormwater management, including providing practical tips and resources to reduce local runoffs.

**Action RM-6e:** Consider adopting the drought resistant landscape guidelines in the Zoning Code.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.



**HWQ-4: Would the project, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?**

**Impact Analysis:** As described above and shown in [Figure 4.9-3](#), there are no mapped flood hazard zones located within the Planning Area; the entire Planning Area is located within an area of minimal flood hazard. Should future development projects become inundated during a future flood event, there is a risk of inadvertent release of pollutants into the environment. As described above, pursuant to the CWA, each subsequent development project or improvement project that disturbs more than one acre would be required to obtain NPDES coverage under the Construction General Permit, which would require an approved SWPPP that includes BMPs for grading and preservation of topsoil. SWPPPs are designed to control storm water quality degradation to the extent practicable using BMPs during and after construction. Further, the General Plan Update includes policies and actions to reduce the risk of flooding and ensure compliance with regulatory requirements. Resource Management Policy RM-6.5 encourages the City to have drought resistant landscaping requirements for new residential and nonresidential development projects, in order to decrease water demand, prevent erosion, reduce flooding, and limit the risk of released pollutants.

Tsunamis are a series of waves in a water body caused by the displacement of a large volume of water, generally in an ocean or a large lake due to earthquakes, volcanic eruptions, and other underwater explosions. The Planning Area is approximately four miles inland of the Pacific Ocean and is not located within a mapped Tsunami Hazard Area (California Department of Conservation, n.d). Seiches are the oscillation of large bodies of standing water, such as lakes, that can occur in response to ground shaking. Any body of water may experience limited oscillation during storm events or following seismic events; however, oscillation in small bodies of water is generally limited. There are no dams with the potential to inundate the Planning Area, according to the State Division of Safety of Dams Dam Breach Inundation Maps. There are no aquatic bodies in the Planning Area. As a result, tsunamis and seiches do not pose hazards to the Planning Area.

With implementation of General Plan Update policies and actions, in addition to implementation and compliance with existing regulations, potential impacts associated with the release of pollutants due to inundation would be less than significant.

**Proposed General Plan Update Goals, Policies, and Actions:**

**RESOURCE MANAGEMENT ELEMENT**

**Policy RM-6.2: Landscaping.** Encourage drought resistant landscaping for new residential and nonresidential development projects to decrease water demand, prevent erosion, reduce flooding, and limit pollutants.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.



**HWQ-5: Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?**

**Impact Analysis:** As described above, Los Angeles RWQCB's Basin Plan specifies the State's water quality standards (i.e., beneficial uses, water quality objectives, and antidegradation policy) and serves as the basis for the RWQCB's regulatory programs. When permittees and projects comply with the provisions of applicable NPDES permits and water quality permitting, they are consistent with the Basin Plan. The General Plan Update includes policies to implement NPDES requirements and enforcement of regulations, including Resource Management Policy RM-6.3, where the City coordinates with local water agencies to ensure efficient and effective management of stormwater runoff and to protect stormwater quality, in accordance with the NPDES permit. Through implementation of existing regulations and the General Plan Update policies and actions, implementation of the General Plan Update would not conflict or obstruct a water quality control plan. Therefore, impacts would be less than significant in this regard.

As described above, the Planning Area lies within the Coastal Plain of Los Angeles Groundwater Basin and is within the adjudicated West Coast Basin. The West Coast Basin is designated as very low priority basin in DWR's 2019 SGMA Basin Prioritization report (DWR, 2020). SGMA exempts adjudicated groundwater basins from the requirements of designating a GSA and developing a GSP. The West Coast Basin Judgment provides for the legal and practical means to ensure the sustainable management of the waters of the West Coast Basin for their maximum beneficial use. The General Plan Update does not propose site-specific development. New development and redevelopment projects accommodated by the General Plan Update would be subject to the West Coast Basin Judgment. Subsequent development projects would also be analyzed for potential environmental impacts, consistent with the requirements of CEQA. Therefore, the General Plan Update would not conflict with implementation of a sustainable groundwater management plan, and impacts would be less than significant.

The General Plan Update includes policies to support water conservation and responsible management of groundwater resources consistent with Watermaster management. Proposed Resource Management Element Policy RM-6.1 requires the City to continue to coordinate with the Los Angeles RWQCB to help maintain and improve the quality of both surface water and groundwater resources. Resource Management Element Policy RM-6.2 promotes water conservation and efficiency through education, innovation, regulation, and incentives that target all aspects of water consumption. Resource Management Element Policy RM-6.4 requires the City to collaborate with community partners to promote water conservation and to cultivate an understanding and appreciation of water conservation practices. Resource Management Element Policy RM-6.6 requires the City to continue its investment and devote resources toward the City of Lomita's Water Division to minimize reliance on imported water and strive to develop a more effective water production and distribution system in the city. Action RM-6a directs the City to continue to work closely with the California State Division of Drinking Water, the Los Angeles RWQCB, and other agencies to identify the potential source of benzene contamination detected at Well No.5 through extensive testing. Action RM-6b directs the City to implement regular monitoring and reporting procedures to track water consumption trends, identify inefficiencies, and gauge the impact of water conservation measures. Action RM-6d directs the City to conduct feasibility studies to evaluate the potential for expanding recycled water infrastructure within the city. Action RM-6f directs the City to conduct a comprehensive assessment of the current water distribution system and identify areas in need



of improvement to guide the development of a more efficient water distribution system. Thus, adoption and implementation of the General Plan Update will not conflict or obstruct a sustainable groundwater management plan, and impacts would be less than significant.

**Proposed General Plan Update Goals, Policies, and Actions:**

**RESOURCE MANAGEMENT ELEMENT**

**Policy RM-6.1: Regional Coordination.** Continue to coordinate with the Los Angeles Regional Water Quality Control Board (RWQCB) to help maintain and improve the quality of both surface water and groundwater resources.

**Policy RM-6.2: Conservation Management.** Promote water conservation and efficiency through education, innovation, regulation, and incentives that target all aspects of water consumption.

**Policy RM-6.4: Education.** Collaborate with community partners to promote water conservation and to cultivate an understanding and appreciation of water conservation practices.

**Policy RM-6.6: Water Division.** Continue to invest and devote resources toward the City's Water Division to minimize reliance on imported water, and strive to develop a more effective water production and distribution system in the city.

**Action RM-6a:** Continue to work closely with the California State Division of Drinking Water, the Los Angeles Regional Water Quality Control Board, and other agencies to identify the potential source of benzene contamination detected at Well No.5 through extensive testing. This testing may include identification and investigation of potential sources both inside and outside the city, extensive sampling, boring, and monitoring of likely sources in the area, and ongoing monitoring of soil and water levels.

**Action RM-6b:** Implement regular monitoring and reporting procedures to track water consumption trends, identify inefficiencies, and gauge the impact of water conservation measures.

**Action RM-6d:** Conduct feasibility studies to evaluate the potential for expanding recycled water infrastructure within the city.

**Action RM-6f:** Conduct a comprehensive assessment of the current water distribution system, and identify areas in need of improvement to guide the development of a more efficient water distribution system.

**Mitigation Measures:** No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

## 4.9.6 CUMULATIVE IMPACTS

Section 3.0, *Basis of Cumulative Analysis*, identifies projected growth within the Planning Area and County with the potential to interact with the proposed Project to the extent that a significant cumulative effect



relative to hydrology and water quality may occur. The cumulative projects are within the same watershed as the Planning Area and stormwater would be conveyed by the LACFCD and the City, similar to the Project.

**Would the project, combined with other related cumulative projects, violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?**

**Impact Analysis:** Future development associated with implementation of the Project and cumulative development within the city and surrounding areas may involve future construction activities that could temporarily increase runoff, erosion, and sedimentation. In compliance with NPDES permit regulations, the State of California requires that any construction activity disturbing one acre or more of soil comply with the Construction General Permit. The General Construction Permit requires development and implementation of a SWPPP and monitoring plan, which must include erosion-control and sediment-control BMPs that would meet or exceed measures required by the Construction General Permit to control stormwater quality degradation due to potential construction-related pollutants. Lomita Municipal Code Section 5-9, *Standard Urban Stormwater Mitigation Plan and Low Impact Development Implementation*, establishes stormwater runoff controls and BMPs to prevent and/or reduce the quantity of pollutants from being discharged into the MS4. New development and redevelopment projects are subject to permit conditions of approval for the design and implementation of post-construction controls to mitigate stormwater pollution prior to the completion of projects, as listed in Part VIII.F.1.a-b of the municipal NPDES permit.

Additionally, future Project development and cumulative development could increase impervious surfaces, resulting in increased stormwater runoff when compared to existing site conditions. Future development projects within the Planning Area would be required to be consistent with the MS4 Permit and Lomita Municipal Code Section 5-9, which contains a number of requirements to control stormwater pollution. Lomita Municipal Code Section 5-9 includes post-construction runoff pollution reduction BMPs, LID structural and non-structural BMPs to effectively reduce the amount of impervious area of a completed project site, promoting the use of infiltration and other controls that reduce runoff; source control BMPs to prevent runoff contact with pollutant materials that would otherwise be discharged to the MS4; and structural and non-structural BMPs for specific types of uses. Lomita Municipal Code Section 5-9.180 requires all projects for development or redevelopment not requiring a LID plan, to submit a site-specific plan to mitigate post development stormwater quality if the project has any one or more of the listed characteristics. Lomita Municipal Code Section 5-9.070, *Control of Erosion of Slopes and Channels*, requires the use of BMPs on slopes or channels in subject new development or redevelopment projects. Lomita Municipal Code Section 5-9.110, *Maintenance of Best Management Practices*, requires ongoing maintenance of structural or treatment control BMPs by subject development and redevelopment projects. Other existing regulatory requirements that manage water quality include requirements to obtain approval from the RWQCB for NPDES permits, other discharge permits, SWPPPs, and to implement BMPs.

Future projects implemented under the General Plan Update would be required to be consistent with the General Plan Update policies and actions pertaining to hydrology and water quality. The policies and





actions included within the General Plan Update, as well as compliance with the existing regulatory requirements, would result in a less than significant cumulative impact related to hydrology and water quality. Thus, the proposed Project's incremental effects involving a violation of water quality standards or waste discharge requirements, or a substantial degradation of surface water or groundwater quality, would not be cumulatively considerable.

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

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

**Would the project, combined with other related cumulative projects, substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?**

**Impact Analysis:** The Project proposes a comprehensive update to the City's existing General Plan, including a revised Land Use Map. The General Plan Update does not include any site-specific development but would enable future residential and non-residential development. The General Plan Update is expected to result in increased population growth in the Planning Area, resulting in a corresponding increased water supply demand. The West Coast Basin is managed by an adjudication and subject to the Judgment managed by the Watermaster, which ensures ongoing management of the West Coast Basin, assuring that the West Coast Basin will be capable of supplying sufficient water to meet local needs, including future growth and development.

The Planning Area is developed and characterized by residential neighborhoods at varying densities, with commercial uses concentrated along Pacific Coast Highway, Lomita Boulevard, Crenshaw Boulevard, Narbonne Avenue, and Western Avenue. Implementation of the General Plan Update would result in new development and intensification of existing urban uses primarily in the new mixed-use zones MU30, MU40, and MU70. Although future development and cumulative development have the potential to increase impervious surfaces, these areas are limited and do not provide for substantial groundwater recharge within the Planning Area and surrounding areas. Further, future projects implemented under the General Plan Update would be required to be consistent with the General Plan Update policies and actions pertaining to hydrology and water quality, including water conservation measures and LID BMPs. General Plan Update policies and actions, in addition to compliance with existing regulatory requirements, would result in a less than significant cumulative impact to groundwater. Therefore, the proposed Project's incremental effects involving a substantial decrease in groundwater supplies or substantial interference with groundwater recharge is not cumulatively considerable.

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

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.



**Would the project, combined with other related cumulative projects, substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:**

- **Result in substantial erosion or siltation on- or off-site;**
- **Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;**
- **Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or**
- **Impede or redirect flood flows?**

**Impact Analysis:**

**EROSION AND SILTATION**

Future development associated with implementation of the Project and cumulative development within the city and surrounding areas may involve future construction activities that could temporarily increase runoff, erosion, and sedimentation. Future development and cumulative development would be required to comply with NPDES permit regulations, which requires that any construction activity disturbing one acre or more of soil comply with the Construction General Permit. For projects disturbing less than one acre, Lomita Municipal Code Section 5-9, would require compliance with minimum BMPs to reduce the discharge of pollutants. Regional projects disturbing less than one acre would be required to comply with the SUSMP and/or applicable jurisdictional-level BMPs to reduce the discharge of pollutants.

Additionally, future development could increase impervious areas resulting in increased stormwater runoff when compared to existing site conditions. Development under the General Plan Update would also be subject to the post-construction requirements of the MS4 NPDES permit. Lomita Municipal Code Section 5-9.180 requires all development or redevelopment projects not requiring an LID plan to submit a site-specific plan to mitigate post development stormwater quality, if the project has any one or more of the listed characteristics. Lomita Municipal Code Section 5-9.070, *Control of Erosion of Slopes and Channels*, requires the use of BMPs on slopes or channels in subject new development or redevelopment projects. Lomita Municipal Code Section 5-9.110, *Maintenance of Best Management Practices*, requires ongoing maintenance of structural or treatment control BMPs by subject development and redevelopment projects. Other existing regulatory requirements that manage water quality include requirements to obtain approval from the RWQCB for NPDES permits, other discharge permits, SWPPPs, and to implement BMPs. Further, future projects implemented under the General Plan Update would be required to be consistent with the General Plan Update policies and actions pertaining to hydrology and water quality, including compliance with construction BMPs and implementation of LID BMPs. The policies and actions included within the General Plan Update, including compliance with existing regulatory requirements, would result in a less than significant cumulative impact related to erosion and siltation.





Therefore, the proposed Project's incremental effects involving erosion and siltation would not be cumulatively considerable.

### **SURFACE RUNOFF AND WATER QUALITY**

The Planning Area is primarily urbanized with limited pervious areas anticipated for development. Although future development and cumulative development have the potential to increase impervious surfaces, federal, State, and local regulations would require individual projects to provide the on-site storm drain infrastructure and any off-site infrastructure improvements to ensure stormwater runoff associated with future and cumulative development would be adequately captured and conveyed into the City's storm drain system and LACFCD facilities. Therefore, implementation of the Project would not substantially increase the rate or amount of surface runoff which would result in flooding on- or off-site or create or contribute runoff which would exceed the capacity of existing or planned stormwater drainage systems. Impacts would be less than significant in this regard. Therefore, the proposed Project's incremental effects involving or contributing runoff water which would exceed the capacity of existing or planned stormwater drainage systems is less than cumulatively considerable.

Future Project development and cumulative development within the city and surrounding areas may involve future construction activities that could temporarily increase runoff, erosion, and sedimentation. Existing regulatory requirements that manage water quality include obtaining approval from the RWQCB for NPDES permits, other discharge permits, SUSMPs, SWPPPs, and implementation of BMPs. Further, consistency with the General Plan Update policies and actions pertaining to hydrology and water quality, including compliance with construction BMPs and implementation of LID BMPs would be required for all future projects implemented under the General Plan Update. The policies and actions included within the General Plan Update, including compliance with regulatory requirements, would result in a less than significant cumulative impact related to runoff and water quality. Therefore, the proposed Project's incremental effects involving substantial additional sources of polluted runoff would be less than cumulatively considerable.

### **FLOOD FLOWS**

The Planning Area is developed and characterized by residential neighborhoods at varying densities, with commercial uses concentrated along Pacific Coast Highway, Lomita Boulevard, Crenshaw Boulevard, Narbonne Avenue, and Western Avenue. Implementation of the General Plan Update would result in new development and intensification of existing urban uses primarily in the new mixed-use zones MU30, MU40, and MU70. The Planning Area resides within the Dominguez Channel WMG which drains to various regional drainage conveyance channels within the Dominguez Channel Watershed, the Machado Lake Watershed, and LA/LB Harbors Watershed (Fusco Engineering 2024). Dominguez Channel is a channelized watercourse that does not run through the Planning Area. As described above and shown in [Figure 4.9-3](#), there are no mapped flood hazard zones located within the Planning Area; the entire Planning Area is located within an area of minimal flood hazard. Pursuant to the CWA, each subsequent development project or improvement project that disturbs more than one acre would be required to obtain NPDES coverage under the Construction General Permit, which would require an approved SWPPP that includes BMPs for grading and preservation of topsoil. Additionally, construction of storm drainage improvements would occur as part of an overall development or infrastructure project. The policies and



actions included within the General Plan Update, including compliance with regulatory requirements, would result in a less than significant cumulative impact related to flooding. Therefore, the proposed Project's incremental effects relating to impeding or redirecting flood flows would be less than cumulatively considerable.

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

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

**Would the project, combined with other related cumulative projects, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?**

**Impact Analysis:** Flood impacts are site specific and generally do not combine to result in cumulative impacts. There are no mapped flood hazard zones located within the Planning Area. The Planning Area is approximately four miles inland of the Pacific Ocean and is not located within a mapped Tsunami Hazard Area. There are no dams with the potential to inundate the Planning Area according to the State Division of Safety of Dams Dam Breach Inundation Maps. There are no aquatic bodies in the Planning Area. As a result, tsunamis and seiches do not pose inundation hazards to the Planning Area. Additionally, construction of storm drainage improvements would occur as part of an overall development or infrastructure projects. Further, future projects implemented under the General Plan Update would be required to be consistent with the General Plan Update policies and actions pertaining to hydrology and water quality, including compliance with construction BMPs and implementation of LID BMPs, which would reduce the risk of release of pollutants due to inundation within the Project area. Therefore, the proposed Project's incremental effects involving the risk of release of pollutants due to project inundation would be less than cumulatively considerable.

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

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

**Would the project, combined with other related cumulative projects, conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?**

**Impact Analysis:** As described above, Los Angeles RWQCB's Basin Plan specifies the State's water quality standards (i.e., beneficial uses, water quality objectives, and antidegradation policy) and serves as the basis for the RWQCB's regulatory programs. Future development and cumulative development projects would be required to comply with the provisions of applicable NPDES permits and water quality permitting, consistent with the Basin Plan. Therefore, the proposed Project's incremental effects involving implementation of a water quality control plan would be less than cumulatively considerable.



As described above, the Planning Area is located entirely within the adjudicated West Coast Basin. The Project does not propose site-specific development. Future development and cumulative development projects would be subject to the West Coast Basin Judgment. Further, consistency with the General Plan Update policies and actions pertaining to hydrology and water quality, including compliance with construction BMPs, implementation of LID BMPs, and water conservation measures, would be required for all projects implemented under the General Plan Update. Therefore, the proposed Project's incremental effects relating to the obstruction of implementation of a sustainable groundwater management plan is less than cumulatively considerable.

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

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

#### 4.9.7 SIGNIFICANT UNAVOIDABLE IMPACTS

Hydrology and water quality impacts associated with the implementation of the General Plan Update would be less than significant. No significant unavoidable hydrology and water quality impacts would occur as a result of the General Plan Update.

#### 4.9.8 REFERENCES

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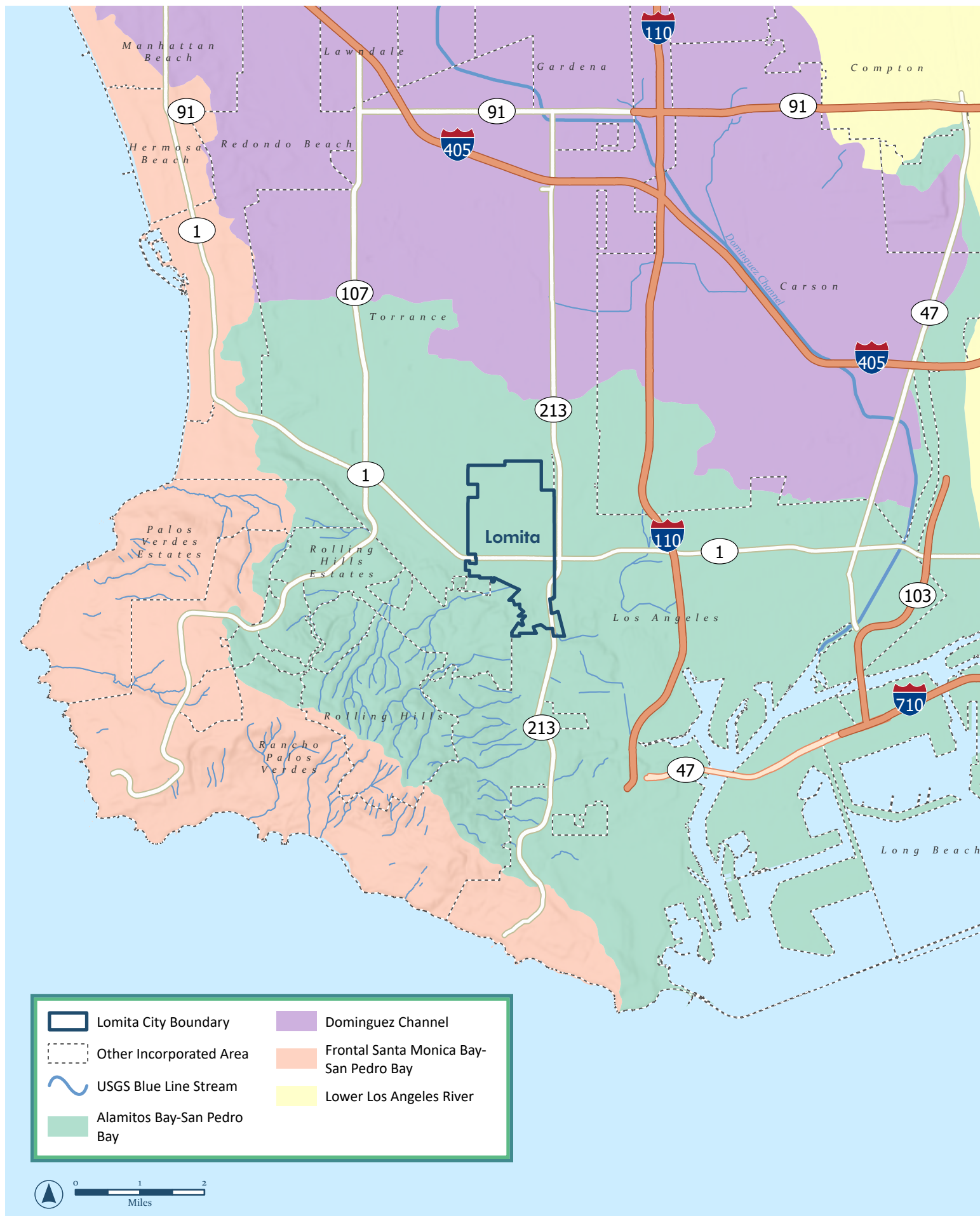
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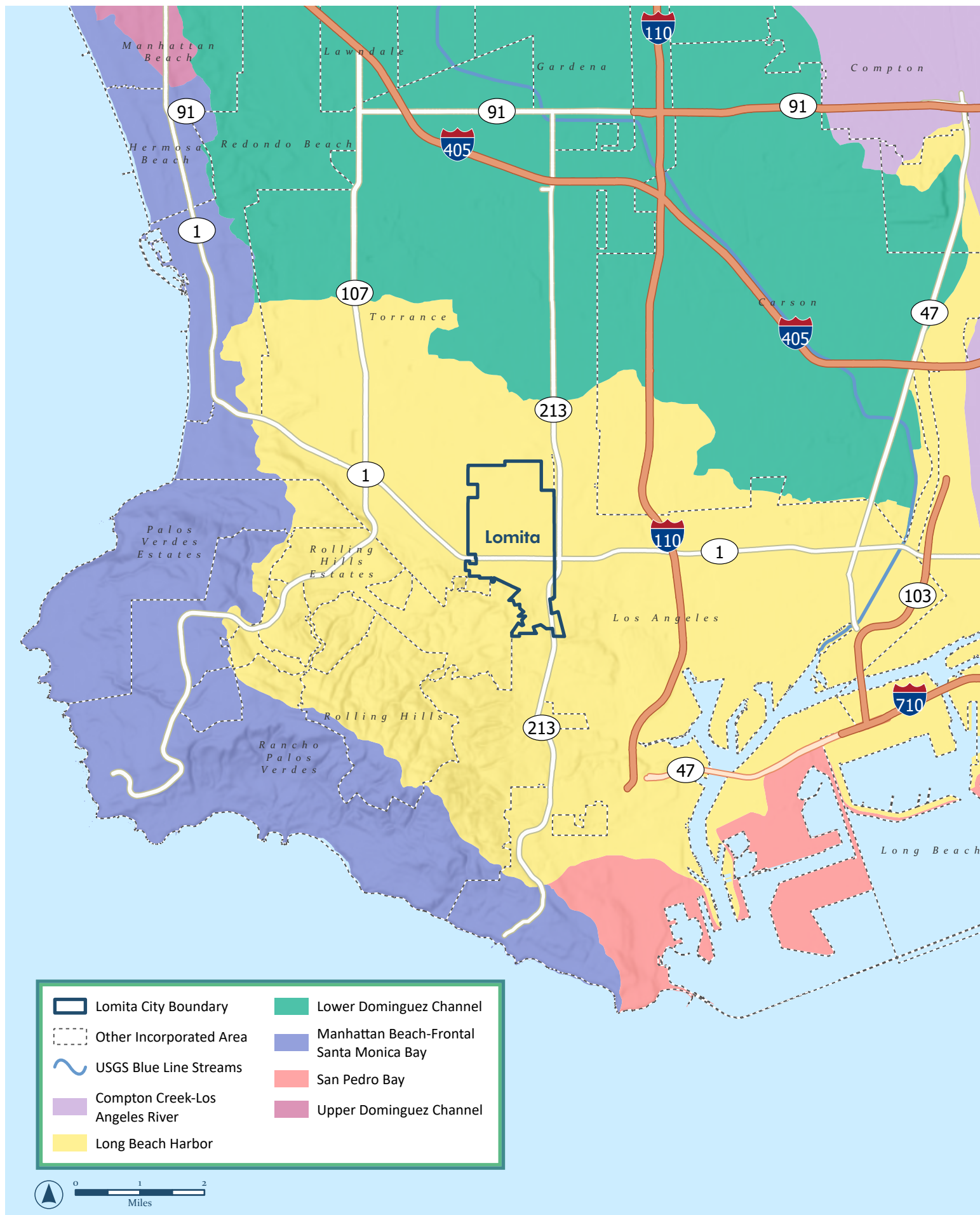


**Figure 4.9-1. Hydrologic Units Watersheds**



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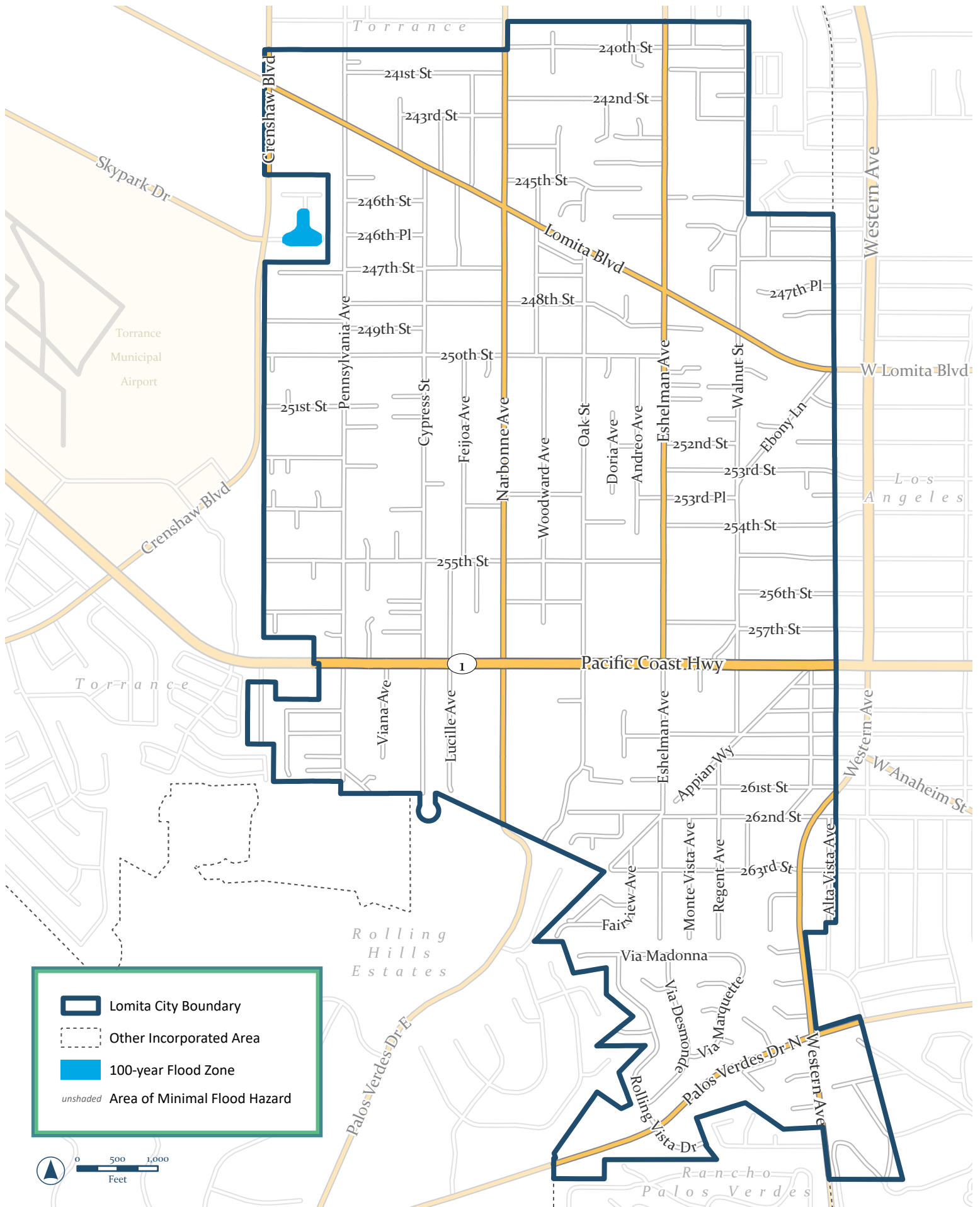


**Figure 4.9-2. Hydrologic Areas  
Subwatersheds**





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**Figure 4.9-3. FEMA Flood Map**



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## 4.10 LAND USE AND PLANNING

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

No comments were received during the NOP comment regarding land use and planning.

### 4.10.1 ENVIRONMENTAL SETTING

A city's limits include the area within the city's corporate boundary, over which the city exercises land use authority and provides public services. A city's Sphere of Influence ("SOI") is the probable physical boundary and service area of a local agency, as adopted by a Local Agency Formation Commission ("LAFCO"). A SOI may include both incorporated and unincorporated areas within which a city or special district will have primary responsibility for the provision of public facilities and services. Lomita's SOI is coterminous with its city limits. For the purposes of the Lomita General Plan Update, the Planning Area is defined as the area within the city's corporate boundary. Figure 2-2, General Plan Planning Area, in Section 2.0, Project Description, shows the Lomita Planning Area boundary.

#### LAND USE PATTERNS

When discussing land use, it is important to distinguish between planned land uses and existing land uses. The current General Plan land use designations identify the long-term planned use of land, but do not necessarily present a complete picture of existing land uses. The Los Angeles County Assessor's office maintains a database of existing "on-the-ground" land uses on individual parcels, including the number of dwelling units and related improvements such as non-residential building square footage. However, it should be noted that the Los Angeles County Assessor data does not always accurately reflect existing on-the-ground conditions. The starting point for establishing baseline conditions was the Los Angeles County Assessor's database, updated and modified based on City of Lomita staff knowledge of individual parcels, where possible, to more accurately reflect current conditions.

Figure 4.10-1, Existing Land Uses, shows a map of existing on-the-ground land uses in Lomita. Table 4.10-1, Existing Land Use Summary identifies existing (on-the-ground) development within the Planning Area. As evident from the map and summary table, Lomita is dominated by residential uses, particularly single-family housing. Commercial uses are primarily located along major corridors, including Lomita Boulevard, Narbonne Avenue, and Pacific Coast Highway.



**Table 4.10-1  
Existing Land Use Summary**

Land Use	City (Acres)	% of Total Acres
Single Family Residential	469.5	38.2%
Duplex Residential	74.5	6.1%
Multi-Family Residential	198.4	16.2%
Mobile Home Park	24.8	2.0%
Commercial	131.9	10.7%
Industrial	4.8	0.4%
Government – Educational Facilities	22.1	1.8%
Government – Public Facilities	21.3	1.7%
Institutional	28.5	2.3%
Recreational	3.5	0.3%
Miscellaneous	3.4	0.3%
Right-of-Way	244.9	19.9%
<b>Total</b>	<b>1,227.6</b>	<b>100%</b>
Source: De Novo Planning Group, July 2023.		
Note: Data are obtained primarily from Los Angeles County Assessor parcel data.		

### Residential

Like many cities in Los Angeles County, Lomita housing stock is primarily single-family homes, representing approximately 59 percent of housing units in the City (California DOF 2023). The California Department of Finance estimates there are approximately 4,252 single-family detached dwelling units, 811 single-family attached (i.e., duplex) dwelling units, and 2,940 multi-family units within the Planning Area. Other residential uses, including mobile home communities, exist in Lomita but are less prevalent than single-family developments within the city. Approximately 598 mobile home units exist in the Planning Area.

### Commercial

Retail is the predominant commercial real estate product type in Lomita in terms of square feet accounting for nearly three-quarters of the total commercial space, followed by office, hotels, and industrial/flex. Office uses comprise just 17.5 percent of commercial space in the city. Industrial and flex uses make up just 3.7 percent of commercial space in Lomita. The city has about 151 rooms across six hotels.

### Government – Educational Facilities

The Los Angeles Unified School District (“LAUSD”) provides school service to the Planning Area. There are two schools in the Planning Area serving grades K-5 (Lomita Magnet and Eshelman Avenue Elementary) and one school serving grades 6-8 (Alexander Fleming Middle School). The Planning Area is also served by



Narbonne High School, which provides a grade 9-12 program, but is located just outside of the city limits in the Harbor City neighborhood of Los Angeles

#### Government – Public Facilities

The category of Government – Public Facilities includes fire and police stations, government offices, and other public facilities. Government facilities occupy approximately 1.7 percent, or 21.3 acres, of land in the Planning Area.

#### Institutional

Institutional uses include churches, care facilities, private schools and other institutions, totaling approximately 2.3 percent, or 28.5 acres, of the Planning Area.

#### Recreational

Recreational uses include athletic facilities, lodge halls and fraternal organizations, accounting for less than one percent of the Planning Area's occupancy.

#### Miscellaneous

Miscellaneous uses include utility uses such as pumping stations, accounting for less than one percent of the Planning Area's occupancy.

## 4.10.2 REGULATORY SETTING

### STATE

#### California General Plan Law

Government Code Section 65300 requires that each county and city adopt a General Plan “for the physical development of the county or city, and any land outside its boundaries which bears relation to its planning.”

The proposed General Plan Update includes a comprehensive set of goals, policies, and actions (implementation measures), as well as a revised Land Use Map. It is a comprehensive long-term plan for the physical development of the county or city and considered a "blueprint" for development. The General Plan must contain eight state-mandated elements, to the extent that they are relevant locally, which include: Land Use, Open Space, Conservation, Housing, Circulation, Noise, Safety, and Environmental Justice. It may also contain any other elements that the county or city wishes to include. The Land Use element designates the general location and intensity of designated land uses to accommodate housing, business, industry, open space, education, public buildings and grounds, recreation areas, and other land uses.

The 2017 General Plan Guidelines, established by the Governor's Office of Planning and Research to assist local agencies in the preparation of their general plans, further describe the mandatory land use element as a guide to planners, the general public, and decision makers prescribing the ultimate pattern of development for the county or city.



### California Housing Element Law

The Housing Element is one of the State of California mandated General Plan Elements (California Government Code Sections 65580 to 65589.8). State law requires that the Housing Element consists of, “an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, financial resources, and scheduled programs for the preservation, improvement, and development of housing” (Government Code Section 65580).

State law requires that each city and county identify and analyze existing and projected housing needs within its area and prepare goals, policies, and programs to further the development, improvement, and preservation of housing for all economic segments of the community, commensurate with local housing needs.

### Subdivision Map Act

A subdivision is any division of land for the purpose of sale, lease or finance. The State of California Subdivision Map Act (Government Code Section 66410) regulates subdivisions throughout the state. The goals of the Subdivision Map Act are as follows:

- To encourage orderly community development by providing for the regulation and control of the design and improvement of a subdivision with proper consideration of its relationship to adjoining areas.
- To ensure that areas within the subdivision that are dedicated for public purposes will be properly improved by the subdivider so that they will not become an undue burden on the community.
- To protect the public and individual transferees from fraud and exploitation.

The Subdivision Map Act allows cities flexibility in the processing of subdivisions. Lomita controls this process through the subdivision regulations in the Municipal Code Title XI, Chapter 2 (referred to as the Division of Land Ordinance). Regulations ensure that minimum requirements are adopted to provide for orderly growth and development, the provision of necessary public and private facilities, and public health, safety, and general welfare.

## **LOCAL**

### Southern California Association of Governments

Regional planning agencies, such as the Southern California Association of Governments (“SCAG”), recognize that planning issues extend beyond the boundaries of individual cities. Efforts to address regional planning issues, such as affordable housing, transportation, and air pollution, have resulted in the adoption of regional plans that affect the Planning Area.

SCAG has evolved as the largest council of governments in the United States, functioning as the Metropolitan Planning Organization (“MPO”) for six counties (Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial) and 191 cities. The region encompasses an area of more than 38,000 square miles. As the designated MPO, the federal government mandates SCAG research and develop plans for transportation, growth management, hazardous waste management, and air quality. As a result, SCAG prepares comprehensive regional plans to address concerns.





SCAG is responsible for the maintenance of a continuous, comprehensive and coordinated planning process resulting in a Regional Transportation Plan (“RTP”) and a Regional Transportation Improvement Program. SCAG is responsible for development of demographic projections and is also responsible for development of the integrated land use, housing, employment, transportation programs, measures, and strategies for the Air Quality Management Plan.

#### Regional Transportation Plan/Sustainable Communities Strategy (“RTP/SCS”)

The passage of California Senate Bill (“SB”) 375 in 2008 requires that an MPO, such as SCAG, prepare and adopt a Sustainable Communities Strategy (“SCS”) that sets forth a forecasted regional development pattern which, when integrated with the transportation network, measures, and policies, will reduce greenhouse gas emissions from automobiles and light duty trucks (Government Code Section 65080(b)(2)(B)). The SCS outlines certain land use growth strategies that provide for more integrated land use and transportation planning and maximize transportation investments. The SCS intends to provide a regional land use policy framework that local governments may consider and build upon.

Every four years, SCAG updates Connect SoCal, the RTP/SCS, as required by federal and State regulations. On September 3, 2020, SCAG’s Regional Council adopted the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, referred to by SCAG as Connect SoCal or Connect SoCal 2020. The SCS portion of Connect SoCal highlights strategies for the region to reach the regional target of reducing GHGs from autos and light-duty trucks by eight percent per capita by 2020, and 19 percent by 2035 (compared to 2005 levels). Specially, these strategies are:

- Focus growth near destinations and mobility options;
- Promote diverse housing choices;
- Leverage technology innovations;
- Support implementation of sustainability policies; and
- Promote a green region.

Furthermore, Connect SoCal discusses a variety of land use tools to help achieve the State-mandated reductions in GHG emissions through reduced per capita VMT. Some of these tools include center focused placemaking, focusing on priority growth areas, job centers, transit priority areas, as well as high quality transit areas and green regions.

Provided herein is an analysis of the Project’s consistency with SoCal 2020. Notably, since issuance of the Project’s Notice of Preparation (“NOP”) and initiation of the analysis presented in this EIR, SCAG adopted Connect SoCal 2024. Connect SoCal 2024 carries forward policy direction established in Connect SoCal 2020, as well as more recent Regional Council actions that address emerging issues facing the region. Connect SoCal 2024 outlines a vision for a more resilient and equitable future, with investment, policies and strategies for achieving the region’s shared goals through 2050. As with the previous RTP/SCS, Connect SoCal 2024 is a long-term plan for the southern California region that details investment in the transportation system and development in communities. SCAG worked closely with local jurisdictions to develop Connect SoCal 2024, which incorporates current demographics and anticipated future population, household, and employment growth patterns based, in part, upon local growth forecasts, projects and programs, and includes complementary regional policies and initiatives. The Plan outlines a



forecasted development pattern that demonstrates how the region can sustainably accommodate needed housing. In addition, Connect SoCal is supported by a combination of transportation and land use strategies that outline how the region can achieve California's GHG-emission-reduction goals and federal Clean Air Act requirements.

Connect SoCal 2024 provides Regional Planning Policies to provide guidance for integrating land use and transportation planning to realize the vision of Connect SoCal. The policies are within the following categories:

- Mobility
- Communities
- Environment
- Economy

#### Growth Forecasts

SCAG's Forecasting Section is responsible for producing socio-economic estimates and projections at multiple geographic levels and in multiple years. The Forecasting Section develops, refines, and maintains SCAG's regional and small area socio-economic forecasting/allocation models. Federal and State mandated long-range planning efforts, such as the RTP, Air Quality Management Plan, Regional Transportation Improvement Program, and the Regional Housing Needs Assessment ("RHNA"), utilize these socio-economic estimates and projections. SCAG's Adopted RTP/SCS Growth Forecasts are used to assess a project's consistency with adopted plans that have addressed growth management from a local and regional standpoint; refer to [Section 5.3, \*Growth-Inducing Impacts\*](#).

#### Intergovernmental Review

SCAG's Intergovernmental Review Section is responsible for performing consistency review of regionally significant local plans, projects, and programs with SCAG's adopted regional plans. CEQA Guidelines Sections 15125 and 15206 outline the criteria for projects of regional significance. The proposed Project is considered regionally significant.

#### [Local Agency Formation Commission of Los Angeles County \(LAFCO\)](#)

In 1963, the State Legislature created a LAFCO for each county, with the authority to regulate local agency boundary changes. Subsequently, the State has expanded LAFCO authority. The goals of LAFCO include preserving agricultural and open space land resources and providing for efficient delivery of services. The Los Angeles LAFCO has authority over land use decisions in the County of Los Angeles affecting local agency boundaries. Its authority extends to the incorporated cities, including annexation of county lands into a city, and special districts within the county. The City of Lomita is adjacent to an unincorporated area of Los Angeles County.

In addition, LAFCO conducts Municipal Service Reviews ("MSRs") for services within its jurisdiction. An MSR typically includes a review of existing municipal services provided by a local agency and its infrastructure needs and deficiencies. It also evaluates financing constraints and opportunities, management efficiencies, opportunities for rate restructuring and shared facilities, local accountability and governance, and other issues.



### City of Lomita General Plan

The City of Lomita General Plan was last comprehensively updated in 1998 and has been periodically amended since that time. The Safety Element was updated in 2021, the Safety Element was updated, and in 2021, the 2021-2029 Housing Element (“6<sup>th</sup> Cycle”) was adopted and then revised in 2022 (in accordance with State housing law). The 1998 General Plan contains the following State-mandated and optional elements:

- Land Use Element
- Circulation Element
- Safety Element
- Economic Development Element
- Resource Management Element
- Noise Element
- Housing Element
- Implementation Element

The General Plan is a planning document used to guide city growth and development for the immediate future. The General Plan consists of numerous elements and policies that work to shape the future changes in the City. The Land Use Element in the 1998 General Plan establishes the planned land use pattern for Lomita based primarily on the community’s vision and goals for the future. Decision-makers and community members can look to the Land Use Element to understand the type of development allowed across different locations within Lomita.

The Land Use Element designates the following land uses for the City; refer to Figure 2-3, Existing General Plan Land Use Map.

**Agricultural:** The Agricultural designation applies to areas which are lower density in character and where the keeping of animals is permitted. This land use designation corresponds to those areas zoned A-1. Development intensities of up to 8.7 units per net acre are permitted. The maximum population density is 22 persons per net acre. Any new land division or subdivision must reflect the Low Density Residential intensity standards if the lot sizes for individual units are less than 10,000 square feet.

**Low Density Residential:** The Low Density Residential designation applies to areas of the city which are developed with single family residential land uses. The allowable development intensity is 5.80 to 10.89 units per net acre. The maximum population density is 22 persons per net acre.

**Medium Density Residential:** The Medium Density Residential designation applies to areas of the city developed with multi-family residential land uses and trailer parks. The allowable development intensity for this category is 10.90 to 19.80 units per net acre. The maximum population density is 50 persons per net acre.

**High Density Residential:** The High Density Residential designation applies to sections of the city which are developed with multi-family residential land uses and trailer parks. The allowable development intensity for this category is 19.8 to 43.6 units per net acre. The maximum population density is 110 persons per net acre.

**Commercial:** The Commercial designation applies to the commercial corridors in Lomita including those located along Pacific Coast Highway, Lomita Boulevard, Western Avenue and the northern end of



Narbonne Avenue. The development intensity is governed by a floor area ratio (“FAR”). The maximum FAR for this land use designation is 1.0 to 1.0.

**Industrial:** The Industrial designation is limited to the area near the intersection of Crenshaw Boulevard and Lomita Boulevard and portions of east Lomita Boulevard. The maximum FAR for this designation is 1.0 to 1.0.

**Publicly Owned Land:** The Public Owned Land designation includes the Civic Center, Fire Station, County Offices, Library, Museum, and Navy Fuel Storage facility. The designation also applies to schools, churches, parks, and other public and quasi-public uses.

**Mixed-Use:** The Mixed-Use designation applies to areas containing a mixed-use overlay on the City’s Zoning Map. In addition to commercial uses that would be permitted, mixed-use projects are encouraged at densities up to 22 units per acre. Mixed-use developments are those that combine residential and non-residential uses on the same project site, either vertically (such as when residential uses are located over commercial uses) or horizontally (such as when the street frontage of a site is devoted to commercial uses with residential uses behind). The benefits of mixed-use projects include efficient use of land, pedestrian-friendly land uses, provide opportunities to revitalize older commercial corridors, and encourage new housing that can be less automobile dependent.

#### [2021-2029 Housing Element](#)

The City of Lomita adopted its 2021-2029 Housing Element in December 2021 to meet community needs at all income levels for the 6<sup>th</sup> Cycle RHNA. The Lomita 2021-2029 Housing Element identifies strategies and programs guided by the following principles:

- Promote an orderly pattern of development;
- Provide for a variety of housing opportunities;
- Provide adequate public services and facilities;
- Allow moderate- and high-density land uses in areas capable of supporting such uses;
- Promote and support revitalization within Lomita’s commercial districts; and
- Encourage a balance of land uses to meet the needs of residents.

Of particular relevance to the General Plan Update are Programs 11 and 14 in the 2021-2029 Housing Element. Program 11, Objective Design Standards (ODS), requires the City to revise the development standards and permit requirements for multifamily development projects. Program 14, Rezone Program, is designed to facilitate the development of multifamily housing affordable to lower-income households, especially in areas with access to resources and opportunity. Program 14 requires the City to: (1) rezone to accommodate the shortfall in the lower-income RHNA; (2) rezone to accommodate the remaining moderate- and above-moderate income RHNA need; and (3) rezone to create a buffer of capacity for the lower- and moderate-income RHNA.

#### [City of Lomita Municipal Code](#)

Lomita Municipal Code, Title XI, Chapter 1, *Zoning*, is the Zoning Ordinance. The purpose of the Zoning Ordinance is to encourage, classify, designate, regulate, restrict, and segregate the highest and best



location and use of buildings, structures, and other purposes in appropriate places; to regulate and limit the height, number of stories, and size of buildings and other structures; to regulate and limit the density of population; to facilitate adequate provisions for community utilities; to lessen congestion on streets; and to promote the public health, safety, welfare, and general prosperity with the aim of preserving a wholesome, serviceable, and attractive community. The Zoning Ordinance is a primary tool in implementing the Lomita General Plan and other specific plans.

Municipal Code Section 11-1.70.07, *Site Plan Review*, establishes the site plan review process for applicable projects to determine whether a proposed development will properly comply with the provisions and development standards prescribed in the Zoning Ordinance. Project approval requires the reviewing body to find that:

- The site plan complies with all applicable provisions of Title XI;
- The site is suitable for the particular use or development intended, and the total development, including the application of prescribed development standards, is arranged as to avoid traffic congestion, will not adversely affect public health, safety and general welfare, will not have adverse effects on neighboring property and is consistent with all elements of the General Plan; and
- The development design is suitable and functional. This requirement shall not be interpreted to require a particular style or type or architecture.

Municipal Code Section 11-1.70.09, *Conditional Use Permit*, includes findings required for approval of a conditional use permit (“CUP”) and minor CUP. Approval of projects requiring a CUP or minor CUP requires the reviewing body to find that:

- The proposed use is allowed within the district with approval of a CUP and complies with all other applicable requirements of this article;
- The proposed use is consistent with the general plan;
- The design, location, size and operating characteristics are compatible with existing and future land uses, building and structures in the vicinity and the proposed use will not jeopardize, adversely affect, endanger or otherwise constitute a menace to the public health, safety or general welfare or be materially detrimental to the property of other persons located in the vicinity;
- The site is adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping and other development features prescribed in this chapter, or as required as a condition in order to integrate the use with the uses in the neighborhood; and
- The site is served by highways and streets adequate to carry the kind and quantity of traffic such use would generate.

#### [The Downtown Lomita Design Manual](#)

The Downtown Lomita Design Manual design manual (adopted in 2019) is intended to serve as a guide for new buildings and the conservation, adaptive re-use, and enhancement of existing buildings and streetscapes within downtown Lomita. The Design Manual provides the City with a common framework



for reviewing submissions and attaching design conditions, if any, to project approvals within the downtown Lomita boundary.

### 4.10.3 SIGNIFICANCE CRITERIA AND THRESHOLDS

CEQA Guidelines Appendix G contains the Initial Study Environmental Checklist, which includes questions relating to land use and relevant planning. The issues presented in the Initial Study Environmental Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant environmental impact if it would:

- Physically divide an established community (refer to Impact Statement LU-1); and
- Conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect (refer to Impact Statement LU-2).

### 4.10.4 IMPACTS AND MITIGATION MEASURES

The General Plan Update is a comprehensive update of all of the Elements of the General Plan. The proposed land use plan identifies the type, location, and density/intensity of future development in the City; refer to [Figure 2-4, General Plan Update Land Use Map](#). The proposed land use plan designates all land in the Planning Area to one of the land use designations below.

- |                                |                       |
|--------------------------------|-----------------------|
| • Residential – Agricultural   | • Publicly Owned Land |
| • Residential – Low Density    | • Mixed-Use – 30      |
| • Residential – Medium Density | • Mixed-Use – 40      |
| • Residential – High Density   | • Mixed-Use – 70      |
| • Manufacturing-Commercial     |                       |

Based on the proposed land use designations, density and intensity permitted for each parcel, and associated development assumptions, the proposed land use plan would provide for increased development over existing (2023) conditions by 2,885 additional dwelling units and 583,431 additional square feet of non-residential uses; refer to [Table 2-4](#).

#### LU-1: Would the project physically divide an established community?

**Impact Analysis:** The proposed General Plan Update establishes Lomita’s vision for future growth and development. Proposed Land Use Element Goal LU-1 of the General Plan Update aims to “[p]reserve a balanced land use pattern that meets the diverse needs of Lomita’s residents and businesses, providing a range of housing options, offering a variety of employment and recreation opportunities, and promoting a robust local economy.” The land uses allowed under the proposed General Plan ([Figure 2-4 in Section 2.0, Project Description](#)) provide opportunities for cohesive new growth at infill locations primarily along the city’s major arterials but would not create physical division within the community. Overall, the proposed Project would provide new development opportunities to support the vision for development consistent with the General Plan Update and the State’s Housing Element Law, including accommodating the City’s 2021-2029 RHNA. This is primarily accommodated through proposed new mixed-use zones and



associated development standards and land use regulations that would provide the necessary densities to accommodate the RHNA.

The Project does not propose new roadways or new or significantly expanded infrastructure that would divide an established community. The General Plan Update Land Use Element includes policies and actions to support cohesive development that would not physically divide an established community. Specifically, proposed Land Use Element Policy LU-1.2 directs the City to focus new higher density mixed-use development along major corridors and within key activity nodes to expand housing opportunity and preserve the character of existing single-family neighborhoods. Proposed Land Use Element Policy LU-2.4 aims to protect established residential neighborhoods by requiring new development to be sensitive to low density housing, including through appropriate building massing and scale, and to minimize impacts related to the operation of the use. Proposed Land Use Element Policy LU-2.5 requires residential and nonresidential portions of mixed-use buildings and sites to be well-integrated through site and building design that ensures compatibility among different uses on the same site.

The policies and actions listed below would ensure that future development is compatible with adjacent communities and land issues. The proposed General Plan would have a less than significant impact associated with the physical division of an established community.

#### **Proposed General Plan Update Goals, Policies, and Actions:**

##### **LAND USE ELEMENT**

**Goal LU-1: Balanced Land Use Pattern.** Preserve a balanced land use pattern that meets the diverse needs of Lomita's residents and businesses, providing a range of housing options, offering a variety of employment and recreation opportunities, and promoting a robust local economy.

**Policy LU-1.1: Land Use Planning.** Promote a comprehensive approach to land use planning that is socially, economically, and environmentally sustainable; enhances community livability and public health; offers choices in housing, jobs, amenities, and transportation; reduces pollution, greenhouse gas emissions, and the expenditure of non-renewable resources; and provides opportunities for meaningful public engagement in land use decisions.

**Policy LU-1.2: Focused Growth.** Focus new higher density mixed-use development along major corridors and within key activity nodes to expand housing opportunity, preserve the character of existing single-family neighborhoods, promote active transportation options, and enhance economic vitality.

**Action LU-1a:** Update the City's Zoning Ordinance (Title XI, Chapter 1 of the Lomita Municipal Code) and Zoning Map as appropriate to ensure consistency with this Land Use Element and designations shown on the Land Use Map (Figure LU-1). As part of the update, address the following items:

- a. Amend the Zoning Ordinance to include new mixed-use zones and associated development standards and land use regulations, to implement the MU30, MU40, and MU70 land use designations and reflect the development densities and





intensities of those designations. Moreover, amend the Zoning Map to apply the new zones to specific parcels within the city.

- b. Reevaluate the permitted uses in the Downtown, Commercial (D-C) zone to ensure that they reflect the mix of retail, commercial, restaurant, office, service, etc. uses desired by the community for the downtown.
- c. Ensure that minimum lot sizes for new mixed-use developments are adhered to.

**Action LU-1b:** Review the Zoning Ordinance and update as appropriate to reflect the goals, policies, and implementation actions included in this General Plan.

**Goal LU-2:** **Comprehensive Land Development.** New development is economically and environmentally sustainable, improves quality of life, and complements our existing community.

**Policy LU-2.2:** **Compatible Uses.** Require compatibility between adjacent land uses to enhance livability and promote healthy lifestyles.

**Policy LU-2.4:** **Residential Neighborhoods.** Protect established residential neighborhoods by requiring new development to be sensitive to low density housing, including through appropriate building massing and scale, and to minimize impacts related to the operation of the use.

**Policy LU-2.5** **Mixed-Use Design Integration.** Require residential and nonresidential portions of mixed-use buildings and sites to be well-integrated through site and building design that ensures compatibility among different uses on the same site.

**Action LU-2a:** Ensure all projects are reviewed and processed per the California Environmental Quality Act (CEQA) Guidelines.

**Policy LU-3.5:** **Preserve Neighborhood Character.** Preserve the character and uniqueness of existing residential neighborhoods.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

**LU-2: Would the project conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?**

**Impact Analysis:**

## STATE PLANS

The proposed General Plan Update was prepared in conformance with state laws and regulations associated with the preparation of general plans, including requirements for environmental protection. Discussion of the proposed General Plan's consistency with state regulations, plans, and policies associated with specific environmental issues (e.g., air quality, transportation, water quality, etc.) is provided in the relevant chapters of this EIR. The State would continue to have authority over any state-



owned lands in the vicinity of the city and the proposed General Plan Update would not conflict with continued application of State land use plans, policies, and regulations adopted to avoid or mitigate environmental effects.

## REGIONAL PLANS

SCAG reviews environmental documents for regionally significant projects for their consistency with the adopted RTP/SCS. SCAG refers to CEQA Guidelines Section 15206, *Projects of Statewide, Regional or Areawide Significance*, in determining whether a project meets the criteria to be deemed regionally significant. The following criterion is relevant to the Project:

*Criterion 1: A proposed local general plan, element, or amendment thereof for which an EIR was prepared.*

The proposed Project involves components specified in Criterion 1, as the General Plan Update is a comprehensive update of the existing 1998 General Plan. Therefore, the Project is considered regionally significant.

An analysis of the Project's consistency with SCAG's 2020-2045 RTP/SCS is provided herein.<sup>1</sup> SCAG's 2020-2045 RTP/SCS provides a framework for regional land use and transportation policy within the SCAG region through the horizon year of 2045. SCAG's 2020-2045 RTP/SCS goals and policies were adopted to help focus future investments on the best-performing projects and strategies to preserve, maintain and optimize the performance of the existing transportation system. The goals of the 2020-2045 RTP/SCS fall into four core categories: economy, mobility, environment and healthy/complete communities. An analysis of the proposed Project's consistency with the relevant SCAG 2020-245 RTP/SCS goals adopted for the purpose of avoiding or mitigating an environmental effect is provided in [Section 4.7, \*Greenhouse Gas Emissions\*, Table 4.7-5, \*Project Consistency with the 2020-2045 RTP/SCS\*](#). As demonstrated in [Table 4.7-5](#), the Project would be consistent with SCAG's regional planning efforts and a less than significant impact would occur in this regard.

## LOCAL PLANS

As set forth by State law, the general plan serves as the primary planning document for the City, and subordinate documents and plans would be updated to be consistent with the general plan. Similar to the existing 1998 General Plan, the proposed General Plan Update focuses on a balanced land use pattern, creating a community where new development blends with existing neighborhoods, and promoting Lomita as a desirable place to live and work. The proposed General Plan Update carries forward and enhances policies and measures from the existing 1998 General Plan that were intended for environmental protection, and would not remove or conflict with City plans, policies, or regulations adopted for environmental protection. The General Plan Update proposes modifications to Lomita's Zoning Ordinance to provide consistency between the General Plan and zoning; however, these modifications would not remove or adversely alter portions of the Lomita Municipal Code that were adopted to mitigate an environmental effect.

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<sup>1</sup> It is noted that since issuance of the Project's Notice of Preparation (NOP) and initiation of the analysis presented in this EIR, SCAG adopted Connect SoCal 2024.



Subsequent development and infrastructure projects would be required to be consistent with all applicable policies, standards, and regulations, including those land use plans, policies, and regulations adopted to mitigate environmental effects by the City, as well as those adopted by agencies with jurisdiction over components of future development projects. The policies listed below would ensure that the General Plan Update does not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

**Proposed General Plan Update Goals, Policies, and Actions:**

**LAND USE ELEMENT**

**Goal LU-1:      **Balanced Land Use Pattern.**** Preserve a balanced land use pattern that meets the diverse needs of Lomita’s residents and businesses, providing a range of housing options, offering a variety of employment and recreation opportunities, and promoting a robust local economy.

**Action LU-1a:** Update the City’s Zoning Ordinance (Title XI, Chapter 1 of the Lomita Municipal Code) and Zoning Map as appropriate to ensure consistency with this Land Use Element and designations shown on the Land Use Map (Figure LU-1). As part of the update, address the following items:

- a. Amend the Zoning Ordinance to include new mixed-use zones and associated development standards and land use regulations, to implement the MU30, MU40, and MU70 land use designations and reflect the development densities and intensities of those designations. Moreover, amend the Zoning Map to apply the new zones to specific parcels within the city.
- b. Reevaluate the permitted uses in the Downtown, Commercial (D-C) zone to ensure that they reflect the mix of retail, commercial, restaurant, office, service, etc. uses desired by the community for the downtown.
- c. Ensure that minimum lot sizes for new mixed-use developments are adhered to.

**Action LU-1b:** Review the Zoning Ordinance and update as appropriate to reflect the goals, policies, and implementation actions included in this General Plan.

**Action LU-1e:** Initiate a coordinated process to regularly review and adjust population assumptions and forecasts in conjunction with the California Department of Finance, Southern California Association of Governments (SCAG), and the County of Los Angeles in order to adequately plan for growth, including jobs-housing balance projections.

**Goal LU-2:      **Comprehensive Land Development.**** New development is economically and environmentally sustainable, improves quality of life, and complements our existing community.

**Action LU-2a:** Ensure all projects are reviewed and processed per the California Environmental Quality Act (CEQA) Guidelines.



**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

#### 4.10.5 CUMULATIVE IMPACTS

Section 3.0, *Basis of Cumulative Analysis*, establishes growth and development within Los Angeles County as anticipated by SCAG as having the potential to interact with the proposed Project to the extent that a significant cumulative effect may occur. The geographic setting for land use and planning considers the SCAG region and the Planning Area.

##### **Would the project, combined with other related cumulative projects, physically divide an established community?**

**Impact Analysis:** Development of cumulative projects in Lomita would be required to mitigate land use impacts on a project-by-project basis. Each project would be evaluated for consistency with the project site's General Plan land use designation and zoning, adopted General Plan goals, policies, and actions, and other applicable regional land use plans, such as SCAG's RTP/SCS. As analyzed above, the proposed General Plan Update would result in less than significant impact related to land use and relevant planning. Therefore, the incremental impact of the proposed Project, when considered in combination with development within the city and region, would not result in cumulatively considerable land use impacts.

The land uses allowed under the proposed General Plan Update provide opportunities for cohesive new growth at infill locations primarily along the City's major arterials but would not create physical division within the community. The proposed General Plan Update does not propose any new roadways, infrastructure, or other features that would divide existing communities. Each individual development project would be reviewed to determine its consistency and compatibility with the surrounding area and its potential to physically divide an established community. As the Project would not physically divide an established community, the Project's incremental effects would not be cumulatively considerable.

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

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

##### **Would the project, combined with other related cumulative projects, cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?**

**Impact Analysis:** As discussed above, the proposed General Plan Update was prepared in conformance with State laws and regulations associated with the preparation of general plans, including requirements for environmental protection. As demonstrated above, the proposed Project would not cause a significant environmental impact due to a conflict with a land use plan, policy, or regulation adopted for the purposes of avoiding or mitigating an environmental effect. The proposed General Plan Update carries forward and enhances policies and measures from the City's existing 1998 General Plan that were intended for



environmental protection and would not remove or conflict with City plans, policies, or regulations adopted for environmental protection. The General Plan Update proposes modifications to the City's Zoning Ordinance to provide consistency between the General Plan and zoning; however, these modifications will not remove or adversely alter portions of the Lomita Municipal Code adopted to mitigate an environmental effect.

Similar to future development associated with the proposed Project, cumulative development projects would be evaluated for consistency with each project site's applicable land use designation and zoning and other applicable plans for the purpose of avoiding or mitigating an environmental effect. As analyzed above, the proposed Project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Thus, the proposed Project's incremental effects would not be cumulatively considerable.

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

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

#### 4.10.6 SIGNIFICANT UNAVOIDABLE IMPACTS

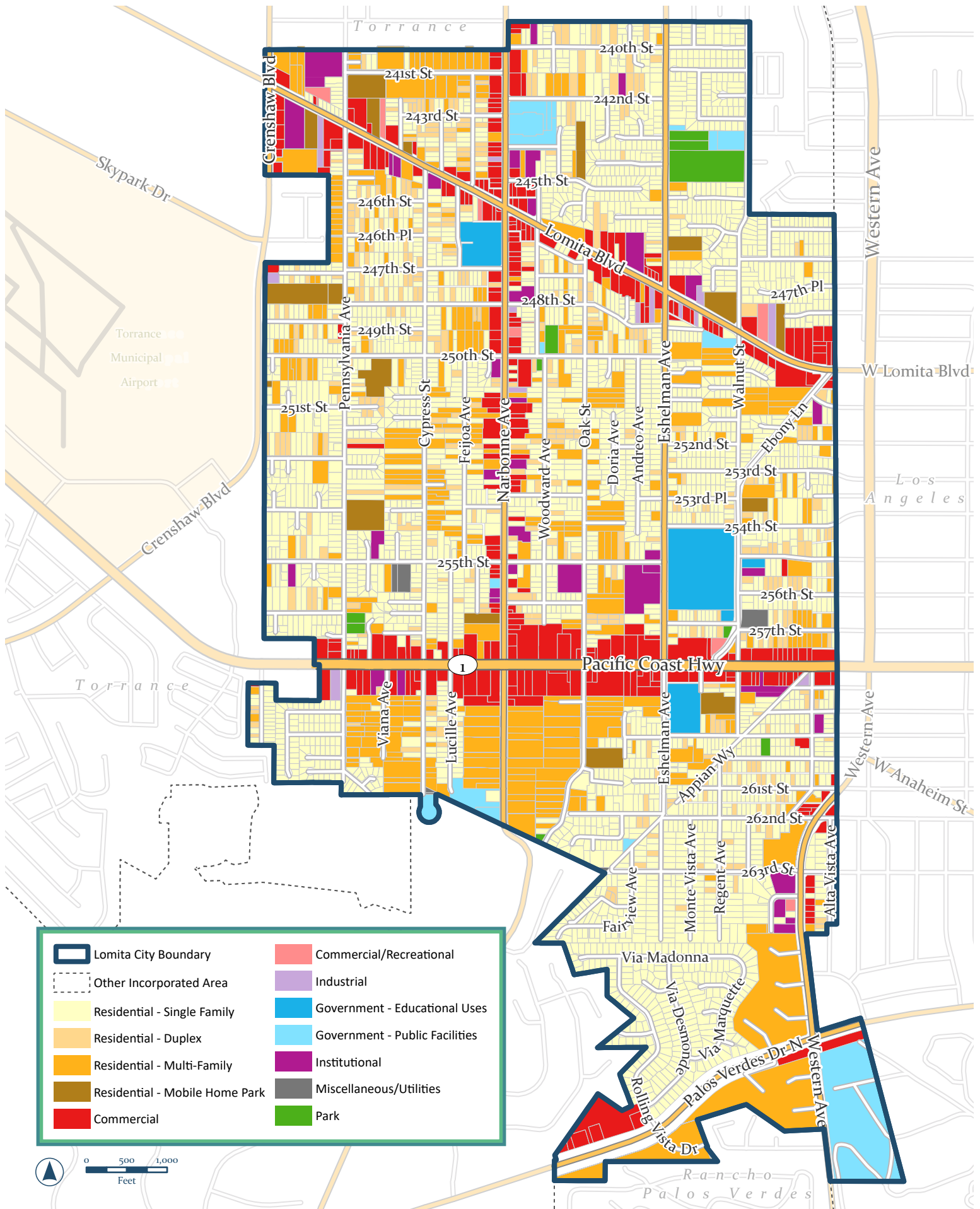
Land use and planning impacts associated with the implementation of the General Plan Update would be less than significant. No significant unavoidable land use and planning impacts would occur as a result of the General Plan Update.

#### 4.10.7 REFERENCES

City of Lomita, *6<sup>th</sup> Cycle Housing Element Update (2021-2029)*, adopted December 2021 (revised October 2022).

State of California, *Department of Finance, E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2021-2023 with 2020 Census Benchmark*, May 2023.

Southern California Association of Governments, *Connect SoCal: 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy*, adopted September 3, 2020.



**Figure 4.10-1. Existing Land Uses**



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## 4.11 NOISE

### 4.11.1 PURPOSE

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

This section is primarily based upon *Lomita General Plan Update Noise Impact Study*, prepared by MD Acoustics, LLC and dated March 29, 2024; refer to [Appendix E, Noise](#).

### 4.11.2 ENVIRONMENTAL SETTING

#### FUNDAMENTALS OF NOISE

##### [Sound, Noise and Acoustics](#)

Sound is a disturbance created by a moving or vibrating source and is capable of detection by the hearing organs. Sound may be thought of as mechanical energy of a moving object transmitted by pressure waves through a medium to a human ear. For traffic or stationary noise, the medium of concern is air. *Noise* is defined as sound that is loud, unpleasant, unexpected, or unwanted.

##### [Frequency and Hertz](#)

A continuous sound is described by its *frequency* (pitch) and its *amplitude* (loudness). Frequency relates to the number of pressure oscillations per second. Low-frequency sounds are low in pitch (bass sounding) and high-frequency sounds are high in pitch (squeak). These oscillations per second (cycles) are commonly referred to as Hertz (“Hz”). The human ear can hear from the bass pitch starting at 20 Hz to the high pitch of 20,000 Hz.

##### [Sound Pressure Levels and Decibels](#)

The *amplitude* of a sound determines its loudness. The loudness of sound increases or decreases as the amplitude increases or decreases. Sound pressure amplitude is measured in units of micro-Newton per square meter (“ $\mu\text{N}/\text{m}^2$ ”), also called micro-Pascal (“ $\mu\text{Pa}$ ”). One  $\mu\text{Pa}$  is approximately one hundred billionths (0.0000000001) of normal atmospheric pressure. Sound pressure level (“SPL” or PLp”) is used to describe in logarithmic units the ratio of actual sound pressures to a reference pressure squared. These units are called decibels (“dB”).

##### [Addition of Decibels](#)

Because the measurement of decibels are on a logarithmic scale, sound pressure levels cannot be added or subtracted by simple plus or minus addition. When two sounds of equal SPL combine, they will produce an SPL 3 dB greater than the single SPL. In other words, sound energy that is doubled produces a three dB increase. If two sounds differ by approximately ten dB, the higher sound level is the predominant sound. When combining sound levels, estimates shown in [Table 4.11-1, Decibel Addition](#), may be utilized.



**Table 4.11-1  
Decibel Addition**

When Two Decibel Values Differ by:	Add This Amount to Higher Value	Example
0 or 1 dB	3 dB	70+69=73 dB
2 or 3 dB	2 dB	74+71=76 dB
4 to 9 dB	1 dB	66+60=67 dB
10 dB or more	0 dB	65+55=65 dB
Source: California Department of Transportation (Caltrans), <i>Technical Noise Supplement to the Traffic Noise Analysis Protocol</i> , September 2013.		

#### Human Response to Changes in Noise Levels

In general, the healthy human ear is most sensitive to sounds between 1,000 Hz and 5,000 Hz, and it perceives a sound within that range as being more intense than a sound with a higher or lower frequency with the same magnitude. For purposes of this analysis, as well as with most environmental documents, A-scale weighting is typically used and is reported in terms of the A-weighted decibel (“dBA”). Designed to account for the frequency-dependent sensitivity of the human ear, typical A-weighted noise levels are shown in Table 4.11-2, Typical Noise Levels.



**Table 4.11-2**  
**Typical Noise Levels**

Common Outdoor Activities	Noise Level (dBA)	Common Indoor
Jet flyover at 1,000 feet	110	Rock Band
Gas lawnmower at 3 feet	100	
Diesel truck at 50 feet at 50 mph	90	Food blender at 3 feet
Noisy urban area, daytime	80	Garbage disposal at 3 feet
Gas lawnmower, 100 feet	70	Vacuum cleaner at 3 feet
Commercial area		Normal speech at 3 feet
Heavy traffic at 300 feet	60	
Quiet urban daytime	50	Large Business Office
Quiet urban nighttime	40	Dishwasher in next room
Quiet suburban nighttime	30	Theater, large conference room (background)
Quiet rural nighttime	20	Library
	10	Bedroom at night, concert hall (background)
		Broadcasting studio
Lowest Threshold of Human Hearing	0	Lowest Threshold of Human Hearing

Source: California Department of Transportation (Caltrans), *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013.

In general, the human ear can barely perceive a change in the noise level of three dB. As shown in [Table 4.11-3, \*Perceived Changes in Noise Levels\*](#), a change in 5 dB is readily perceptible, and a change in ten dB is perceived as being twice or half as loud. As previously discussed, a doubling of sound energy results in a three dB increase in sound, which means that a doubling of sound energy (e.g., doubling the volume of traffic on a highway) would result in a barely perceptible change in sound level.

**Table 4.11-3**  
**Perceived Changes in Noise Levels**

Changes in Intensity Level, dBA	Changes in Apparent Loudness
1	Not perceptible
3	Just perceptible
5	Clearly noticeable
10	Twice (or half) as loud

Source: California Department of Transportation (Caltrans), *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013.



### Noise Descriptors

Noise in our daily environment fluctuates over time. Some noise levels occur in regular patterns, others are random. Some noise levels are constant while others are sporadic. Noise descriptors were created to describe the different time-varying noise levels.

**A-Weighted Sound Level:** The sound pressure level in decibels as measured on a sound level meter using the A-weighted filter network. The A-weighting filter de-emphasizes the very low and very high-frequency components of the sound in a manner similar to the response of the human ear. A numerical method of rating human judgment of loudness.

**Ambient Noise Level:** The composite of noise from all sources, near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

**Community Noise Equivalent Level (CNEL):** The average equivalent A-weighted sound level during a 24-hour day, obtained after the addition of five dB to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and after the addition of ten dBs to sound levels in the night between 10:00 p.m. and 7:00 a.m.

**Decibel (dB):** A unit for measuring the amplitude of a sound, equal to 20 times the logarithm to the base ten of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micro-pascals.

**dBA:** A-weighted sound level (see definition above).

**Equivalent Sound Level (LEQ):** The sound level corresponding to a steady noise level over a given sample period with the same amount of acoustic energy as the actual time-varying noise level. The energy average noise level during the sample period.

**Habitable Room:** Any room meeting the requirements of the California Building Code or other applicable regulations which is intended to be used for sleeping, living, cooking, or dining purposes, excluding such enclosed spaces as closets, pantries, bath or toilet rooms, service rooms, connecting corridors, laundries, unfinished attics, foyers, storage spaces, cellars, utility rooms, and similar spaces.

**L(n):** The A-weighted sound level exceeded during a certain percentage of the sample time. For example, L10 in the sound level exceeded ten percent of the sample time. Similarly, L50, L90, and L99, etc.

**Noise:** Any unwanted sound or sound which is undesirable because it interferes with speech and hearing, is intense enough to damage hearing, or is otherwise annoying. The State of California Noise Control Act defines noise as "...excessive undesirable sound...".

**Outdoor Living Area:** Outdoor spaces that are associated with residential land uses typically used for passive recreational activities or other noise-sensitive uses. Such spaces include patio areas, barbecue areas, jacuzzi areas, etc., associated with residential uses; outdoor patient recovery or resting areas associated with hospitals, convalescent hospitals, or rest homes; outdoor areas associated with places of worship which have a significant role in services or other noise-sensitive activities; and outdoor school facilities routinely used for educational purposes which may be adversely impacted by noise. Outdoor areas usually not included in this definition are: front yard areas, driveways, greenbelts, maintenance areas and storage areas associated with residential land uses; exterior areas at hospitals that are not used



for patient activities; outdoor areas associated with places of worship and principally used for short-term social gatherings; and, outdoor areas associated with school facilities that are not typically associated with educational uses prone to adverse noise impacts (for example, school play yard areas).

**Percent Noise Levels:** See L(n).

**Sound Level (Noise Level):** The weighted sound pressure level obtained by use of a sound level meter having a standard frequency filter for attenuating part of the sound spectrum.

**Sound Level Meter:** An instrument, including a microphone, an amplifier, an output meter, and frequency weighting networks for the measurement and determination of noise and sound levels.

**Single Event Noise Exposure Level ("SENEL"):** The dBA level which, if it lasted for one second, would produce the same A-weighted sound energy as the actual event.

### Tonal Sounds

A pure tone sound is a sound produced at or near a single frequency. Laboratory tests have shown that humans are more perceptible to changes in sound levels of a pure tone. For a noise source to contain a "pure tone," there must be a significantly higher A-weighted sound energy in a given frequency band than in the neighboring bands, thereby causing the noise source to "stand out" against other noise sources. A pure tone occurs if the sound pressure level in the one-third octave band with the tone exceeds the average of the sound pressure levels of the two contiguous one-third octave bands by five dB for center frequencies of 500 Hz and above; by eight dB for center frequencies between 160 and 400 Hz; and by 15 dB for center frequencies of 125 Hz or less.

### Sound Propagation

As sound propagates from a source it spreads geometrically. Sound from a small, localized source (i.e., a point source) radiates uniformly outward as it travels away from the source in a spherical pattern. The sound level attenuates at a rate of six dB per doubling of distance. The movement of vehicles down a roadway makes the source of the sound appear to propagate from a line (i.e., line source) rather than a point source. This line source results in the noise propagating from a roadway in a cylindrical spreading versus a spherical spreading that results from a point source. The sound level attenuates for a line source at a rate of three dB per doubling of distance.

Research has demonstrated that atmospheric conditions can have a significant effect on noise levels when noise receivers are located 200 feet or more from a noise source. Wind, temperature, air humidity, and turbulence can further impact how far sound can travel.

### Ground Absorption

Affected by the ground and atmosphere, noise propagates from the source. Noise models use hard site (reflective surfaces) and soft site (absorptive surfaces) to help calculate predicted noise levels. Hard site conditions assume no excessive ground absorption between the noise source and the receiver. Soft site conditions such as grass, soft dirt, or landscaping attenuate noise at a rate of 1.5 dB per doubling of distance. When added to the geometric spreading, the excess ground attenuation results in an overall



noise attenuation of 4.5 dB per doubling of distance for a line source and 7.5 dB per doubling of distance for a point source.

### Sound Attenuation

Noise-related land use issues are typically composed of three basic elements: (1) the noise source, (2) a transmission path, and (3) a receiver.

The appropriate acoustical treatment for a given project should consider the nature of the noise source and the sensitivity of the receiver. When the potential for a noise-related problem is present, either avoidance of the noise-related problem or noise control techniques should be selected to provide an acceptable noise environment for the receiver while remaining consistent with local aesthetic standards and practical structural and economic limits. Fundamental noise control options are described below.

### Noise Barriers

Effective noise barriers can reduce noise levels by ten to 15 dBA, cutting the loudness of traffic noise in half. To achieve that reduction, the barrier must be high enough and long enough to block the line-of-sight of the vehicles on the road. A noise barrier can still achieve up to a five dBA noise level reduction when it is tall enough to barely allow a line-of-sight of the vehicles. A noise barrier is most effective when placed close to the noise source or receiver. When the noise barrier is an earthen berm instead of a wall, the noise attenuation can be increased by another three dBA.

### Setbacks

Increasing the setback distance between the noise source and the receiving use may reduce noise exposure. Setback areas can take the form of open space, frontage roads, recreational areas, and storage yards. The available noise attenuation from this technique is limited by the characteristics of the noise source but generally ranges between four to six dBA.

### Site Design

Buildings can be placed on a property to shield other structures or areas affected by noise and to prevent an increase in noise levels caused by reflections. The use of one building to shield another can significantly reduce overall noise control costs, particularly if the shielding structure is insensitive to noise. An example would be placing a detached garage nearest the noise source to shield the house or backyard. Site design should guard against creating reflecting surfaces that may increase onsite noise levels. For example, two buildings placed at an angle facing a noise source may cause noise levels within that angle to increase by up to three dBA. The open end of U-shaped buildings should point away from noise sources for the same reason. Landscaping walls or noise barriers located within a development may inadvertently reflect noise to a noise-sensitive area unless carefully located.

### Building Facades

When interior noise levels are of concern in a noisy environment, noise reduction may be obtained through the acoustical design of building facades. Standard construction practices provide a noise reduction of ten to 15 dBA for building facades with open windows, and a noise reduction of approximately 25 dBA when windows are closed; refer to Table 4.11-4, Noise Reduction Afforded by



**Common Building Construction.** An exterior-to-interior noise reduction of 25 dBA can be obtained by requiring that building design include adequate ventilation systems, which would allow windows facing a noise source to remain closed, even during periods of excessively warm weather.

Where greater noise reduction is required, acoustical treatment of the building facade may be necessary. Reducing relative window area is the most effective control technique, followed by providing acoustical glazing (e.g., thicker glass or increased air space between panes) within frames with low air infiltration rates, using fixed (i.e., non-movable) acoustical glazing, or eliminating windows. Noise transmitted through walls can be reduced by increasing wall mass (e.g., using stucco or brick in lieu of wood siding), or isolating wall members by using double or staggered stud walls, while noise transmitted through doorways can be lessened by reducing door area, using solid-core doors, or sealing door perimeters with suitable gaskets. Noise-reducing roof treatments include using plywood sheathing under roofing materials.

**Table 4.11-4**  
**Noise Reduction Afforded by Common Building Construction**

Construction Type	Typical Occupancy	General Description	Range of Noise Reduction (dB) <sup>1</sup>
1	Residential, Commercial, Schools	Wood frame, stucco, or wood sheathing exterior. Interior drywall or plaster. Sliding glass windows, with windows partially open.	15-20
2	Same as 1 above	Same as 1 above, but with windows closed.	25-30
3	Commercial, Schools	Same as 2 above, but with fixed 0.25-inch plate glass windows.	30-35
4	Commercial, Industrial	Steel or concrete frame, curtain wall, or masonry exterior wall. Fixed 0.25-inch plate glass windows.	35-40

Source: California Department of Transportation (Caltrans), *California Airport Land Use Planning Handbook*, January 2002.

### Landscaping

While the use of trees and other vegetation is often thought to provide significant noise attenuation, approximately 100 feet of dense foliage (i.e., with no visual path extending through the foliage), is required to achieve a five dBA attenuation of traffic noise. Thus, the use of vegetation as a noise barrier is not considered a practical method of noise control unless large tracts of dense foliage are part of the existing landscape.

The use of vegetation can acoustically “soften” intervening ground between a noise source and a receiver, increasing the ground absorption of sound, and thereby, increasing the attenuation of sound with distance. Planting trees and shrubs also offers aesthetic and psychological value, and it may reduce adverse public reaction to a noise source by removing the source from view, even though noise levels would be largely unaffected.





## GROUND-BORNE VIBRATION FUNDAMENTALS

Ground-borne vibrations consist of rapidly fluctuating motions within the ground that have an average motion of zero. The effects of ground-borne vibrations typically only cause a nuisance to people, but at extreme vibration levels, damage to buildings may occur. Although perception of ground-borne vibration outdoors is possible, it is typically only an annoyance to people indoors where the associated effects of the shaking of a building can be notable. Ground-borne noise is an effect of ground-borne vibration and mainly exists indoors since it is produced from noise radiated from the motion of the walls and floors of a room and may also consist of the rattling of windows or dishes on shelves. Several different methods are used to quantify vibration amplitude. Table 4.11-5, Typical Human Reaction and Effect on Buildings Due to Ground-Borne Vibration, shows the typical human reaction and effect on buildings due to ground-borne vibration.

**PPV.** Known as the peak particle velocity (“PPV”) which is the maximum instantaneous peak in vibration velocity, typically given in inches per second.

**RMS.** Known as root mean squared (“RMS”) can be used to denote vibration amplitude.

**VdB.** A commonly used abbreviation to describe the vibration level (“VdB”) for a vibration source.

**Table 4.11-5**  
**Typical Human Reaction and Effect on Buildings Due to Ground-Borne Vibration**

Vibration Level Peak Particle Velocity (PPV)	Human Reaction	Effect on Buildings
0.006–0.019 in/sec	Threshold of perception, possibility of intrusion	Vibrations unlikely to cause damage of any type
0.08 in/sec	Vibrations readily perceptible	Recommended upper level of vibration to which ruins and ancient monuments should be subjected
0.10 in/sec	Level at which continuous vibration begins to annoy people	Virtually no risk of “architectural” (i.e., not structural) damage to normal buildings
0.20 in/sec	Vibrations annoying to people in buildings	Threshold at which there is a risk to “architectural” damage to normal dwelling – houses with plastered walls and ceilings
0.4–0.6 in/sec	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Vibrations at a greater level than normally expected from traffic, but would cause “architectural” damage and possibly minor structural damage
Source: California Department of Transportation (Caltrans), <i>Transportation and Construction Vibration Guidance Manual</i> , April 2020. “in/sec” = inches per second		



### Vibration Perception

Typically, developed areas are continuously affected by vibration velocities of 50 VdB or lower. These continuous vibrations are not noticeable to humans, whose threshold of perception is around 65 VdB. Outdoor sources that may produce perceptible vibrations include construction equipment, steel-wheeled trains, and traffic on rough roads, while smooth roads rarely produce perceptible ground-borne noise or vibration.

The California Department of Transportation (“Caltrans”) has published one of the seminal works for the analysis of ground-borne noise and vibration relating to transportation- and construction-induced vibration, and although the Project is not subject to these regulations, it serves as a useful tool to evaluate vibration impacts.

### Vibration Propagation

There are three main types of vibration propagation: surface, compression, and shear waves. Surface waves, or Rayleigh waves, travel along the ground’s surface. These waves carry most of their energy along an expanding circular wave front, similar to ripples produced by throwing a rock into a pool of water. P-waves, or compression waves, are body waves that carry their energy along an expanding spherical wave front. The particle motion in these waves is longitudinal (i.e., in a “push-pull” fashion). P-waves are analogous to airborne sound waves. S-waves, or shear waves, are also body waves that carry energy along an expanding spherical wave front. However, unlike P-waves, the particle motion is transverse, or side-to-side and perpendicular to the direction of propagation. As vibration waves propagate from a source, the vibration energy decreases in a logarithmic nature, and the vibration levels typically decrease by six VdB per doubling of the distance from the vibration source. This drop-off rate can vary greatly depending on the soil but has been shown to be effective enough for screening purposes, in order to identify potential vibration impacts that may need to be studied through actual field tests.

## EXISTING NOISE ENVIRONMENT

### General Land Use Noise

Existing land uses within the Planning Area include single- and multi-family residential development, commercial, industrial, open space, and public facility land uses. Noise sources associated with existing land uses include residential maintenance, parking lot noise, heating, and cooling system (“HVAC”) noise, property maintenance noise, trash truck noise, loading and unloading noise, and recreational noise.

### Noise Measurements

Three long-term 24-hour noise measurements and five short-term 15-minute noise measurements were conducted throughout the Planning Area to document the existing noise environment. Figure 4.11-1, Noise Measurement Locations, shows the locations of these measurements.

### Short-Term Noise Measurements

Five short-term noise measurements (15-minute) were taken on November 15, 2023, in order to document the daytime Leq level at different locations throughout the Planning Area. Measured noise levels ranged between 62.1 and 74.0 dBA Leq. Vehicle noise along Lomita Boulevard and Pacific Coast



Highway were the primary sources of ambient noise. [Table 4.11-6, Short-Term Noise Measurement Summary](#), presents short-term noise measurement results.

**Table 4.11-6**  
**Short-Term Noise Measurement Summary**

Noise Measurement Location	Approximate Location	Start Time	A-Weighted Sound Level (dBA)							
			Leq	Lmax	Lmin	L(2)	L(8)	L(25)	L(50)	L(90)
ST2	2210 Lomita Blvd.	10:07 AM	64.3	77.1	48.9	70.7	68.2	65.4	62.4	53.0
ST4	2413 Pacific Coast Hwy.	9:27 AM	74.0	92.6	57.2	79.2	76.5	74.5	72.6	62.6
ST5	25425 Walnut St.	8:31 AM	62.1	82.0	54.6	66.8	63.4	60.5	58.8	56.0
ST6	2211 Pacific Coast Hwy	9:04 AM	72.0	82.9	60.6	78.7	75.3	73.1	70.5	64.2
ST8	25202 Crenshaw Blvd.	10:51 AM	63.1	82.8	44.8	74.0	65.8	54.5	49.9	47.3
Source: MD Acoustics, LLC, <i>Lomita General Plan Update Noise Impact Study</i> , March 29, 2024. Notes: 15-minute duration. dBA = A-weighted decibels; Leq = equivalent noise level; Lmax = maximum noise level; Lmin = minimum noise level; Ln = noise level exceeded n percent of the measurement period.										

#### Long-Term Noise Measurements

Three long-term noise measurements (24 consecutive hours) were taken on November 15 through November 16, 2024, in order to document the CNEL at different locations throughout the Planning Area. As shown in [Table 4.11-7, Long-Term Noise Measurement Summary](#), the measured noise was 74.7 dBA CNEL at 65 feet from the centerline of Lomita Boulevard, 67.4 dBA CNEL at 30 feet from the centerline of Eshelman Avenue, and 76.8 dBA CNEL at 70 feet from South Western Avenue and 80 feet from the centerline of Palos Verdes Drive. The primary noise source was vehicle traffic. [Table 4.11-7](#) also outlines the daytime (7:00 a.m. to 7:00 p.m.), evening (7:00 p.m. to 10:00 p.m.), and nighttime (10:00 p.m. to 7:00 a.m.) Leq levels at each location. These represent the average level over each time period (day/evening/night).



**Table 4.11-7**  
**Long-Term Noise Measurement Summary**

Noise Measurement Location	Approximate Location	Description	A-Weighted Sound Level (dBA)			
			Daytime Leq	Evening Leq	Nighttime Leq	CNEL
LT1	2343 Lomita Blvd.	Lomita Blvd. traffic noise	70.9	70.9	67.0	74.7
LT2	24373 Walnut St.	Eshelman Ave. traffic noise	67.1	62.9	57.8	67.4
LT7	1740 Palos Verdes Dr.	Western Ave. and Palos Verdes Dr. traffic noise	73.7	71.1	69.2	76.8
Source: MD Acoustics, LLC, <i>Lomita General Plan Update Noise Impact Study</i> , March 29, 2024. Notes: 24-hour duration. dBA = A-weighted decibels; Leq = equivalent noise level; Lmax = maximum noise level; Lmin = minimum noise level; Ln = noise level exceeded n percent of the measurement period.						

### Existing Noise Modeling

The primary sources of noise in the Planning Area are transportation-related noises. Major roadways create ambient noise levels that affect the overall quality of life in the community. Modeled existing noise levels provided in [Table 4.11-8, \*Existing Exterior Noise Levels Along Roadways\*](#), and on [Figure 4.11-2, \*Existing Roadway Noise Level Contours \(CNEL\)\*](#), confirm that there are currently sensitive land uses in the Planning Area exposed to noise levels above 65 dBA CNEL.

It should be noted that the modeled noise contours do not take into account factors such as existing buildings, walls, etc., that may reduce or, in some cases, amplify or reduce noise sources. The model also assumes hard site, when in reality, some areas of the city have soft site ground, such as grass or dirt, which would result in reduced noise levels. Measured noise levels provided in [Table 4.11-6](#) and [Table 4.11-7](#) do take into account existing structures, as well as other existing noise sources.

Those areas in the city that currently experience sound levels greater than 65 dBA CNEL are typically near major vehicular transportation corridors. Traffic noise levels typically depend on three factors: (1) the volume of traffic, (2) the average speed of traffic, and (3) the vehicle mix (i.e., the percentage of trucks versus automobiles in the traffic flow). Vehicle noise includes noises produced by the engine, exhaust, tires, and wind generated by taller vehicles. Other factors that affect the perception of traffic noise include the distance from the highway, terrain, heavy vegetation, and natural and structural obstacles. While tire noise from automobiles is generally located at ground level, some truck noise sources may emanate from 12 feet or more above the ground.



**Table 4.11-8**  
**Existing Exterior Noise Levels Along Roadways**

Roadway	Segment Limits	CNEL, dBA <sup>1</sup>	Distance to Contour (feet)			
			70 dBA	65 dBA	60 dBA	55 dBA
Lomita Blvd.	Crenshaw to Pennsylvania	77.9	227	717	2,267	7,169
Lomita Blvd.	Narbonne to Eshelman	76.2	188	594	1,880	5,944
Lomita Blvd.	Walnut to Ebony	75.8	191	605	1,913	6,050
Pacific Coast Hwy.	Pennsylvania to Narbonne	77.9	310	980	3,100	9,805
Pacific Coast Hwy.	Ebony to eastern City boundary	76.7	233	737	2,330	7,368
Pennsylvania Ave.	Lomita to 250th	66.1	15	48	151	476
Narbonne Ave.	Northern City limits to Lomita	71.8	45	144	454	1,437
Narbonne Ave.	Lomita to 250th	71.3	54	170	538	1,701
262nd St.	East of Eshelman Ave	50.9	1	2	6	20
Eshelman Ave.	250th to 255th	67.4	20	64	201	636

Source: MD Acoustics, LLC, *Lomita General Plan Update Noise Impact Study*, March 29, 2024.

Notes: Exterior noise levels calculated at 5-feet above ground. Noise levels calculated from centerline of subject roadway. Contour distances do not take into account potential noise reduction from existing barriers such as buildings, walls or berms as a worst-case scenario for planning screening purposes. Overall levels are likely lower at sensitive receptors.

1. Noise levels calculated at distance from the centerline to the nearest residential property line or the nearest commercial building façade.

### Airport and Aircraft Noise

The closest airport to the Planning Area is Torrance Municipal Airport, located adjacent to the city's western boundary. Figure N-3 of the City of Torrance General Plan provides existing (2006) noise contours. These contours show that the Planning Area is outside of the 60 dBA CNEL contour. The Torrance Airport currently has a Noise Abatement Guide and monitors the airport's noise levels. The City of Torrance establishes limits of 82 dBA Lmax and 88 dBA SENEL during the daytime and 76 dBA Lmax and 82 dBA SENEL at night. Two of these monitors are in the city.

### Vibration Sources

The main sources of vibration in the Planning Area are related to vehicles and construction. Typical roadway traffic, including heavy trucks, rarely generates vibration amplitudes high enough to cause structural or cosmetic damage. However, there have been cases in which heavy trucks traveling over potholes or other discontinuities in the pavement have caused vibration high enough to result in complaints from nearby residents. Smoothing the roadway surface can typically resolve these types of issues.

Construction activities that produce vibration perceived by adjacent land uses include the use of vibratory equipment, large bulldozers, and pile drivers. The primary source of vibration during construction is



usually from a bulldozer. A large bulldozer has a peak particle velocity of 0.089 inch per second (87 VdB) at 25 feet.

### 4.11.3 REGULATORY SETTING

#### FEDERAL

##### Noise Control Act of 1972

Originally asked with implementing the Noise Control Act, the Federal Office of Noise Abatement and Control was eventually eliminated, leaving other federal agencies and committees to develop noise policies and programs. Some examples of these agencies are as follows:

- The Department of Transportation (“DOT”) assumed a significant role in noise control through its various agencies.
- The Federal Aviation Agency (“FAA”) is responsible to regulate noise from aircraft and airports.
- The Federal Highway Administration (“FHWA”) is responsible for regulating noise from the interstate highway system.
- The Occupational Safety and Health Administration (“OSHA”) is responsible for the prohibition of excessive noise exposure to workers.

The federal government advocates that local jurisdictions use their land use regulatory authority to arrange new development in such a way that “noise sensitive” uses are either prohibited from being constructed adjacent to a highway or that the developments are planned and constructed in such a manner that potential noise impacts are minimized.

Since the federal government has preempted the setting of standards for noise levels that can be emitted by a transportation source, the City is restricted to regulating the noise generated by the transportation system through nuisance abatement codes and land use planning.

The intent of a General Plan Noise Element is to set goals to limit and reduce the effects of noise intrusion and to set acceptable noise levels for varying types of land uses. To this end, the City has the authority to set land use noise standards and place restrictions on private activities that generate excessive or intrusive noise. However, it should be recognized that the City does not have the authority to regulate all sources of noise within the city, and various other agencies may supersede City authority.

##### Federal Highway Administration

FHWA state routes and freeways that run through the city are subject to federal funding and, as such, are under the purview of the FHWA. Federally funded roadway projects or projects that require either federal or Caltrans review typically utilize FHWA-developed noise standards. Table 4.11-9, FHWA Design Noise Levels, includes noise standards based on Leq and L10 values.



**Table 4.11-9**  
**FHWA Design Noise Levels**

Activity Category	Description of Category	Design Noise Levels <sup>1</sup>	
		Leq (dBA)	L10 (dBA)
A	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Examples include natural parks or wildlife habitats.	57 (exterior)	60 (exterior)
B	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.	67 (exterior)	70 (exterior)
C	Developed lands, properties, or activities not included in Categories A or B, above.	72 (exterior)	75 (exterior)
D	Undeveloped lands.	--	--
E	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.	52 (interior)	55 (interior)
Source: FHWA Noise Standard (23 Code of Federal Regulations 772).			
Notes: Either Leq or L10 (but not both) design noise levels may be used on a project.			

#### U.S. Department of Housing and Urban Development

The Department of Housing and Urban Development (“HUD”) issues formal requirements related specifically to standards for exterior noise levels along with policies for approving HUD-supported or assisted housing projects in high noise areas. In general, these requirements established three zones. These include:

- 65 dBA Ldn or less - an acceptable zone where all projects could be approved,
- Exceeding 65 dBA Ldn but not exceeding 75 dBA Ldn - a normally unacceptable zone where mitigation measures would be required, and each project would have to be individually evaluated for approval or denial. These measures must provide 5 dBA of attenuation above the attenuation provided by standard construction required in a 65 to 70 dBA Ldn area and 10 dBA of attenuation in a 70 to 75 dBA Ldn area, and
- Exceeding 75 dBA Ldn - an unacceptable zone in which projects would not, as a rule, be approved.

#### The Federal Interagency Committee on Noise

The Federal Interagency Committee on Noise (“FICON”) developed guidance for the assessment of project-generated increases in noise levels that consider the ambient noise level. The FICON recommendations are based on studies of the percentage of persons highly annoyed by aircraft noise. These recommendations are often used for different types of environmental noise such as traffic noise. A readily perceptible five dBA or greater project-related noise level increase is considered a significant impact when the noise criteria for a given land use is exceeded. In areas where the existing noise levels





range from 60 to 65 dBA, a three dBA barely perceptible noise level increase is considered significant. When the existing noise levels already exceed 65 dBA, any increase in community noise louder than 1.5 dBA or greater is considered a significant impact, since it likely contributes to an existing noise exposure exceedance.

## STATE

### California Department of Health Services

The California Department of Health Services (“DHS”) Office of Noise Control studied the correlation of noise levels and their effects on various land uses. As a result, the DHS established four categories for judging the severity of noise intrusion on specified land uses, as presented in the State Land Use Compatibility for Community Noise Exposure table. As part of the General Plan Update, the City has adopted a slightly modified version of this table to use as a planning tool, as further discussed and presented below.

### California Building Code

The 2022 California Building Code (Cal. Code Regs., Title 24, Part 2) Section 1206.4, Chapter 12 (Interior Environment), establishes an interior noise criterion of 45 dBA CNEL in any habitable room. Per the California Building Code, Chapter 2 (Definitions), a habitable space is a space in a building for living, sleeping, eating or cooking. Bathrooms, toilet rooms, closets, halls, storage or utility spaces and similar areas are not considered habitable spaces. This section applies to dwelling and sleeping units.

California Green Building Standards Code (2022), Chapter 5 (Non-residential Mandatory Measures) Section 5.507.4 (Acoustical Control), applies to all proposed buildings that people may occupy but are not residential dwelling units, with the exception of factories, stadiums, storage, enclosed parking structures, and utility buildings.

Buildings must comply with California Green Building Standards Code Section 5.507.4.1 or Section 5.507.4.2. Section 5.507.4.1 requires wall and roof-ceiling assemblies exposed to the noise source making up the building, or addition envelope or altered envelope, shall meet a composite Sound Transmission Class (“STC”) rating of at least 50 or a composite Outdoor to Indoor Transmission Class (OITC) rating of no less than 40, with exterior windows of a minimum STC of 40 or OITC of 30 when within the 65 CNEL noise contour of an airport, freeway, expressway, railroad, industrial source, or fixed-guideway source. If contours are not available, buildings exposed to 65 dB Leq(h) must meet a composite STC rating of at least 45 or OITC of 35 with exterior windows of at least STC 40 or OITC 30. Section 5.507.4.2 requires that the interior noise attributable to exterior sources must not exceed 50 dBA Leq(h) during any hour of operation. Section 5.507.4.3 requires that assemblies separating tenant spaces from tenant spaces or public places must have an STC of at least 40.

## LOCAL

### City of Lomita Municipal Code

The City of Lomita’s Noise Ordinance is designed to protect people from non-transportation noise sources, such as: construction activity; commercial, industrial, and agricultural operations; machinery and pumps; and air conditioners. Enforcement of the ordinance ensures that adjacent properties are not exposed to



excessive noise from stationary sources. Enforcing the ordinance includes requiring proposed development projects to show compliance with the ordinance, including operating in accordance with noise levels and hours of operations limits placed on the project site. The City also requires construction activity to comply with established work schedule limits. The City's noise ordinance is reviewed periodically for adequacy and amended as needed to address community needs and development patterns.

The City of Lomita's Noise Ordinance consists of Chapter 4, *Noise Regulations and Neighborhood Sound and Yard Maintenance Controls*, of the Lomita Municipal Code.

Section 4-4.01 prohibits unnecessary, excessive, and annoying noises.

Sections 4-4.02 outlines definitions regarding the chapter.

Section 4-4.03 outlines the required sound level meter settings for sound level measurements.

Section 4-4.04 defines noise level limits for different land uses, as shown in [Table 4.11-10, \*Noise Level Limits\*](#). This section also outlines corrections for various types and lengths of noise.

**Table 4.11-10**  
**Noise Level Limits**

Designated Region	Sound Level (dBA)	
	Day	Night
Residential area	65	55
Commercial	75	70
Manufacturing	80	75

Section 4-4.05 defines noise characteristics to consider when determining whether or not noise is in violation of the chapter.

Section 4-4.06, 4-4.07, and 4-4.08 outline policies regarding special noise sources. The section prohibits noise that exceeds the ambient noise level of a residential area by 5 dB or more.

Section 4-4.09 states that parades and emergency work are exempt from the chapter.

Section 4-4.11 defines allowable hours for construction as follows:

It shall be unlawful and a misdemeanor, subject to punishment in accordance with section 1-2.01 *et seq.* of this Code, for any person within the City of Lomita to operate construction equipment or power tools in the performance of any outside construction or repair work on buildings, structures, or projects in or adjacent to a residential area, except between the hours of 7:00 a.m. to 6:00 p.m., Monday through Friday, except Holidays, and 9:00 a.m. to 5:00 p.m. Saturday, Sunday, and Holidays, unless performing emergency work as defined in this chapter. During the lawful times of use, such construction equipment and power tools shall not reach a dB



level of more than thirty-five (35) dB for a cumulative period of fifteen (15) minutes in any given hour at any receiving property line. It shall be unlawful and a misdemeanor, subject to punishment in accordance with section 1-2.01 *et seq.* of this Code, for any such equipment or tools to be delivered or removed from the construction site at any time other than the hours and days specified above.

Sections 4-4.12 and 4-4.13 outline policies related to residential power tools, maintenance equipment, and leaf-blowers.

Sections 4-4.14, 4-4.15, and 4-4.16 outline enforcement policies regarding violations of the chapter.

#### 4.11.4 SIGNIFICANCE CRITERIA AND THRESHOLDS

CEQA Guidelines Appendix G contains the Initial Study Environmental Checklist, which includes questions related to noise and groundborne vibrations. The issues presented in the Initial Study Environmental Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant environmental impact if it would result in:

- Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies (refer to Impact Statement NOI-1);
- Generation of excessive groundborne vibration or groundborne noise levels (refer to Impact Statement NOI-2); and/or
- For a project located within the vicinity of a private airstrip land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise (refer to Impact Statement NOI-3).

#### 4.11.5 IMPACTS AND MITIGATION MEASURES

##### Transportation Noise Standards

The significance criteria for Transportation Noise Standards are based on published guidance from FICON, which have been incorporated into the proposed General Plan Update under Policy N-1.5. Transportation noise may result in substantial increases in ambient noise levels if:

- Existing noise levels are within or below the “normally acceptable” noise criteria at the affected land use (see proposed General Plan Update Table N-1, Land Use Compatibility for Community Noise Exposure) and the project creates a readily perceptible 5 dBA CNEL or greater project-related noise level increase; or
- Existing noise levels fall within the “conditionally acceptable” noise criteria and the project creates a 3 dBA CNEL or greater project-related noise level increase; or
- Existing noise levels exceed the “conditionally acceptable” noise criteria, and the project creates a community noise level impact of greater than 1.5 dBA CNEL.



### Stationary Noise Standards

Stationary noise impacts would be considered significant if they exceed the levels outlined in the proposed General Plan Update in Table N-1, or the project would result in an increase in ambient noise levels by more than three dB, whichever is greater.

### Construction Noise Standards

Construction noise would be significant if:

- Construction activities occur outside of the permitted construction hours and levels specified in Section 4-4.11 of the Lomita Municipal Code.
- Construction activities are not consistent with proposed General Plan Update Goals, Policies and Actions relative to Noise.

**NOI-1: Would the project result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

### **Impact Analysis:**

### **TRANSPORTATION NOISE IMPACTS**

Transportation noise includes noise from aircraft, railways, and roadways. There are no significant railways within the Planning Area; therefore, there is no noise impact associated with railways.

The Torrance Municipal Airport is located adjacent to the City of Lomita's western boundary. No additional noise-sensitive uses are anticipated to be developed within the 60 dBA CNEL contour as a result of the Project. Therefore, there is no significant noise impact associated with aircraft operations.

The primary noise source in the Planning Area would continue to be vehicle traffic. Future traffic noise level contours are presented in Figure 4.11-3, 2045 With Project Noise Level Contours (CNEL). Table 4.11-11, 2045 Plus Project Traffic Noise Levels (dBA, CNEL), shows the future noise levels at a distance of 50 feet from the centerline of studied roadways by the year 2045 With Project conditions. The distances to the 55, 60, 65, and 70 dBA CNEL noise contours are also provided.



**Table 4.11-11**  
**2045 Plus Project Traffic Noise Levels (dBA, CNEL)**

Roadway	Segment Limits	CNEL, dBA <sup>1</sup>	Distance to Noise Contour			
			70 dBA	65 dBA	60 dBA	55 dBA
Lomita Blvd	Crenshaw to Pennsylvania	78.0	234	740	2,339	7,395
Lomita Blvd	Narbonne to Eshelman	76.6	205	647	2,047	6,474
Lomita Blvd	Walnut to Ebony	75.9	194	613	1,939	6,132
Pacific Coast Hwy	Pennsylvania to Narbonne	78.3	335	1,061	3,354	10,606
Pacific Coast Hwy	Ebony to eastern City boundary	76.9	248	783	2,475	7,827
Pennsylvania Ave	Lomita to 250th	66.7	17	54	171	542
Narbonne Ave	Northern City limits to Lomita	72.1	48	153	484	1,531
Narbonne Ave	Lomita to 250th	71.3	54	170	539	1,703
262nd St	East of Eshelman Ave	50.9	1	2	6	20
Eshelman Ave	250th to 255th	68.7	27	86	271	859

Source: MD Acoustics, LLC, *Lomita General Plan Update Noise Impact Study*, March 29, 2024.

Notes: Exterior noise levels calculated at 5-feet above ground. Noise levels calculated from centerline of subject roadway. Contour distances do not take into account potential noise reduction from existing barriers such as buildings, walls or berms as a worst-case scenario for planning screening purposes. Overall levels are likely lower at sensitive receptors.

1. Noise levels calculated at the distance from the centerline to the nearest residential property line or the nearest commercial building façade.

As shown in [Table 4.11-11](#) and [Figure 4.11-3](#), by the year 2045, existing land uses adjacent to the studied roadways would be exposed to noise levels that exceed the City's exterior standards of 65 dBA CNEL for sensitive uses. A significant impact would occur if the Project resulted in increases higher than those outlined in proposed Noise Element Policy N-1.5.

Compared to existing traffic noise levels, 2045 with Project traffic volumes are expected to be up to 1.3 dBA CNEL louder than existing ambient noise levels at existing land uses and would result in inaudible increases in ambient noise; refer to [Table 4.11-12](#), *Change in Noise Along Roadways (dBA, CNEL)*. Implementation of the General Plan Update would therefore result in a less than significant impact associated with roadway noise levels.



**Table 4.11-12**  
**Change in Noise Along Roadways (dBA, CNEL)**

Roadway	Segment	Existing	2045 With Project	
		CNEL dBA <sup>1</sup>	CNEL dBA	Change in Noise Level
Lomita Blvd	Crenshaw to Pennsylvania	77.9	78.0	0.1
Lomita Blvd	Narbonne to Eshelman	76.2	76.6	0.4
Lomita Blvd	Walnut to Ebony	75.8	75.9	0.1
Pacific Coast Hwy	Pennsylvania to Narbonne	77.9	78.3	0.4
Pacific Coast Hwy	Ebony to eastern City boundary	76.7	76.9	0.2
Pennsylvania Ave	Lomita to 250th	66.1	66.7	0.6
Narbonne Ave	Northern City limits to Lomita	71.8	72.1	0.3
Narbonne Ave	Lomita to 250th	71.3	71.3	0.0
262nd St	East of Eshelman Ave	50.9	50.9	0.0
Eshelman Ave	250th to 255th	67.4	68.7	1.3
<p>Source: MD Acoustics, LLC, <i>Lomita General Plan Update Noise Impact Study</i>, March 29, 2024.</p> <p>Notes: Existing and Future traffic volumes compiled by Kittelson &amp; Associates, Inc., 2023. An impact would occur if the Project increased the roadway segment level by 3 dB or more (an audible difference) and resulting in a future level above 65 dBA CNEL.</p> <p>1. Noise levels calculated at the distance from the centerline to the nearest residential property line or the nearest commercial building façade.</p>				

Where future development projects under the General Plan Update may be exposed to noise levels that exceed the land use compatibility criteria, impacts could be mitigated to a level that is less than significant with the implementation of noise control measures, such as relocating residential outdoor recreational areas away from 65 dBA CNEL or greater areas or shielding outdoor areas using noise barriers. Additionally, the General Plan Update Noise Element includes policies and actions intended to minimize exposure to excessive noise, including noise associated with traffic.

Specifically, proposed Noise Element Policies N-2.2 and N-2.3 and proposed Action N-2d would reduce potential noise impacts associated with transportation. Action N-1a requires the City to monitor the California Building Code and other applicable laws and regulations to ensure adherence to the latest standards related to noise in the most current edition of the California Building Code to avoid or minimize noise pollution in the community. Proposed Noise Element Policy N-1d requires future development associated with implementation of the proposed General Plan prepare a noise study prior to issuance of a grading permit and mitigation implemented, if noise levels exceed normally acceptable levels as outlined in the proposed Noise Element. For residential developments, the study must ensure that interior levels in livable areas do not exceed 45 dBA CNEL. Proposed Noise Element Policy N-1.2 requires consistency with the land use compatibility standards contained in proposed Table N-1 and the Lomita Municipal Code. Proposed Noise Element Policy N-1.6 ensures that the design of mixed-use projects would prevent transfer of noise from non-residential areas to residential areas. Following conformance with the existing



regulatory framework, including the General Plan and Lomita Municipal Code, impacts would be less than significant in this regard.

### STATIONARY NOISE SOURCES

Implementation of the General Plan Update could result in the future development of land uses that generate noise levels in excess of applicable City noise standards for non-transportation noise sources. While the General Plan Update does not explicitly propose any new noise-generating uses, the proposed Land Use Map would allow for the development of mixed-uses along major corridors, increased residential development at higher densities, and new commercial development, which may result in new noise sources along major corridors. Specific development projects and the details of future noise-generating land uses that may be located in the Planning Area are not known at this time. Additionally, noise from existing stationary sources, as identified above, would continue to impact noise-sensitive land uses in the vicinity of the noise sources.

While no specific development projects are proposed under the General Plan Update, changes in land use may allow for more intensive noise-generating uses in closer proximity to noise-sensitive uses. Where this occurs, detailed noise studies would be required to ensure that noise control measures are implemented into the project design. Such measures could include the redesign of stationary noise sources away from sensitive uses, construction of sound walls or berms between noise generating uses and sensitive uses, using buildings to create additional buffer distance and screening, or other site design measures to ensure that non-transportation (stationary) noise sources do not cause exterior and interior noise levels to exceed allowable standards at sensitive receptors.

The General Plan Update Noise Element includes policies and actions that are intended to reduce noise associated with stationary sources. Specifically, proposed Policies N-1.3 through N-1.6 and proposed Actions N-1c, N-1d, N-1e and N-2a would reduce noise associated with stationary sources. Proposed Noise Element Policy N-1.3 requires the use of best practices in new development to mitigate excessive noise to the standards indicated in Table N-1 and the Lomita Municipal Code. Proposed Noise Element Policy N-1.5 requires acoustical studies for new discretionary developments and transportation improvements that have the potential to affect existing noise-sensitive uses, and for projects that would introduce new noise-sensitive uses into an area where existing noise levels may exceed the thresholds identified in the proposed Noise Element. In existing cases where the City's noise standards are exceeded, Proposed Noise Element Policy N-1.8 directs Code Enforcement to require compliance. Action N-1c requires new development and transportation projects be reviewed for compliance with the noise requirements established in the proposed General Plan, including the standards established in Table N-1 and the Lomita Municipal Code, and, where necessary, mitigate excessive noise through best practices. Action N-1d requires acoustical studies for all new discretionary projects, including those related to development and transportation, which have the potential to generate noise impacts which exceed the standards identified in the proposed General Plan. The studies must include representative noise measurements, estimates of existing and projected noise levels, and mitigation measures necessary to facilitate compliance with the proposed Noise Element. Action N-1e requires review of locations of proposed projects with the potential to generate stationary noise in relation to sensitive receptors through the discretionary project review process, and limits delivery or service hours for stores and businesses with loading areas, docks, or trash bins





that front, side, border, or gain access on driveways next to residential and other noise sensitive areas. Exceptions may only be approved if full compliance with the nighttime limits of the noise regulations is achieved. Implementation of the proposed policies and actions of the General Plan Update would reduce noise impacts from stationary noise sources to a less than significant level.

### CONSTRUCTION NOISE

The degree of construction noise may vary for different projects associated with implementation of the General Plan, depending on the construction activities. Noise levels associated with construction also vary with the different phases of construction. In accordance with Lomita Municipal Code Section 4-4.11, construction is prohibited between the hours of 6:00 p.m. and 7:00 a.m. on weekdays, between the hours of 5:00 p.m. and 8:00 a.m. on Saturdays, Sundays or holidays. The Municipal Code also states that construction equipment and power tools must not increase the ambient noise level by more than 35 dB for a cumulative period of 15 minutes in any given hour at the receiving property line.

The Environmental Protection Agency (“EPA”) has compiled data regarding the noise-generated characteristics of typical construction activities, as presented in Table 4.11-13, Typical Construction Noise Levels. These noise levels would diminish rapidly with distance from the construction site at a rate of 6 dBA per doubling of distance. For example, a 86 dBA noise level measured 50 feet from the noise source would reduce to 80 dBA at 100 feet. At 200 feet from the noise source, the noise level would reduce to 74 dBA. At 400 feet, the noise source would reduce by another six dBA to 68 dBA.



**Table 4.11-13**  
**Typical Construction Noise Levels**

Equipment Powered by Internal Combustion Engines	
Type	Noise Levels (dBA) at 50 Feet
<b>Earth Moving</b>	
Compactors (Rollers)	73 - 76
Front Loaders	73 - 84
Backhoes	73 - 92
Tractors	75 - 95
Scrapers, Graders	78 - 92
Pavers	85 - 87
Trucks	81 - 94
<b>Materials Handling</b>	
Concrete Mixers	72 - 87
Concrete Pumps	81 - 83
Cranes (Movable)	72 - 86
Cranes (Derrick)	85 - 87
<b>Stationary</b>	
Pumps	68 - 71
Generators	71 - 83
Compressors	75 - 86
<b>Impact Equipment</b>	
Saws	71 - 82
Vibrators	68 - 82
Source: U.S. Environmental Protection Agency, <i>Reference Noise Levels</i> .	

Individual projects associated with implementation of the General Plan Update would result in short-term noise impacts associated with construction activities. Two types of short-term noise impacts could occur during construction activities, on-site and off-site.

#### Construction Related Traffic

Construction crew commute and the transport of construction equipment and materials to the site for future development projects would incrementally increase noise levels on access roads leading to the site. Truck traffic associated with project construction would be limited to within the permitted construction hours, as listed in Lomita Municipal Code Section 4-4.11. Although there would be a relatively high single-event noise exposure potential at a maximum of 87 dBA Lmax at 50 feet from passing trucks, causing possible short-term intermittent annoyances, the effect on ambient noise levels would be less than one dBA when averaged over one hour or 24 hours. In other words, the changes in noise levels over one hour or 24 hours attributable to passing trucks would not be perceptible to the normal human ear. The impact is less than significant with the implementation of Lomita Municipal Code Section 4-4.11, as well as proposed Noise Element Policy N-2.4, which requires construction activities from new developments to minimize noise and vibration impacts and for the City to enforce limits on construction hours included in the Municipal Code. Additionally, Action N-2c requires the City to dedicate code enforcement resources



to ensuring that all construction activity complies with the limits established in the Lomita Municipal Code. Therefore, short-term construction-related impacts associated with worker commute and equipment transport on local streets leading to the project site would result in a less than significant impact on noise-sensitive receptors along the access routes.

#### On-Site Construction Activities

The site preparation phase, which includes grading and paving, tends to generate the highest noise levels, since the noisiest construction equipment is earthmoving equipment. Earthmoving equipment includes excavating machinery such as backhoes, bulldozers, and front loaders. Earthmoving and compacting equipment includes compactors, scrapers, and graders. Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three or four minutes at lower power settings. Site-specific construction activities associated with future development is expected to require the use of scrapers, bulldozers, motor graders, and water and pickup trucks. The maximum noise level generated by each scraper is assumed to be approximately 87 dBA L<sub>max</sub> at 50 feet from the scraper in operation. Each bulldozer would also generate approximately 85 dBA L<sub>max</sub> at 50 feet. The maximum noise level generated by the sound sources with equal strength increases the noise level by three dBA. The potential for noise reduction is project- and site-specific.

Construction noise would be an impact if construction occurred outside of the hours or noise level outlined in Section 4-4.11 of the Lomita Municipal Code. Proposed Noise Element Action N-2a directs the City to update and amend the Lomita Municipal Code, including the construction noise standards. Potential impacts would be site-specific, depending on the equipment used, the existing noise environment, and the distance to sensitive receptors. The impact would be less than significant, with the implementation of Lomita Municipal Code Section 4-4.11, proposed Noise Element Policy N-2.4, and Action N-2c. Therefore, with implementation of the General Plan Update policies and actions, and compliance with the Lomita Municipal Code, impacts would be less than significant in this regard.

#### **Proposed General Plan Update Goals, Policies, and Actions:**

General Plan Noise Element Table N-1, *Land Use Compatibility for Community Noise Exposure*, presents a land use compatibility chart for community noise derived from a similar table originally prepared by the California Office of Noise Control (2017). This table is proposed to be included in the General Plan Update Noise Element. The table identifies “normally acceptable,” “conditionally acceptable,” “normally unacceptable,” and “clearly unacceptable” exterior noise levels for various land uses. A “conditionally acceptable” designation implies new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements for each land use is made and needed noise insulation features are incorporated in the design. By comparison, a “normally acceptable” designation indicates that standard construction can occur with no special noise reduction requirements.

#### **NOISE ELEMENT**

**Policy N-1.1: Sensitive Uses.** Protect noise sensitive land uses from excessive, unsafe, or otherwise disruptive noise levels.

**Policy N-1.2: Noise Standards.** Adopt, maintain, and enforce regulations that establish the acceptable noise standards identified in Table N-1.



**Policy N-1.3: Noise Exposure.** Consider the noise compatibility of existing and future development when making land use planning decisions. Require development and infrastructure projects to be consistent with the land use compatibility standards contained in Table N-1 and the Lomita Municipal Code to facilitate acceptable noise exposure levels for existing and future development.

**Policy N-1.4: Noise Mitigation.** Require new development to mitigate excessive noise to the standards indicated in Table N-1 and the Lomita Municipal Code.

**Policy N-1.5: Acoustical Studies.** Consider requiring acoustical studies for new discretionary developments and transportation improvements that have the potential to affect existing noise-sensitive uses such as residential areas, schools, libraries, and healthcare facilities; and for projects that would introduce new noise-sensitive uses into an area where existing noise levels may exceed the thresholds identified in this element. For projects that are required to prepare an acoustical study, the following mobile and stationary noise source criteria shall be used to determine the significance of those impacts.

A. Mobile Noise Sources:

- Where existing traffic noise levels are within or below the “normally acceptable” noise criteria at the affected land use (see Table N-1), a readily perceptible 5 dBA CNEL or greater increase in roadway noise will be considered significant;
- Where existing traffic noise levels falls within the “conditionally acceptable” noise criteria at the sensitive land use, a +3 dBA CNEL or greater increase in roadway noise levels will be considered significant; and
- Where existing traffic noise levels exceed the “conditionally acceptable” noise criteria at the sensitive land use, a + 1.5 dBA CNEL or greater increase in roadway noise levels will be considered significant

B. Stationary and Non-Transportation Noise Sources

- A significant impact will occur if the project results in an exceedance of the noise level standards contained in this element, or the project will result in an increase in ambient noise levels by more than 3 dB, whichever is greater.

**Policy N-1.6: Mixed Use Development.** Ensure that mixed-use structures and projects are designed to prevent transfer of noise and vibration.

**Policy N-1.7: Roadway Noise.** Encourage nonmotorized transportation alternatives for local trips and the implementation of noise sensitivity measures in the public realm, including traffic-calming road design, natural buffers, and setbacks to decrease excessive motor vehicle noise.

**Policy N-1.8: Enforcement.** In cases where the City’s noise standards are exceeded, dedicate code enforcement resources to ensure compliance.



- Policy N-1.9: Regional Noise Impacts.** Coordinate with neighboring cities and transportation providers such as Caltrans to minimize regional traffic noise and noise conflicts between land uses along the city's boundaries.
- Action N-1a:** Monitor changes in the California Building Code and other federal and state laws and regulations related to noise and incorporate necessary changes into the Municipal Code and building codes as required.
- Action N-1b:** Review the Lomita Municipal Code and update as necessary so that the noise standards are consistent with this General Plan, including Table N-1, and to require new residential, mixed-use with a residential component, and other noise-sensitive development to be designed to minimize noise exposure to noise sensitive uses through incorporation of site planning and architectural techniques. Any update shall also include noise standards for residential uses within a mixed-use development, which may differ from other adopted residential noise standards.
- Action N-1c:** Review new development and transportation projects for compliance with the noise requirements established in this General Plan, including the standards established in Table N-1 and the Lomita Municipal Code. Where necessary, require new development to mitigate excessive noise through best practices, including building location and orientation, building design features, placement of noise-generating equipment away from sensitive receptors, shielding of noise-generating equipment, placement of noise-tolerant features between noise sources and sensitive receptors, and use of noise-minimizing materials.
- Action N-1d:** For discretionary projects with the potential to generate noise impacts which exceed the standards identified in this General Plan, require acoustical studies to be prepared. The studies shall include representative noise measurements, estimates of existing and projected noise levels, and mitigation measures necessary to facilitate compliance with this element.
- Action N-1e:** Review the locations of proposed projects with the potential to generate stationary noise in relation to sensitive receptors through the discretionary project review process. Limit delivery or service hours for stores and businesses with loading areas, docks, or trash bins that front, side, border, or gain access on driveways next to residential and other noise sensitive areas. Only approve exceptions if full compliance with the nighttime limits of the noise regulations is achieved.
- Policy N-2.1: Stationary Noise.** Minimize noise impacts from stationary sources, including commercial and industrial facilities adjacent to residential uses or zones where residential uses are permitted.
- Policy N-2.2: Transportation Related Noise.** Reduce noise generated from traffic and transit to the extent feasible.



- Policy N-2.3:** **Torrance Municipal Airport.** Work with the Airport Land Use Commission to ensure that local noise concerns are proactively addressed.
- Policy N-2.4:** **Construction Noise.** Require construction activities to minimize noise and vibration impacts to reduce the disturbance from new development and enforce limits on construction hours as included in the Lomita Municipal Code.
- Action N-2a:** Actively enforce the noise standards identified within the Lomita Municipal Code to reduce impacts to the extent feasible. Update and amend the Lomita Municipal Code as appropriate, including the construction noise standards.
- Action N-2b:** Continue to monitor development projects in adjacent jurisdictions and comment on projects with the potential for noise impacts in Lomita.
- Action N-2c:** Dedicate code enforcement resources to ensuring all construction activity complies with the limits (i.e., maximum noise levels, hours and days of allowed activity) established in the Lomita Municipal Code in order to reduce impacts associated with temporary construction noise to the extent feasible.
- Action N-2d:** Enforce the provisions of the most current California Motor Vehicle Code regarding muffler maintenance and exhaust systems.
- Action N-2e:** Evaluate the City's noise complaint and response process. Consider developing a procedure for residents to file noise complaints online against activities and uses that may be violating the Municipal Code.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

**NOI-2: Would the project result in the generation of excessive groundborne vibration or groundborne noise levels?**

**Impact Analysis:** The main sources of vibration in the Planning Area are related to vehicles and construction. Typical roadway traffic, including heavy trucks, rarely generates vibration amplitudes high enough to cause structural or cosmetic damage. However, there have been cases in which heavy trucks traveling over potholes or other discontinuities in the pavement have caused vibration high enough to result in complaints from nearby residents. These types of issues typically can be resolved by smoothing the roadway surface.

Construction activities that produce vibration that can be felt by adjacent land uses include the use of vibratory equipment, large bulldozers, and pile drivers. The primary sources of vibration during construction are usually vibratory rollers and large bulldozers. As shown in Table 4.11-14, *Vibration Source Levels for Construction Equipment*, a vibratory roller has a peak particle velocity of 0.21 inches per second ("in/sec") and a large bulldozer has a peak particle velocity of 0.089 in/sec at 25 feet. The use of pile driving equipment can generate a peak particle velocity of 1.5 in/sec depending on the size and model.



**Table 4.11-14**  
**Vibration Source Levels for Construction Equipment**

Equipment	Peak Particle Velocity	Approximate Vibration Level
	(inches/second) at 25 feet	LV (VdB) at 25 feet
Pile driver (impact)	1.518 (upper range)	112
	0.644 (typical)	104
Pile driver (sonic)	0.734 upper range	105
	0.170 typical	93
Clam shovel drop (slurry wall)	0.202	94
Hydromill	0.008 in soil	66
(slurry wall)	0.017 in rock	75
Vibratory Roller	0.21	94
Hoe Ram	0.089	87
Large bulldozer	0.089	87
Caisson drill	0.089	87
Loaded trucks	0.076	86
Jackhammer	0.035	79
Small bulldozer	0.003	58
Source: Federal Transit Administration, <i>Transit Noise and Vibration Impact Assessment</i> , May 2006.		

Caltrans has published one of the seminal works for the analysis of ground-borne noise and vibration relating to transportation- and construction-induced vibrations and, although the Project is not subject to these regulations, it serves as a useful tool to evaluate vibration impacts. Table 4.11-15, *Guidelines Vibration Damage Potential Threshold Criteria*, provides maximum PPV levels (in/sec) to be used to determine if groundborne vibration may result in damage, depending on the type of structure. When evaluated in light of the estimated groundborne vibration levels presented in Table 4.11-14, construction activities in the Planning Area have the potential to result in significant impacts related to groundborne vibration associated with construction activities. This impact would be reduced to less than significant levels with the implementation of the General Plan Update Noise Element Policy N-2.7 and Action N-2f, which require vibration impact studies when construction utilizes pile drivers within 200 feet of existing buildings or vibratory rollers within 50 feet of existing buildings.





**Table 4.11-15**  
**Guidelines Vibration Damage Potential Threshold Criteria**

Structure and Condition	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Source
Extremely fragile historic buildings, ruins, ancient monuments	0.1	0.1
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.3
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5
Source: California Department of Transportation, <i>Transportation and Construction Vibration Guidance Manual</i> , April 2020. Note: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.		

**Proposed General Plan Update Goals, Policies, and Actions:**

**NOISE ELEMENT**

**Policy N-2.7: Vibration Studies.** Require vibration impact studies when warranted for new discretionary development and transportation improvements whose construction utilizes pile drivers or vibratory rollers near existing buildings.

**Action N-2f:** Require vibration impact studies for all new discretionary projects, including those related to development and transportation, whose construction utilizes pile drivers within 200 feet of existing buildings or vibratory rollers within 50 feet of existing buildings. The studies shall include a detailed mitigation plan to avoid any potential significant impacts to existing structures due to groundborne vibrations, based on the California Department of Transportation's Construction Vibration Guidance Manual.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

**NOI-3: For a project located within the vicinity of a private airstrip land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise?**

**Impact Analysis:** Torrance Municipal Airport is located adjacent to the City of Lomita's western boundary. Figure N-3 of the City of Torrance General Plan provides existing (2006) noise contours. These contours show that the planning area is outside of the 60 dBA CNEL contour. The Planning Area is not located within any adopted airport land use plan and is located outside of any airport 60 dBA CNEL contours. Additionally,



the General Plan Update includes proposed Noise Element Policy N-2.3, directing the City to work with the Airport Land Use Commission to ensure that local noise concerns are proactively addressed. As such, impacts related to private airports, public airports, airstrips, or adopted airport land use plans would be less than significant.

**Proposed General Plan Update Goals, Policies, and Actions:**

**NOISE ELEMENT**

**Policy N-2.7: Torrance Municipal Airport.** Work with the Airport Land Use Commission to ensure that local noise concerns are proactively addressed.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

#### 4.11.6 CUMULATIVE IMPACTS

Section 4.0, *Basis of Cumulative Analysis*, establishes growth and development within Los Angeles County as anticipated by the Southern California Association of Governments as having the potential to interact with the proposed Project to the extent that a significant cumulative effect may occur. The geographic setting for noise is typically localized and considers development within the city.

**Would the project, combined with other related cumulative projects, generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

**Impact Analysis:**

#### TRANSPORTATION NOISE IMPACTS

Table 4.11-11 shows the cumulative noise levels associated with traffic on the local roadway network, including projects within the Planning Area. Cumulative conditions include traffic due to 2045 buildout of the General Plan Update in addition to pass-through traffic from other jurisdictions. As shown in Table 4.11-11, by the year 2045, existing land uses adjacent to the studied roadways would be exposed to noise levels that exceed the City's exterior standards of 65 dBA CNEL for sensitive uses. A significant impact would occur if the Project resulted in levels higher than 65 dBA CNEL and increased the overall roadway noise level by three dBA CNEL, which is a noticeable change in noise level. As shown in Table 4.11-12, compared to existing traffic noise levels, 2045 with Project traffic volumes are expected to be up to 1.3 dBA CNEL louder than existing ambient noise levels at existing land uses and would result in inaudible increases in ambient noise. Implementation of the Project would therefore not result in a cumulatively considerable impact relative to traffic noise.

#### STATIONARY NOISE

While the Project does not explicitly propose any new noise-generating uses, implementation of the Project could result in the future development of land uses that generate noise levels in excess of



applicable city noise standards for non-transportation noise sources. Implementation of land use planning and policies and actions can minimize cumulative noise impacts related to stationary sources by avoiding the placement of noise generating equipment near noise-sensitive land uses and where unavoidable, including design measures to the degree practicable to avoid violating the noise criteria presented in Table PS-1 of the General Plan Update and the Lomita Municipal Code. The General Plan Update includes policies and actions that are intended to reduce noise associated with stationary sources. Applicants of future development projects would be required to demonstrate compliance with the City of Lomita's Noise Ordinance and the policies and actions in the proposed General Plan Update Noise Element, including proposed Noise Element Policies N-1.3 through N-1.6, N-2.1 and proposed Actions N-1c, N-1d, N-1e and N-2a. Conformance with the existing regulatory framework would reduce cumulative noise impacts from stationary noise sources to a less than significant level. Therefore, the proposed Project's incremental contribution to cumulative impacts associated with stationary noise would not be cumulatively considerable.

### CONSTRUCTION NOISE

Short-term construction noise and vibration is a localized activity and would affect only land uses that are immediately adjacent to a specific project site. Each construction project would have to comply with the local noise ordinance and General Plan Update policies and actions, including proposed Noise Element Policy N-2.4, requiring construction activities to minimize noise and vibration impacts to reduce the disturbance from new development and enforce limits on construction hours as included in the Lomita Municipal Code, and Action M-2c, which directs the City to dedicate code enforcement resources to ensuring all construction activity complies with the limits established in the Lomita Municipal Code. Additionally, future development projects would comply with mitigation measures that may be prescribed pursuant to CEQA provisions that require significant impacts to be reduced to the extent feasible. Further, it is unlikely that all construction projects would occur simultaneously within the city. Therefore, the proposed Project's incremental contribution to cumulative impacts associated with construction noise would not be cumulatively considerable.

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

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

### **Would the project, combined with other related cumulative projects, generate excessive groundborne vibration or groundborne noise levels?**

**Impact Analysis:** Short-term construction noise and vibration is a localized activity and would affect only land uses that are immediately adjacent to a specific project site. The General Plan Update includes policies and actions intended to reduce groundborne vibration and groundborne noise levels. In order to reduce potentially significant impacts related to groundborne vibration associated with construction activities of future site-specific development, project applicants would be required to comply with proposed General Plan Update Noise Element Policy N-2.7 and Action N-2f, which require vibration impact studies when construction utilizes pile drivers or vibratory rollers near existing buildings. The vibration



impact studies would be required to include a detailed mitigation plan to avoid any potential significant impacts to existing structures due to groundborne vibrations. With implementation of the General Plan Update, potential significant impacts associated with the proposed Project related to construction vibration would be reduced to a less than significant level. Cumulative development projects within the city would also be reviewed to ensure project-specific construction activities would not generate excessive groundborne vibration or noise levels. If it is determined that site-specific development associated with the cumulative projects would result in groundborne vibration or noise impacts, mitigation measures would be required to reduce the impact. As the Project's potential for vibration impacts would be reduced to a less than significant level, the proposed Project's incremental contribution to cumulative impacts associated with construction vibration would not be cumulatively considerable.

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

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

#### 4.11.7 SIGNIFICANT UNAVOIDABLE IMPACTS

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

#### 4.11.8 REFERENCES

California Department of Transportation (Caltrans), *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013.

California Department of Transportation (Caltrans), *California Airport Land Use Planning Handbook*, January 2002.

California Department of Transportation (Caltrans), *Transportation and Construction Vibration Guidance Manual*, April 2020.

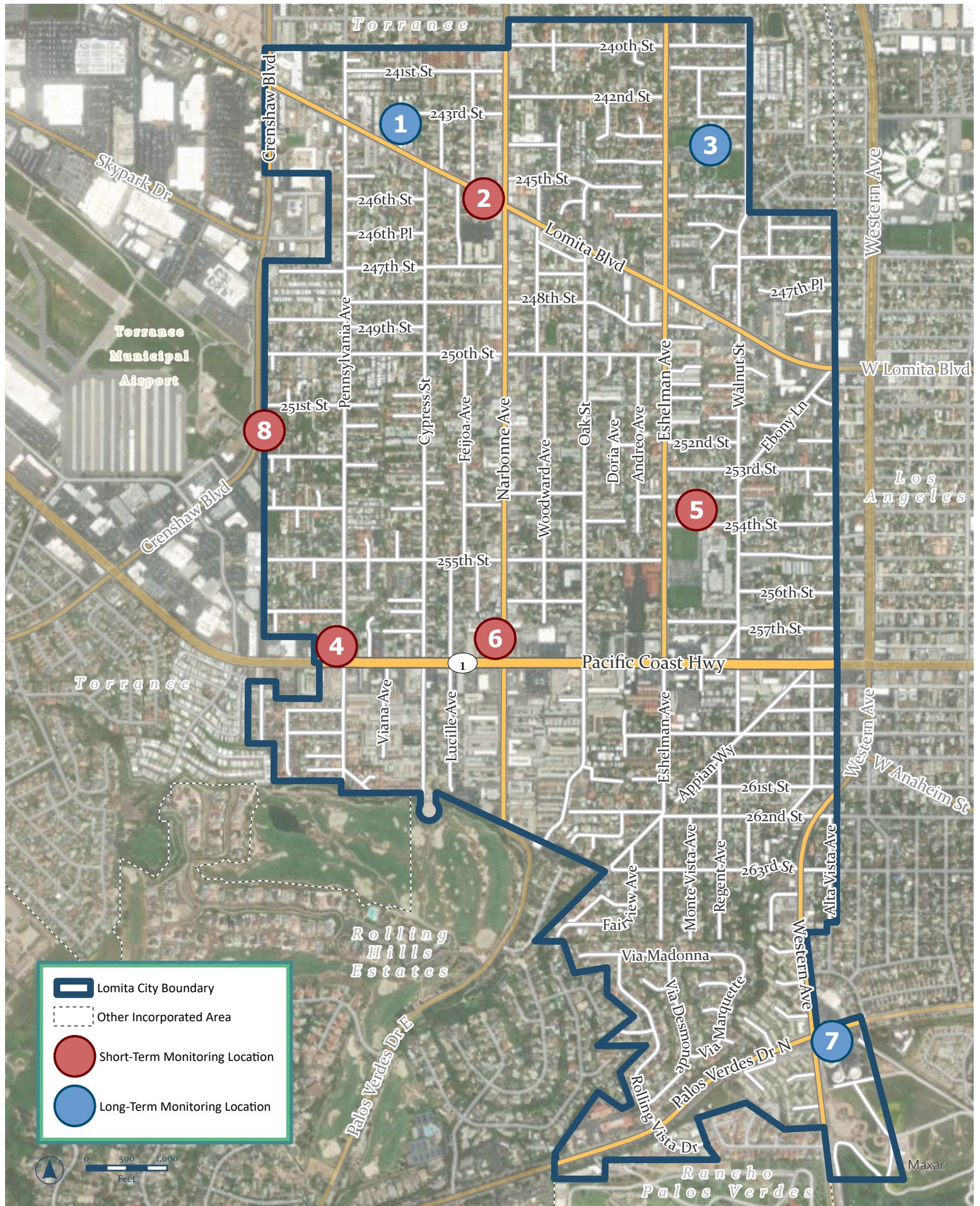
California Department of Transportation (Caltrans), *Transportation and Construction Vibration Guidance Manual*, April 2020.

Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, May 2006.

Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, September 2018.

MD Acoustics, LLC, *Lomita General Plan Update Noise Impact Study*, March 29, 2024.



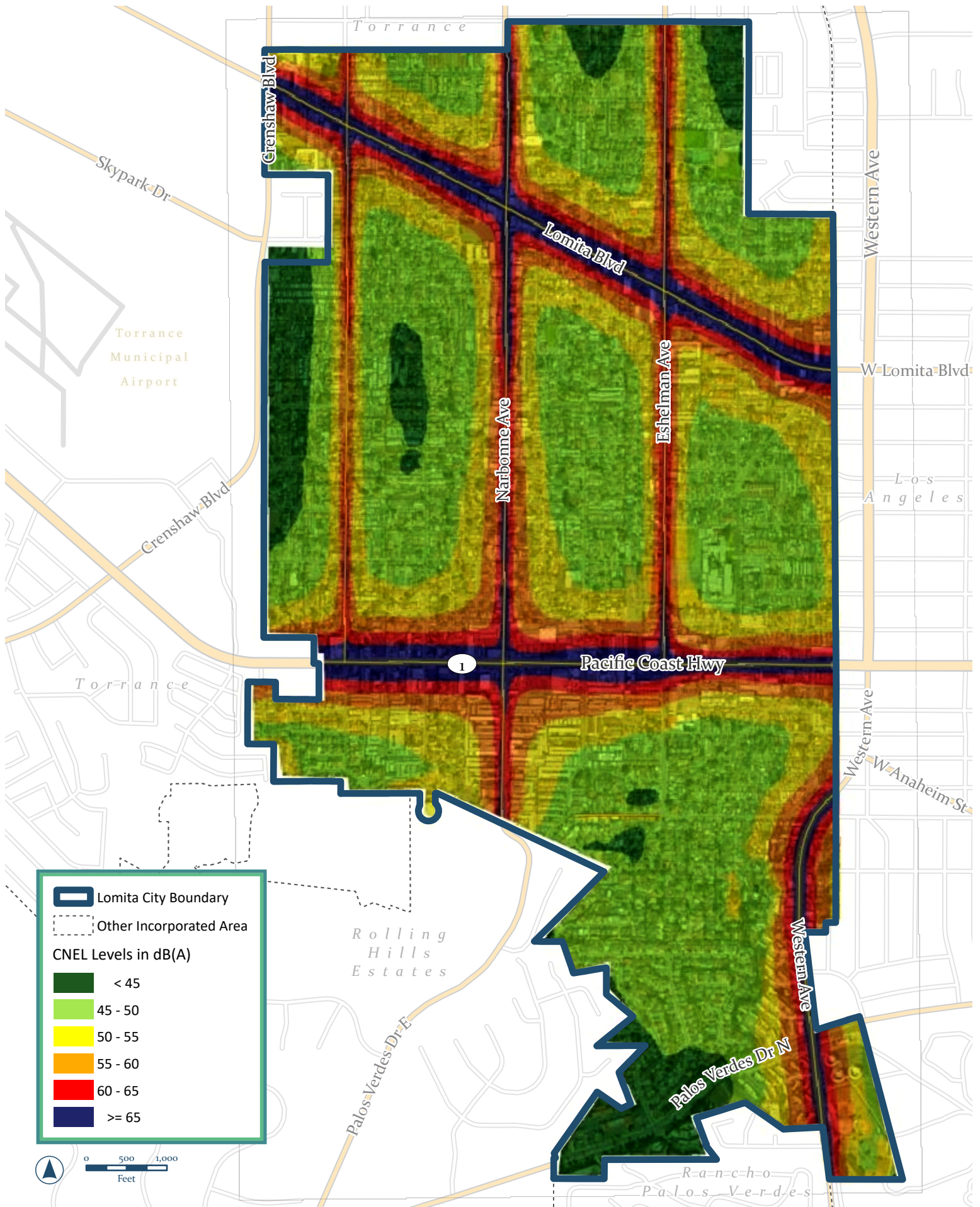


**Figure 4.11-1. Noise Measurement Locations**



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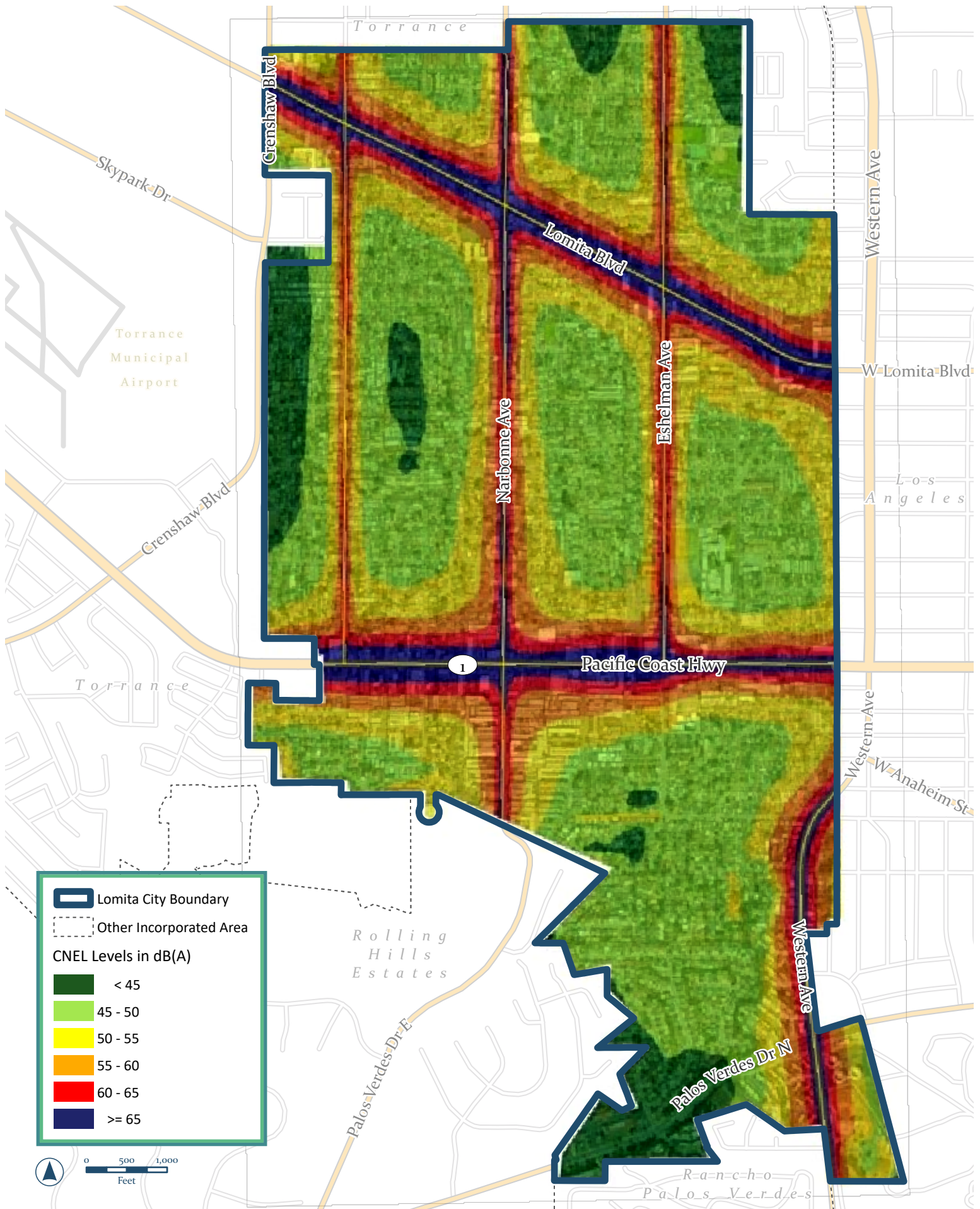


**Figure 4.11-2. Existing Roadway Noise Level Contours (CNEL)**





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**Figure 4.11-3. 2045 with Project Noise Level Contours (CNEL)**



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## 4.12 POPULATION AND HOUSING

### 4.12.1 PURPOSE

This section identifies the existing population, housing, and employment for the Planning Area and Los Angeles County, as applicable, and provides an analysis of potential population and housing impacts associated with implementation of the General Plan Update.

### 4.12.2 ENVIRONMENTAL SETTING

#### POPULATION AND HOUSEHOLD GROWTH

Table 4.12-1, *Population Projections (2023-2045)*, shows the current Los Angeles County and City of Lomita populations as reported by the Department of Finance (“DOF”). The DOF derives population estimates by multiplying the number of occupied housing units by persons per household. The 2023 persons per household estimates are based on 2020 Census benchmark data.

The Southern California Association of Governments (“SCAG”) forecasts the 2045 population projections as part of the Connect SoCal 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (“2020-2045 RTP/SCS”) and the companion technical report, the Demographics and Growth Forecast Report. SCAG’s 2020-2045 RTP/SCS, referred to as Connect SoCal, provides population, household, and employment data and projections for the counties in the SCAG region, including Los Angeles County. SCAG’s forecasts are based in part on a jurisdictions’ existing land uses and General Plan land use designations. Population projections are calculated based on household growth and household size. The 2020-2045 RTP/SCS forecasts that the county and city populations would increase by approximately 19.6 and 5.5 percent, respectively, between 2023 and 2045.

**Table 4.12-1**  
**Population Projections (2023-2045)**

Region	Existing Conditions (2023) <sup>1</sup>	Projected Future Conditions (2045) <sup>2</sup>	Percent Change
Los Angeles County	9,761,210	11,674,000	19.6%
Lomita	20,092	21,200	5.5%
Source: 1. California Department of Finance (DOF), <i>Report E-5 Population and Housing Estimates for Cities, and Counties, and the State</i> , January 1, 2023. 2. Southern California Association of Governments (SCAG), <i>2020-2045 RTP/SCS, Demographics and Growth Forecast</i> , September 3, 2020.			

#### HOUSING UNITS

Similar to the region overall, the housing stock in Lomita consists primarily of single-family homes. This home type makes up more than half (58.9 percent) of all housing units in the City of Lomita, which is a slightly higher proportion than in all of Los Angeles County (54.7 percent). The proportion of units in



Lomita within multifamily buildings—which includes two- to four-unit complexes, as well as larger apartment buildings—is approximately 34.2 percent. In comparison, similar unit types make up 43.8 percent of housing in Los Angeles County. Table 4.12-2, Existing Housing Supply Mix, shows the breakdown of housing unit types.

**Table 4.12-2**  
**Existing Housing Supply Mix**

Category	2023 <sup>1</sup>	
	Los Angeles County	Lomita
Single-family Units (detached and attached)	2,004,733	5,063
Multi-family Units	1,603,151	2,940
Mobile Home	56,298	598
<b>Total Housing Units</b>	<b>3,664,182</b>	<b>8,601</b>
Occupied	3,471,993	8,166
Vacancy Rate	5.2%	5.1%
Persons per Household	2.75	2.44
Source: 1. California Department of Finance (DOF), <i>Report E-5 Population and Housing Estimates for Cities, and Counties, and the State</i> , May 2023.		

The DOF estimates housing units by adding new construction and land annexations; subtracting removed (i.e., demolished) housing; and adjusting for units lost or gained by conversions. Annual housing unit change data is supplied to the DOF by local jurisdictions and the U.S. Census Bureau. As indicated in Table 4.12-2, based on DOF estimates, the city’s housing stock as of January 2023 was an estimated 8,601 housing units.

Vacancy rates are a measure of general availability of housing. They also indicate how well the types of available units meet the housing market demand. The availability of vacant housing units provides households with choices of type and price to accommodate their specific needs. Low vacancy rates can result in higher prices, limited choices, and settling with inadequate housing. Low vacancy rates may also contribute to overcrowding. Studies suggest “healthy” vacancy rates are generally between six to eight percent for rental housing and between one to two percent for owner-occupied housing (CSA 2021). As indicated in Table 4.12-2, Lomita’s 2023 vacancy rate was 5.1 percent, which is similar to that of Los Angeles County (5.2 percent).

SCAG’s Connect SoCal projects housing estimates for 2045. For Lomita, the number of projected households in 2045 is 8,500; for Los Angeles County, the number of projected households is 4,119,000. SCAG forecasts total housing need for each community in southern California based on three general factors:



- (1) The number of housing units needed to accommodate future population and employment growth;
- (2) The number of additional units needed to allow for housing vacancies; and
- (3) The number of very low, low, moderate, and above moderate-income units needed in the community.

Additional factors used to determine the Regional Housing Needs Assessment (“RHNA”) include tenure, the average rate of units needed to replace housing units demolished, proximity to high quality transit areas, and other factors.

## EMPLOYMENT

As shown in [Table 4.12-3, \*Employment Growth Projections\*](#), Los Angeles County's current employment totals approximately 4,767,204 jobs and is forecast to increase by approximately 12.9 percent to 5,382,000 jobs by 2045. It is forecasted that employment numbers will increase from approximately 5,649 jobs to 6,100 jobs in 2045 within Lomita, resulting in an increase of approximately eight percent.

**Table 4.12-3**  
**Employment Growth Projections**

Category	Existing Jobs (Employment)	Future Jobs (Employment) <sup>3</sup>	2045 SCAG: Existing Conditions % Difference
Los Angeles County	4,767,204 <sup>1</sup>	5,382,000	12.9%
Lomita	5,649 <sup>2</sup>	6,100	8.0%
Source: 1. Southern California Association of Governments, <i>SCAG Local Profiles Report County of Los Angeles</i> , May 2019. 2. Southern California Association of Governments, <i>SCAG Local Profiles Report City of Lomita</i> , May 2019. 3. Southern California Association of Governments, <i>2020-2045 RTP/SCS, Demographics and Growth Forecast</i> , September 3, 2020.			

SCAG states that “a balance between jobs and housing in a metropolitan region can be defined as a provision of an adequate supply of housing to house workers employed in a defined area (i.e., community or subregion). Alternatively, a jobs/housing balance can be defined as an adequate provision of employment in a defined area that generates enough local workers to fill the housing supply.” SCAG considers jobs and housing balanced when a subregion has enough employment opportunities for most people who live there and enough housing opportunities for most of the people who work there. The jobs/housing balance is one indicator of a project’s effect on growth and quality of life in a project area. SCAG uses the jobs/housing ratio to assess the relationship between housing and employment growth.

More specifically, Connect SoCal states that “an imbalance between employment and housing in a community is a key contributor to local traffic congestion. These types of origin/destination disparities may also be considered an impediment to environmental justice.” According to SCAG, improvements in the jobs to housing balance may result in a reduction of transportation congestion and related air quality problems. SCAG considers communities with more than 1.5 jobs per dwelling unit (“DU”) “jobs rich” and





those with fewer than 1.5 jobs per DU “housing rich.” As identified in [Table 4.12-4, \*Jobs to Housing Ratio\*](#), under existing conditions and projected 2045 conditions, both Los Angeles County and Lomita are considered housing rich. However, under existing conditions and projected 2045 conditions, Lomita has a much lower ratio of jobs to housing than Los Angeles County. Both the county and the city would need more job growth to provide greater balance.

**Table 4.12-4**  
**Jobs to Housing Ratio**

Municipality	Existing Conditions (2023)	Projected Conditions (2045) <sup>3</sup>
<b>Los Angeles County</b>		
Jobs	4,767,204 <sup>1</sup>	5,382,000
Occupied housing units	3,471,993 <sup>2</sup>	4,119,000
Jobs/house ratio	<b>1.4</b>	<b>1.3</b>
<b>Lomita</b>		
Jobs	5,649 <sup>4</sup>	6,100
Occupied housing units	8,166 <sup>2</sup>	8,500
Jobs/house ratio	<b>0.7</b>	<b>0.7</b>
Source: 1. Southern California Association of Governments, <i>SCAG Local Profiles Report County of Los Angeles</i> , May 2019. 2. California Department of Finance, <i>Report E-5 Population and Housing Estimates for Cities, and Counties, and the State</i> , May 2023. 3. Southern California Association of Governments, 2020-2045 RTP/SCS, <i>Demographics and Growth Forecast</i> , September 3, 2020. 4. Southern California Association of Governments, <i>SCAG Local Profiles Report City of Lomita</i> , May 2019.		

### 4.12.3 REGULATORY SETTING

#### STATE

##### [Regional Housing Needs Assessment \(RHNA\)](#)

State law requires that jurisdictions provide their fair share of regional housing needs. The State of California Department of Housing and Community Development (“HCD”) is mandated to determine the state-wide housing need. In cooperation with HCD, local governments and Councils of Governments (“COGs”) are charged with determining the existing and projected housing needs as a share of the state-wide housing need of their city or region.

The RHNA quantifies the housing need by income group within each jurisdiction during specific planning periods. Through updates, the local housing element incorporates the RHNA into local general plans. The RHNA allows communities to anticipate growth, so that collectively the region can grow in ways that enhance quality of life, improve access to jobs, promote transportation mobility, and address social equity and fair share housing needs. The SCAG Regional Council adopted the 6<sup>th</sup> Cycle Final RHNA Allocation Plan, on March 4, 2021, covering the planning period from October 15, 2021, to October 15, 2029. [Table 4.12-](#)





5, Lomita 6<sup>th</sup> Cycle Regional Housing Needs Allocation, shows the City's 6<sup>th</sup> Cycle RHNA for the 2021-2029 planning period.

**Table 4.12-5**  
**Lomita 6<sup>th</sup> Cycle Regional Housing Needs Allocation**

Income Level	Dwelling Unit Allocation
Very-low income	239
Low income	124
Moderate income	128
Above-moderate income	338
<b>Total</b>	<b>829</b>
Source: Southern California Council of Governments (SCAG), <i>Pre-Certified Local Housing Data For the City of Lomita</i> , April 2021.	

## LOCAL

### Southern California Association of Governments

Regional planning agencies such as SCAG recognize that planning issues extend beyond the boundaries of individual cities. Efforts to address regional planning issues such as affordable housing, transportation, and air pollution have resulted in the adoption of regional plans affecting the Planning Area.

SCAG has evolved as the largest COG in the United States, functioning as the Metropolitan Planning Organization ("MPO") for six counties (Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial) and 191 cities. The region encompasses a more than 38,000-square-mile area. As the designated MPO, the federal government mandates SCAG research and develop plans for transportation, growth management, hazardous waste management, and air quality. As a result, SCAG prepares comprehensive regional plans to address these concerns.

SCAG is responsible for the maintenance of a continuous, comprehensive and coordinated planning process resulting in a Regional Transportation Plan ("RTP") and a Regional Transportation Improvement Program. SCAG is responsible for development of demographic projections and is also responsible for development of the integrated land use, housing, employment, transportation programs, measures, and strategies for the Air Quality Management Plan.

### Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

The passage of California Senate Bill ("SB") 375 in 2008 requires MPOs, such as SCAG, prepare and adopt a Sustainable Communities Strategy ("SCS") that sets forth a forecasted regional development pattern which, when integrated with the transportation network, measures, and policies, will reduce greenhouse gas ("GHG") emissions from automobiles and light duty trucks (Government Code Section 65080(b)(2)(B)). The SCS outlines certain land use growth strategies that provide for more integrated land use and transportation planning and maximize transportation investments. The intent for the SCS is to provide a regional land use policy framework that local governments may consider and build upon.



Every four years, SCAG updates Connect SoCal, the RTP/SCS, as required by federal and State regulations. On September 3, 2020, SCAG's Regional Council adopted the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, referred to by SCAG as Connect SoCal or Connect SoCal 2020. The SCS portion of Connect SoCal highlights strategies for the region to reach the regional target of reducing GHGs from autos and light-duty trucks by eight percent per capita by 2020, and 19 percent by 2035 (compared to 2005 levels). Specially, these strategies are:

- Focus growth near destinations and mobility options;
- Promote diverse housing choices;
- Leverage technology innovations;
- Support implementation of sustainability policies; and
- Promote a green region.

Furthermore, Connect SoCal discusses a variety of land use tools to help achieve the state-mandated reductions in GHG emissions through reduced per capita Vehicle Miles Traveled ("VMT"). Some of these tools include center focused placemaking, focusing on priority growth areas, job centers, transit priority areas, as well as high quality transit areas and green regions.

An analysis of the Project's consistency with SoCal 2020 is provided herein. Since issuance of the Project's Notice of Preparation ("NOP") and initiation of the analysis presented in this EIR, SCAG adopted Connect SoCal 2024. Connect SoCal 2024 carries forward policy direction established in Connect SoCal 2020, as well as more recent Regional Council actions that address emerging issues facing the region. Connect SoCal 2024 outlines a vision for a more resilient and equitable future, with investment, policies and strategies for achieving the region's shared goals through 2050. As with the previous RTP/SCS, Connect SoCal 2024 is a long-term plan for the southern California region that details investment in the transportation system and development in communities. SCAG worked closely with local jurisdictions to develop Connect SoCal 2024, which incorporates current demographics and anticipated future population, household, and employment growth patterns based, in part, upon local growth forecasts, projects and programs, and includes complementary regional policies and initiatives. The Plan outlines a forecasted development pattern that demonstrates how the region can sustainably accommodate needed housing. In addition, Connect SoCal is supported by a combination of transportation and land use strategies that outline how the region can achieve California's GHG-emission-reduction goals and federal Clean Air Act requirements.

Connect SoCal 2024's Regional Planning Policies provide guidance for integrating land use and transportation planning to realize the vision of Connect SoCal. The policies are within the following categories:

- Mobility
- Communities
- Environment
- Economy



### Growth Forecasts

SCAG's Forecasting Section is responsible for producing socio-economic estimates and projections at multiple geographic levels and in multiple years. The Forecasting Section develops, refines, and maintains SCAG's regional and small area socio-economic forecasting/allocation models. Federal- and state-mandated long-range planning efforts, such as the RTP, Air Quality Management Plan, Regional Transportation Improvement Program, and the RHNA, utilize socio-economic estimates and projections. SCAG's adopted RTP/SCS Growth Forecasts are used to assess a project's consistency with adopted plans that have addressed growth management from a local and regional standpoint; refer to [Section 5.3, \*Growth-Inducing Impacts\*](#).

### [City of Lomita 2021-2029 Housing Element](#)

The State of California (California Government Code Sections 65580 to 65589.8) mandates housing elements as one of the seven general plan elements. State law requires that the housing element consists of "an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, financial resources, and scheduled programs for the preservation, improvement, and development of housing" (Government Code Section 65580).

Lomita's Housing Element is a guide for housing within the Planning Area and provides an indication of the need for housing in the community in terms of affordability, availability, adequacy, and accessibility. The Housing Element provides a strategy to address housing needs and identifies a series of specific housing programs to meet community needs.

The City of Lomita adopted the 6<sup>th</sup> Cycle Housing Element in December 2021 and specifically addresses housing needs for the city, from October 15, 2021, through October 15, 2029, in line with the 6<sup>th</sup> Cycle RHNA planning period for the SCAG region. Lomita's share of the regional housing need for the 2021-2029 RHNA period was allocated by SCAG based on factors such as existing need, recent growth trends, income distribution, and capacity for future growth. The Housing Element identifies adequate land with appropriate zoning and development standards to accommodate its allocation of the regional housing need. [Table 4.12-5](#) shows the City of Lomita's 6<sup>th</sup> Cycle RHNA for the 2021-2029 planning period.

### [City of Lomita Municipal Code](#)

Title XI, Chapter 1, *Zoning*, of the Lomita Municipal Code contains the Zoning Ordinance. The purpose of the Zoning Ordinance is to encourage, classify, designate, regulate, restrict, and segregate the highest and best location and use of buildings, structures, and other purposes in appropriate places; to regulate and limit the height, number of stories, and size of buildings and other structures; to regulate and limit the density of population; to facilitate adequate provisions for community utilities; to lessen congestion on streets; and to promote the public health, safety, welfare, and general prosperity with the aim of preserving a wholesome, serviceable, and attractive community. The Zoning Ordinance is a primary tool in implementing the Lomita General Plan and other specific plans.

Section 11-1.70.07, *Site Plan Review*, establishes the site plan review process for applicable projects to determine whether a proposed development will properly comply with the provisions and development standards prescribed in the Zoning Ordinance. Project approval requires the reviewing body to find that:



- The site plan complies with all applicable provisions of Title XI;
- The site is suitable for the particular use or development intended, and the total development, including the application of prescribed development standards, is arranged as to avoid traffic congestion, will not adversely affect public health, safety and general welfare, will not have adverse effects on neighboring property and is consistent with all elements of the General Plan; and
- The development design is suitable and functional. This requirement shall not be interpreted to require a particular style or type or architecture.

Section 11-1.70.09, *Conditional Use Permit*, includes findings required for approval of a conditional use permit (“CUP”) and minor CUP. Approval of projects requiring a CUP or minor CUP requires the reviewing body to find that:

- The proposed use is allowed within the district with approval of a CUP and complies with all other applicable requirements of this article;
- The proposed use is consistent with the general plan;
- The design, location, size and operating characteristics are compatible with existing and future land uses, building and structures in the vicinity and the proposed use will not jeopardize, adversely affect, endanger or otherwise constitute a menace to the public health, safety or general welfare or be materially detrimental to the property of other persons located in the vicinity;
- The site is adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping and other development features prescribed in this chapter, or as required as a condition in order to integrate the use with the uses in the neighborhood; and
- The site is served by highways and streets adequate to carry the kind and quantity of traffic such use would generate.

#### 4.12.4 SIGNIFICANCE CRITERIA AND THRESHOLDS

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

- Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure) (refer to Impact Statement POP-1); and
- Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere (refer to Impact Statement POP-2).



#### 4.12.5 IMPACTS AND MITIGATION MEASURES

**POP-1: Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure?)**

**Impact Analysis:** The Planning Area and surrounding area are highly urbanized and considered to be built-out. At buildout, the General Plan Update would accommodate approximately 2,885 new housing units and 583,431 square feet of new non-residential building square footage within the Planning Area compared to existing conditions, as shown in [Table 2-4](#) in [Section 2.0, Project Description](#). This new growth may increase the Planning Area population by approximately 7,616 residents and 853 jobs compared to existing conditions. The land uses allowed under the proposed General Plan Update ([Figure 2-4](#) in [Section 2.0](#)) provide opportunities for cohesive new growth at infill locations primarily along the city's major arterials, including Pacific Coast Highway, Lomita Boulevard, Narbonne Avenue, Western Avenue, and Palos Verdes Drive North. Overall, the proposed Project would provide new development opportunities to support the vision for development consistent with the General Plan Update and the State's housing element law, including accommodating the City's RHNA. This is primarily accommodated through proposed new mixed-use zones and associated development standards and land use regulations that would provide the necessary densities to accommodate the RHNA.

Growth in Lomita and throughout California is inevitable, given the historical and current population, housing, and employment trends. The primary factors that account for population growth are natural increase and net migration. Other factors that affect growth include the cost of housing, the location of jobs, the economy, the climate, and transportation. Residential growth within the Planning Area would continue to occur based primarily on the demand of the housing market. Existing roads, transit, infrastructure, and public services serve existing development within the Planning Area. Further, the area surrounding the Planning Area is already built up and developed. There is the potential for infrastructure improvements within the Planning Area associated with site-specific development and overall development growth; however, General Plan Update implementation would not require the extension of roads or other infrastructure into an area that is not already served by existing infrastructure.

Potential growth inducing impacts are also assessed based on a project's consistency with adopted plans that have addressed growth management from a local and regional standpoint. As discussed above, SCAG is the responsible agency for developing and adopted regional housing, population, and employment growth forecasts for local Los Angeles County governments, among other counties. SCAG provides household, population, and employment projection estimates in five-year increments through 2045.

[Table 4.12-6, General Plan Update Compared to SCAG](#), compares the General Plan Update growth projections with SCAG's 2045 dwelling units, population, and employment growth forecasts for the city.



**Table 4.12-6**  
**General Plan Update Compared to SCAG**

Forecast Category	2045 General Plan Update	SCAG 2045 Growth Forecast	GPU Difference	Percent Change
Population	29,459	21,200	+8,259	39.0%
Households	10,590 <sup>1</sup>	8,500	+2,090	24.6%
Dwelling Units	11,159	8,957 <sup>1</sup>	+2,202	24.6%
Employment	3,888	6,100	-2,212	36.3%
Source: De Novo Planning Group, 2024; Southern California Association of Governments (SCAG), 2020-2045 RTP/SCS, Demographics and Growth Forecast, September 3, 2020.				
Notes:				
1. Based on 5.1 percent vacancy rate (California Department of Finance, 2023).				

As indicated in [Table 4.12-6](#), SCAG projects that Lomita’s population will reach 21,200 persons by 2045. The General Plan Update is projected to result in a population of approximately 29,459 persons (2045). Lomita’s projected population would be approximately 39 percent greater than SCAG’s forecast. Similarly, Lomita’s projected housing stock would be approximately 24.6 percent greater than SCAG forecasts, while Lomita’s projected employment would be approximately 36.3 percent less than SCAG forecasts. As discussed above, the SCAG projections, which are compiled using a number of sources including adopted plans, historical trends, and interviews with local jurisdictions, tend to be more accurate on a regional level than on a local or city level. It is likely that through a combination of market changes, catalytic projects, updated land use direction in the General Plan, and other factors, Lomita could capture either more or less of expected regional growth than forecasted by SCAG. The RHNA process can result in Discrepancies between Project and regional forecasts. The proposed Project is intended to implement the City’s 2021-2029 Housing Element; SCAG’s 2020-2045 RTP/SCS growth forecasts through 2045 do not consider the regional housing need for the 2021-2029 period, as jurisdictional allocations were not known at the time of 2020-2045 RTP/SCS adoption. The regional housing needs would be included as part of SCAG’s future growth forecasts.

The General Plan Update growth projections would exceed SCAG’s 2045 population and housing stock projections for the City of Lomita. General Plan Update growth projections form the basis of SCAG’s planning and policy documents, including regional growth forecasts. Thus, the growth anticipated with the General Plan Update would be considered in SCAG’s updated growth forecasts for the city.

The proposed General Plan Update includes policies and actions that mitigate environmental impacts associated with growth, such as air quality, noise, traffic, water supply, and water quality effects. [Sections 4.1](#) through [4.16](#) and [5.0](#) of this EIR provide a discussion of environmental effects associated with development allowed under the proposed General Plan Update. Each of these EIR sections include relevant policies and action items that would mitigate potential environmental impacts associated with growth, to the greatest extent feasible. Further, the General Plan Update accounts for the proposed Project’s anticipated population growth and establishes goals, policies, and actions to accommodate such growth. For example, Land Use Element Policy LU-1.2 directs the City to focus new higher density mixed-



use development along major corridors and within key activity nodes to expand housing opportunity and preserve the character of existing single-family neighborhoods. Land Use Element Policy LU-2.4 is aimed at protecting established residential neighborhoods by requiring new development to be sensitive to low density housing, including through appropriate building massing and scale, and to minimize impacts related to the operation of the use. Land Use Element Policy LU-2.9 directs the City to coordinate with neighboring jurisdictions to address land use compatibility within areas surrounding Lomita. Land Use Element Policy LU-4.2 requires that new development pays its fair share towards providing necessary improvements to public facilities and infrastructure in the city. Land Use Element Policy LU-4.3 directs the City to maintain and implement public facility master plans to identify infrastructure needs, funding sources, and to implement improvements for public facilities and services in Lomita. Action LU-1e directs the City to initiate a coordinated process to regularly review and adjust population assumptions and forecasts in conjunction with the DOF, SCAG, and Los Angeles County in order to adequately plan for growth, including jobs-housing balance projections.

With implementation of General Plan Update policies and actions intended to guide growth to appropriate areas and provide services necessary to accommodate growth, the land uses allowed under the proposed General Plan Update, the infrastructure anticipated to accommodate proposed land uses, and the goal and policy framework would not induce growth that would exceed adopted thresholds, beyond those disclosed and analyzed throughout this EIR. Therefore, population and housing growth associated with the proposed General Plan Update would result a less than significant impact, as there are no additional potential environmental impacts, beyond those analyzed and disclosed in this EIR, that would result from growth accommodated by the proposed project.

#### **Proposed General Plan Update Goals, Policies, and Actions:**

##### **LAND USE ELEMENT**

**Goal LU-1:**      **Balanced Land Use Pattern.** Preserve a balanced land use pattern that meets the diverse needs of Lomita’s residents and businesses, providing a range of housing options, offering a variety of employment and recreation opportunities, and promoting a robust local economy.

**Policy LU-1.1:**   **Land Use Planning.** Promote a comprehensive approach to land use planning that is socially, economically, and environmentally sustainable; enhances community livability and public health; offers choices in housing, jobs, amenities, and transportation; reduces pollution, greenhouse gas emissions, and the expenditure of non-renewable resources; and provides opportunities for meaningful public engagement in land use decisions.

**Policy LU-1.2:**   **Focused Growth.** Focus new higher density mixed-use development along major corridors and within key activity nodes to expand housing opportunity, preserve the character of existing single-family neighborhoods, promote active transportation options, and enhance economic vitality.

**Action LU-1a:**   Update the City’s Zoning Ordinance (Title XI, Chapter 1 of the Lomita Municipal Code) and Zoning Map as appropriate to ensure consistency with this Land Use Element and





designations shown on the Land Use Map (Figure LU-1). As part of the update, address the following items:

- a. Amend the Zoning Ordinance to include new mixed-use zones and associated development standards and land use regulations, to implement the MU30, MU40, and MU70 land use designations and reflect the development densities and intensities of those designations. Moreover, amend the Zoning Map to apply the new zones to specific parcels within the city.
- b. Reevaluate the permitted uses in the Downtown, Commercial (D-C) zone to ensure that they reflect the mix of retail, commercial, restaurant, office, service, etc. uses desired by the community for the downtown.
- c. Ensure that minimum lot sizes for new mixed-use developments are adhered to.

**Action LU-1b:** Review the Zoning Ordinance and update as appropriate to reflect the goals, policies, and implementation actions included in this General Plan.

**Action LU-1c:** Develop a quantitative methodology for a desired land use mix to meet current and future needs, increase regional competitiveness, and maintain a fiscally responsible mix of residential and nonresidential development. Monitor development activity on an annual basis and devise strategies, as necessary, to achieve the desired land use mix.

**Action LU-1e:** Initiate a coordinated process to regularly review and adjust population assumptions and forecasts in conjunction with the California Department of Finance, Southern California Association of Governments (SCAG), and the County of Los Angeles in order to adequately plan for growth, including jobs-housing balance projections.

**Goal LU-2:** **Comprehensive Land Development.** New development is economically and environmentally sustainable, improves quality of life, and complements our existing community.

**Action LU-2a:** Ensure all projects are reviewed and processed per the California Environmental Quality Act (CEQA) Guidelines.

**Goal LU-4:** **Infrastructure and Services.** Provide efficient, equitable, and reliable infrastructure and services to support existing and future development.

**Policy LU-4.2:** **Fair Share.** Require that new development pays its fair share towards providing necessary improvements to public facilities and infrastructure in the city.

**Policy LU-4.3:** **Public Facility Plans.** Maintain and implement public facility master plans, in collaboration with appropriate regional, state, and federal laws, to identify infrastructure needs, funding sources, and to implement improvements for public facilities and services in Lomita.

**Mitigation Measures:** No mitigation measures are required.



**Level of Significance:** Less Than Significant Impact.

**POP-2: Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?**

**Impact Analysis:** While no specific development projects are proposed as part of the Lomita General Plan Update, the General Plan Update will accommodate future growth in Lomita, including new businesses, expansion of existing businesses, and new residential uses. New growth is anticipated to occur primarily along the city's major arterials, including Pacific Coast Highway, Lomita Boulevard, Narbonne Avenue, Western Avenue, and Palos Verdes Drive North. Overall, the proposed Project would provide new development opportunities to support the vision for development consistent with the General Plan Update and State housing element law, including accommodating the City's 2021-2029 RHNA. This is primarily accommodated through proposed new mixed-use zones and associated development standards and land use regulations that would provide the necessary densities to accommodate the RHNA.

The Project does not propose any site-specific development at this time; therefore, there would be no displacement of existing residents. Development and redevelopment of the identified parcels would occur gradually over time. The General Plan Update establishes goals, policies, and actions to ensure the compatibility of new and existing development, including housing. Specifically, Land Use Element Policy LU-1.2 directs the City to focus new higher density mixed-use development along major corridors and within key activity nodes to expand housing opportunity and preserve the character of existing single-family neighborhoods. Land Use Element Policy LU-2.2 requires compatibility between adjacent land uses to enhance livability and promote healthy lifestyles. Land Use Element Policy LU-2.4 is aimed at protecting established residential neighborhoods by requiring new development to be sensitive to low density housing, including through appropriate building massing and scale, and to minimize impacts related to the operation of the use. Therefore, impacts of the proposed General Plan Update on the displacement of people or housing are considered less than significant, and no mitigation measures are required. The policies listed below would further ensure the provision of a range of housing types in Lomita and the evaluation of housing conditions as the housing supply ages.

**Proposed General Plan Update Goals, Policies, and Actions:**

**LAND USE ELEMENT**

**Goal LU-1: Balanced Land Use Pattern.** Preserve a balanced land use pattern that meets the diverse needs of Lomita's residents and businesses, providing a range of housing options, offering a variety of employment and recreation opportunities, and promoting a robust local economy.

**Policy LU-1.1: Land Use Planning.** Promote a comprehensive approach to land use planning that is socially, economically, and environmentally sustainable; enhances community livability and public health; offers choices in housing, jobs, amenities, and transportation; reduces pollution, greenhouse gas emissions, and the expenditure of non-renewable resources; and provides opportunities for meaningful public engagement in land use decisions.



**Policy LU-1.2: Focused Growth.** Focus new higher density mixed-use development along major corridors and within key activity nodes to expand housing opportunity, preserve the character of existing single-family neighborhoods, promote active transportation options, and enhance economic vitality.

**Action LU-1a:** Update the City's Zoning Ordinance (Title XI, Chapter 1 of the Lomita Municipal Code) and Zoning Map as appropriate to ensure consistency with this Land Use Element and designations shown on the Land Use Map (Figure LU-1). As part of the update, address the following items:

- a. Amend the Zoning Ordinance to include new mixed-use zones and associated development standards and land use regulations, to implement the MU30, MU40, and MU70 land use designations and reflect the development densities and intensities of those designations. Moreover, amend the Zoning Map to apply the new zones to specific parcels within the city.
- b. Reevaluate the permitted uses in the Downtown, Commercial (D-C) zone to ensure that they reflect the mix of retail, commercial, restaurant, office, service, etc. uses desired by the community for the downtown.
- c. Ensure that minimum lot sizes for new mixed-use developments are adhered to.

**Action LU-1b:** Review the Zoning Ordinance and update as appropriate to reflect the goals, policies, and implementation actions included in this General Plan.

**Goal LU-2: Comprehensive Land Development.** New development is economically and environmentally sustainable, improves quality of life, and complements our existing community.

**Policy LU-2.2: Compatible Uses.** Require compatibility between adjacent land uses to enhance livability and promote healthy lifestyles.

**Policy LU-2.4: Residential Neighborhoods.** Protect established residential neighborhoods by requiring new development to be sensitive to low density housing, including through appropriate building massing and scale, and to minimize impacts related to the operation of the use.

**Policy LU-2.5: Mixed-Use Design Integration.** Require residential and nonresidential portions of mixed-use buildings and sites to be well-integrated through site and building design that ensures compatibility among different uses on the same site.

**Policy LU-2.9: Multi-Jurisdictional Coordination.** Coordinate with neighboring jurisdictions to address land use compatibility within areas surrounding Lomita, including, but not limited to, flight-related issues (from Torrance Municipal Airport) and hillside development.

**Action LU-2a:** Ensure all projects are reviewed and processed per the California Environmental Quality Act (CEQA) Guidelines.



**Policy LU-3.5: Preserve Neighborhood Character.** Preserve the character and uniqueness of existing residential neighborhoods.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

#### 4.12.6 CUMULATIVE IMPACTS

Section 3.0, *Basis of Cumulative Analysis*, establishes growth and development within Los Angeles County as anticipated by SCAG as having the potential to interact with the proposed Project to the extent that a significant cumulative effect may occur. The geographic setting for population and housing considers the SCAG region and the Planning Area.

**Would the project, combined with other related cumulative projects, induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes, and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**

**Impact Analysis:** As discussed, although implementation of the General Plan Update would provide for increased population growth within the Planning Area when compared to SCAG's growth forecasts, the proposed Project is intended to accommodate the City's fair share of statewide housing needs, which are allocated by SCAG, based on regional numbers provided by HCD on a regular basis (every five to eight years). SCAG's 2020-2045 RTP/SCS growth forecasts through 2045 do not currently consider the regional housing need for the 2021-2029 period, as jurisdictional allocations were not known at the time of SCAG's 2020-2045 RTP/SCS adoption. However, the regional housing needs and associated General Plan Update growth projections will be included as part of SCAG's future growth forecasts.

The land uses allowed under the proposed General Plan Update provide opportunities for infill development in the Planning Area, primarily along the city's major arterials. The design of new development and redevelopment projects would complement the character of existing neighborhoods and provide connectivity between existing development and new development within the cumulative analysis area. Moreover, with implementation of General Plan Update policies and actions intended to guide growth to appropriate areas and provide services necessary to accommodate growth, the land uses allowed under the proposed General Plan Update, the infrastructure anticipated to accommodate proposed land uses, and the goal and policy framework would not induce growth that would exceed adopted thresholds, beyond those disclosed and analyzed throughout this EIR. Therefore, the proposed General Plan Update's incremental contribution to cumulative population impacts would be less than cumulatively considerable.

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

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.



**Would the project, combined with other related cumulative projects, displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?**

**Impact Analysis:** As discussed, implementation of the General Plan Update would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. The Project does not propose any site-specific development at this time; therefore, there would be no displacement of existing residents. Development and redevelopment of the identified parcels would occur gradually over time. The General Plan Update establishes goals, policies, and actions to ensure the compatibility of new and existing development, including housing. Therefore, the proposed General Plan Update's incremental contribution to cumulative impacts associated with displacement of people or housing would be less than cumulatively considerable.

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

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

#### 4.12.7 SIGNIFICANT UNAVOIDABLE IMPACTS

Population and housing impacts associated with the implementation of the General Plan Update would be less than significant. No significant unavoidable population and housing impacts would occur as a result of the General Plan Update.

#### 4.12.8 REFERENCES

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

California State Auditor's Office (CSA), *Report 2021-125: All Recommendation Responses*, <https://www.bsa.ca.gov/reports/responses/2021-125/all>, accessed January 24, 2024.

Southern California Association of Governments (SCAG), *2020-2045 RTP/SCS, Demographics and Growth Forecast*, September 3, 2020.

Southern California Council of Governments, *Pre-Certified Local Housing Data For the City of Lomita*, April 2021.

Southern California Association of Governments, *SCAG Local Profiles Report County of Los Angeles*, May 2019.

Southern California Association of Governments, *SCAG Local Profiles Report City of Lomita*, May 2019.



## 4.13 PUBLIC SERVICES AND RECREATION

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

Public Services include fire protection, police protection, schools, public parks, and libraries. Public parks and recreation facilities are also discussed in this section.

### 4.13.1 ENVIRONMENTAL SETTING

#### FIRE PROTECTION AND EMERGENCY SERVICES

##### Fire Protection Services

The Los Angeles County Fire Department (“LACoFD”) provides full-service firefighting and emergency medical services to the City of Lomita. LACoFD Fire Station 6, located at 25517 S. Narbonne Avenue, serves the Planning Area, including an engine company and a rescue squad (“EMS”). LACoFD provides a variety of services to the community, including fire suppression, rescue, emergency medical services, including Advanced Life Support (ALS), 911 response and transportation services, fire prevention, public education, emergency preparedness, and trauma support.

Fiscal Year 2022-23 Performance Measures for the LACoFD indicate that, department-wide, actual response times slightly exceeded targeted response times for emergency 911 calls, with a target of less than five minutes and less than eight minutes for EMS calls, within urban areas such as Lomita. The report does not specify performance measures for Fire Station 6. Table 5-5 shows how the LACoFD deployment system responds in urban areas across Los Angeles County for EMS and fire incident types of calls.

In 2021, LACoFD received a total of 403,924 calls within the LACoFD service area, including: 312,550 calls (77 percent) for emergency medical services (EMS); 11,373 calls (3 percent) for fire; 63,702 (16 percent) miscellaneous calls; 13,478 (3.3 percent) false alarm calls; 2,144 (0.5 percent) mutual aid calls; and 677 (0.2 percent) hazardous materials calls (LACoFD 2022).

##### Los Angeles County Fire Department Programs

The LACoFD provides a number of educational programs to reduce fire risk and prepare residents for emergency response (LACoFD, n.d).

##### Ready! Set! Go!

The LACoFD distributes an informational “Ready! Set! Go!” brochure, which provides residents with critical information on creating defensible space around their home, retrofitting homes with fire-resistant materials, and preparing to safely evacuate well ahead of a wildfire.

##### Family Instructions for Rapid Escape (F.I.R.E.)

The LACoFD provides a Family Instructions for Rapid Escape (“F.I.R.E.”) guide and coloring book, so families can make their homes F.I.R.E. ready and learn how to safely escape. The F.I.R.E. guide contains instructions and a checklist to prepare one’s home for quick escape in the event of a fire.



### Community Emergency Response Team (CERT) Training

The LACoFD offers a free Federal Emergency Management Agency (“FEMA”)-approved 20-hour Community Emergency Response Team (“CERT”) training program to resident volunteers. CERT training provides residents with the skills and tools necessary to take care of themselves, their families, neighbors, and coworkers in the event of a disaster. In the event of an emergency, some CERT volunteers may become part of the disaster plan for local authorities.

### POLICE PROTECTION

The City of Lomita contracts with the Los Angeles County Sheriff’s Department (“LASD”) for law enforcement services. The Los Angeles County Sheriff’s captain assigned to the Lomita Sheriff’s Station serves as the City’s chief of police and is responsible for deploying law enforcement resources that are available via the City’s contract. Sheriff’s deputies are responsible for general patrol, traffic enforcement, criminal investigations, and other law enforcement related duties.

The Lomita Sheriff’s Station, located at 26123 Narbonne Avenue, serves Lomita. The Lomita Sheriff’s Station provides services to the citizens and visitors of Lomita, as well as the Cities of Rancho Palos Verdes, Rolling Hills Estates, and Rolling Hills, as well as the unincorporated areas of La Rambla, Academy Hill, the Palos Verdes Peninsula, and Westfield. Furthermore, the South Los Angeles Sheriff’s Station, located at 1310 W. Imperial Highway, Los Angeles, provides additional police protection services to the City.

The Lomita Sheriff’s Station provides the City with general law enforcement services including field patrol deputies, supervision, and traffic services. South Los Angeles Station and other LASD resources provide Lomita with specialized services, such as the Detective Bureau, Narcotics Bureau, Commercial Crimes Bureau, Family Crimes Bureau, Special Weapons Teams, and other such services.

The City has not adopted a target officer-to-population service ratio. However, the City works closely with the LASD to determine and meet community needs for adequate personnel and equipment to effectively combat crime and meet existing and projected service demands. LASD provides daily 24-hour coverage.

### Crime Statistics

Available crime statistics were obtained for the most recent years available. In 2019, approximately 321 crimes (67 violent crimes and 254 property crimes) were reported in the city (Federal Bureau of Investigation 2023). As such, the city had approximately 32.6 violent crime rate per 10,000 population in 2019. The city had approximately 123.6 property crime rate per 10,000 population in 2019.

### SCHOOLS

The Los Angeles Unified School District (LAUSD) provides primary education (grades kindergarten through 8) in the Planning Area. Note that Narbonne High School, which is also part of LAUSD, provides services for grades 9-12 but is located just outside of city limits, in the Harbor City community of the City of Los Angeles. As shown in [Table 4.13-1, \*Lomita Schools\*](#), there are two public elementary schools and one middle school in the Planning Area. For the 2021-2022 school year, 2,339 students were enrolled in grades kindergarten through eight in the three public schools.





**Table 4.13-1**  
**Lomita Schools**

School	Grades	Address	Enrollment (2021-2022)
<b>Los Angeles Unified School District (LAUSD)</b>			
Lomita Magnet	K-5	2211 247th St.	806
Eshelman Avenue Elementary	K-5	25902 Eshelman Ave.	437
Alexander Fleming Middle School	6-8	25425 Walnut St.	1,096
Source: LAUSD; 2021-2022 School Accountability Report Cards			

As described in the 2024 LAUSD Developer Fee Justification Study, the LAUSD calculated the costs of modernized/expanded school facilities based on anticipated growth generated by new development within the LAUSD area, which includes the City of Lomita (LAUSD 2024). The Fee Justification Study notes that buildings generate eligibility for State reconstruction/modernization funding once they reach an age of 25 years old for permanent buildings and 20 years old for portable buildings.

#### LIBRARY FACILITIES

The County of Los Angeles Public Library (“LA County Library”) provides library services to the county through its 85 library locations, four cultural resources centers, and three bookmobiles. The LA County Library services over 3.4 million residents living in unincorporated areas and 49 incorporated cities in Los Angeles County (Los Angeles County Library 2023a).

The Lomita Library is part of the LA County Library system and is located within the Civic Center at 24200 Narbonne Avenue. The Lomita Library is an 8,024-square foot facility with space for children and teens and four study rooms. The Lomita Library has both a print collection and large online collection and provides computers for public use. The Don Knabe Community Meeting Room was constructed in 2016 and added 2,200 square feet to the existing library complex. The meeting room has capacity for 30 people and hosts numerous community events throughout the year.

#### PARKS AND RECREATION

Similar to many cities in Los Angeles County, Lomita is a developed community and, therefore, has limited opportunities to expand its parks and recreation resources. There are nine parks in the Planning Area, including Lomita Park and the Marc Fosnaugh Gymnasium, Naval Reservation Park owned by the U.S. Navy and used for Lomita Little League, and Takaishi Japanese Garden, on the grounds of the Civic Center. Table 4.13-2, Existing Park Facilities, provides a list of parks in Lomita.



**Table 4.13-2  
Existing Facilities**

Name	Address	Facilities	Acreage
Annex Park	2040 250th Street	Picnic Table, open green space	0.17
Hathaway Park	25604-16 Pennsylvania Avenue	Basketball court, picnic tables, children's play area	0.95
Irene Lewis Park	2135 250th Street	Open green space adjacent to the Lomita Railroad Museum	0.60
Lomita Little League/ Navy Field	26800 S Western Avenue	Three baseball diamonds	--
Lomita Park	24424 Eshelman Avenue	Softball diamond, outdoor basketball court, multi-purpose field (soccer and football), senior walking path including workout stations, children's play areas including slides and swings, two tennis courts, picnic shelters	9.39
Metro Park	26205 Oak Street	Open green space	0.14
Takaishi Japanese Garden	24300 Narbonne Avenue	Sidewalk and landscaping dedicated to Lomita's Sister City, Takaishi, Japan	--
Teuchert Park	1846 West 259th Place	--	--
Veterans Park	25700 Walnut Street	Open green space, Veterans memorial	0.21
<b>Total Acreage</b>			<b>11.46</b>
Sources: City of Lomita, 2023; Los Angeles Park Needs, 2016			

In addition to the nine parks shown in [Table 4.13-2](#), the city has one community recreational center. The Marc Fosnaugh Gymnasium at the Tom Rico Center (formerly known as the Lomita Community Center) is located at 24428 Eshelman Avenue, in Lomita Park. The Tom Rico Center is available for event registration and includes 20 tables, 120 chairs, restrooms, adjacent kitchen with a stove, microwave, and refrigerator, with a room capacity of 153. The Marc Fosnaugh Gymnasium is available on a limited basis due to use by Lomita Park Youth Sports and Adult Leagues. With a capacity of 382, the gymnasium facility has one full-sized basketball and volleyball court. In 2023, Lomita City Council approved an American Red Cross facility use agreement to designate the Tom Rico Center and Marc Fosnaugh Gymnasium an official disaster shelter.



## 4.13.2 REGULATORY SETTING

### FIRE PROTECTION & EMERGENCY SERVICES

#### State

##### California Building Code and California Fire Code

The California Building Code is a compilation of building standards, including fire safety standards for new buildings, which as provided in the California Fire Code and codified under California Code of Regulations (“CCR”), Title 24, Chapter 9. The California Fire Code provides regulations for safeguarding life and property from fire and explosion hazards derived from the storage, handling, and use of hazardous substances, materials, and devices. The provisions of the California Fire Code apply to construction, alteration, movement, enlargement, replacement, repair, equipment, use and occupancy, location, maintenance, removal, and demolition of every building or structure or any appurtenance connected or attached to such building structures throughout the state.

##### California Department of Forestry and Fire Protection

Under CCR Title 14, Natural Resources, the California Department of Forestry and Fire Protection (“CAL FIRE”) has the primary responsibility for implementing wildfire planning and protection for State Responsibility Area (“SRA”) lands. CAL FIRE develops fire safe regulations and issues fire safe clearances for land within the SRA. The CAL FIRE Resource Management Program manages more than 31 million acres of California’s privately-owned wildlands and provides emergency services in 36 of the State’s 58 counties via contracts with local governments.

In addition to fighting and planning for wildland fires, CAL FIRE’s responsibilities involve responding to other types of emergencies that may occur on a daily basis, including residential or commercial structure fires, automobile accidents, heart attacks, drowning victims, lost hikers, hazardous material spills on highways, train wrecks, floods, and earthquakes.

Under CCR Title 24, Regulations Development, the Office of the State Fire Marshal is responsible for promulgating regulations that promote fire and life safety for inclusion into the State Building Codes, including the California Building Code, California Fire Code, California Electrical Code, California Mechanical Code, California Plumbing Code, and California Historical Building Code. Guided by the State Building Standards Law, the process incorporates a great deal of public participation.

##### California Occupational Safety and Health Administration

In compliance with CCR, Title 8, Section 1270, Fire Prevention, and Section 6773, Fire Protection and Fire Equipment, the California Occupational Safety and Health Administration (“Cal/OSHA”) has established minimum standards for fire suppression and emergency medical services. Cal/OSHA standards include guidelines on the handling of highly combustible materials, fire hose sizing requirements, restrictions on the use of compressed air, access roads, and the testing, maintenance, and use of firefighting and emergency medical equipment, among others.



#### Office of Emergency Services

The State of California passed legislation authorizing the Office of Emergency Services (“OES”) to prepare a Standard Emergency Management System (“SEMS”) program, which sets forth measures by which a jurisdiction should handle emergency disasters. Non-compliance with SEMS could result in the state withholding disaster relief from the non-complying jurisdiction in the event of an emergency disaster.

#### Mutual Aid Agreements of the California Emergency Services Act

The California Disaster and Civil Defense Master Mutual Aid Agreement, as provided by the California Emergency Services Act, provides statewide mutual aid between and among local jurisdictions and the State. The statewide mutual aid system exists to ensure that adequate resources, facilities, and other supports are provided to jurisdictions whenever resources prove to be inadequate for a given situation. Each jurisdiction controls its own personnel and facilities but can give and receive help whenever needed.

#### Assembly Bill 1600 Mitigation Fee Act

A development impact mitigation fee is a monetary exaction, other than a tax or special assessment, that is charged by a local governmental agency to an applicant in connection with an approval of a development project for the purpose of defraying all or a portion of the cost of public facilities related to the development project (Government Code Section 66000(b)). The legal requirements for enactment of development impact fee program are set forth in Government Code Sections 66000-66025 (the “Mitigation Fee Act”), the bulk of which were adopted as Assembly Bill (“AB”) 1600 and commonly referred to as “AB 1600 requirements.” A development impact fee is not a tax or special assessment; by its definition, a fee is voluntary and must be reasonably related to the cost of the service provided by the local agency.

#### Local

#### City of Lomita General Plan Safety Element

The existing City of Lomita General Plan Safety Element contains the following goals, policies, and actions that are relevant to fire protection services:

**Goal 2:** A city designed to minimize risks from hazards.

**Policy 2.4:** Maximize fire resistance of existing and planned development and infrastructure.

**Action 2.4a:** Identify areas vulnerable to fire due to inadequate water supply for firefighting and implement improvements (e.g., expansion of water supply, storage hydrants).

**Action 2.4b:** Monitor changes in State and county fire, building, and residential codes and adopt changes and modifications as needed.

**Action 2.4c:** Expand code enforcement activities to reduce risk of fire related to unsafe structures or hazardous conditions related to vegetation or outdoor storage.

**Goal 3:** A city prepared for disasters.



**Policy 3.2:** Engage the broader community to identify and train emergency response volunteers.

**Action 3.2a:** Coordinate with the fire department to assist in the recruitment and training of neighborhood-based emergency response team volunteers such as Community Emergency Response Teams (CERTs).

**Policy 3.5:** Site and design public facilities to increase resilience.

**Action 3.5a:** Continue to design new critical facilities to minimize potential flood and fire damage. Such facilities include those that provide emergency response like hospitals, fire stations, police stations, civil defense headquarters, utility lifelines, and ambulance services. Such facilities also include those that do not provide emergency response but attract large numbers of people, such as schools, theaters, and other public assembly facilities with capacities greater than 100 people.

**Goal 4:** Emergency response designed to serve a range of community needs.

**Policy 4.1:** Maintain participation in local, regional, State, and national mutual aid systems and regional trainings to ensure that appropriate resources are available for response and recovery during and following a disaster.

**Action 4.1c:** Work with CAL FIRE and other regional agencies to regularly update the existing wildfire hazard zones and evacuation routes mapping using geographic information system.

**Action 4.1d:** Work with CAL FIRE and other regional agencies to develop appropriate improvements needed for fire suppression operations.

**Policy 4.3:** Prioritize roadway Capital Improvement Projects that function as evacuation routes.

**Action 4.3a:** Maintain emergency evacuation routes. Ensure that street widths, paving, and grades meet the requirements of the State Fire Code and the Los Angeles County Consolidated Fire Codes. Work with the City's geographic information system (GIS) mapping services to identify any residential areas that do not have at least two emergency evacuation routes.

#### [County of Los Angeles All-Hazard Mitigation Plan \(AHMP\)](#)

The 2020 County of Los Angeles All-Hazard Mitigation Plan ("AHMP") conforms to the requirements of FEMA Disaster Mitigation Act of 2000. The 2020 AHMP replaces the previously approved 2014 AHMP. The County developed the 2020 AHMP to cover mitigation responsibilities of county departments (including LACoFD). It helps ensure the most effective allocation of resources for the maximum benefit and protection of the public in time of emergency.

#### [2018 City of Lomita Local Hazard Mitigation Plan \(LHMP\)](#)

The City adopted the Local Hazard Mitigation Plan ("LHMP") in 2018 to assess natural hazard risk and incorporate mitigation strategies to reduce the potential impact from hazards. It complies with the



Federal Disaster Mitigation Act (2000), and Federal Register 44 CFR Parts 201 and 206. The City's Emergency Preparedness Coordinator managed preparation of the LHMP in cooperation with the City's other departments, community stakeholders, partner jurisdictions, agencies and organizations, and members of the public.

#### [2017 City of Lomita Emergency Operations Plan \(Basic Plan\)](#)

The City of Lomita has updated its Emergency Operations Plan (“EOP”) to ensure the most effective and economical allocation of resources for the maximum benefit and protection of life, property, and the environment during an emergency. This plan supersedes the SEMS Multi-Hazard Functional Plan adopted in January 2006 along with any other previous plans promulgated for this purpose. The objective of the EOP is to coordinate all the facilities and personnel of the City into an efficient organization capable of responding to any emergency. As such, this plan provides a framework for the City of Lomita to use in performing emergency functions before, during, and after an emergency event, natural disaster or technological incident—regardless of cause, size or complexity.

#### [City of Lomita Municipal Code](#)

Lomita Municipal Code Section 3-2, *Emergency Organization and Functions*, provides for the preparation and carrying out of plans for the protection of persons and property within the city in the event of an emergency; the direction of the emergency organization; and the coordination of the emergency functions of the City with all other public agencies, corporations, organizations and affected private persons.

Lomita Municipal Section 3-1, *County Fire Code Adopted*, adopts the California Fire Code, 2019 Edition (CCR Title 24, Part 9), as the fire code of the City. The California Fire Code sets fire safety related building standards and practices to safeguard life and property.

## **POLICE PROTECTION**

### State

#### [California Penal Code](#)

The California Penal Code establishes the basis for the application of criminal law in California.

### Local

#### [City of Lomita General Plan Safety Element](#)

The existing City of Lomita General Plan Safety Element contains the following goals, policies, and actions that are relevant to police protection services:

**Goal 3:** A city prepared for disasters.

**Policy 3.5:** Site and design public facilities to increase resilience.

**Action 3.5a:** Continue to design new critical facilities to minimize potential flood and fire damage. Such facilities include those that provide emergency response like hospitals, fire stations, police stations, civil defense headquarters, utility lifelines, and ambulance services. Such facilities also include those that do



not provide emergency response but attract large numbers of people, such as schools, theaters, and other public assembly facilities with capacities greater than 100 people.

## SCHOOLS

### State

#### Kindergarten-University Public Education Facilities Bond Act of 2002 (Prop 47)

Approved by California voters in November 2002, the Kindergarten-University Public Education Facilities Bond Act of 2002 (“Prop 47”) provides for a bond issue to fund necessary education facilities to relieve overcrowding and to repair older schools. Funds will be targeted at areas of greatest need and must be spent according to strict accountability measures. Funds will also be used to upgrade and build new classrooms in the California Community Colleges, the California State University, and the University of California in order to provide adequate higher education facilities to accommodate growing student enrollment.

#### Assembly Bill 2926

The State of California has traditionally been responsible for the funding of local public schools. To assist in providing facilities to serve students generated by new development projects, the State passed AB 2926 in 1986. AB 2926 allowed school districts to collect impact fees from developers of new residential and commercial/industrial building space. The 1987 Leroy Greene Lease-Purchase Act also references development impact fees, which required school districts to contribute a matching share of project costs for construction, modernization, or reconstruction.

#### Senate Bill 50 & Proposition 1A

Senate Bill (“SB”) 50 and Proposition 1A provide comprehensive school facilities financing and reform program, in part by authorizing a school facilities bond issue, school construction cost containment provisions, and an eight-year suspension of the Mira, Hart, and Murrieta court cases, which allowed local governments to deny new development on the basis of inadequate schools. Specifically, the bond funds were to provide for new construction and for reconstruction/modernization needs.

The provisions of SB 50 prohibit local agencies from denying either legislative or adjudicative land use approvals on the basis that school facilities are inadequate and reinstates the school facility fee cap for legislative actions (e.g., General Plan amendments, specific plan adoption, zoning plan amendments) as was allowed under the Mira, Hart, and Murrieta court cases. SB 50 states that these fees are the exclusive means of considering as well as mitigating school impacts caused by new development. Accordingly, these fees limit the scope of impact review in an EIR, the mitigation that can be imposed, and the findings a lead agency must make in justifying its approval of a Project (Government Code Sections 65995-65996). According to Government Code Section 65996, the development fees authorized by SB 50 are deemed to be “full and complete school facilities mitigation.” These provisions remain in place, as long as subsequent state bonds are approved and available.

SB 50 also establishes three levels of developer fees that may be imposed upon new development by the governing board of a school district depending upon certain conditions within a district. Level One Fees are the statutory fees, adjusted for inflation every two years. Level Two Fees allow school districts to





impose fees beyond the base statutory cap, under specific circumstances. Level Three Fees come into effect if the State runs out of bond funds after 2006, which would allow school districts to impose 100 percent of the cost of the school facility or mitigation minus any local dedicated school monies. The school fee amounts provided for in Government Code Sections 65995, 65995.5, and 65995.7 would constitute full and complete mitigation for school facilities.

In order to accommodate students from new development projects, school districts may alternatively finance new schools through special school construction funding resolutions and/or agreements between developers, the affected school districts, and occasionally, other local governmental agencies. These special resolutions and agreements often allow school districts to realize school mitigation funds in excess of the developer fees allowed under SB 50.

The passage of Proposition 1A in 1998 created the School Facility Program (“SFP”), in order to streamline the State funding process for school districts. Pursuant to the SFP, funding for new construction and modernization is provided by the State in the form of per-pupil grants. Generally, projects also require local matching funds. The SFP also implemented numerous reforms intended to streamline the application process, simplify the State facilities program, and create a more transparent and equitable funding mechanism.

#### Local

##### City of Lomita General Plan Safety Element

The existing City of Lomita General Plan Safety Element contains the following goals, policies, and actions that are relevant to school services:

**Goal 3:** A city prepared for disasters.

**Policy 3.1:** Conduct inclusive hazard preparation and education.

**Action 3.1a:** Work with local schools to create age-appropriate preparedness classes.

#### **PARKS**

#### State

##### Quimby Act

The Quimby Act (California Government Code Section 66477) states that “the legislative body of a city or county may, by ordinance, require the dedication of land or impose a requirement of the payment of fees in lieu thereof, or a combination of both, for park or recreational purposes as a condition to the approval of a tentative or parcel map.” Requirements of the Quimby Act apply only to the acquisition of new parkland and do not apply to the physical development of new park facilities or associated operations and maintenance costs. The Quimby Act seeks to preserve open space needed to develop parkland and recreational facilities; however, the actual development of parks and other recreational facilities is subject to discretionary approval and evaluated on a case-by-case basis with new residential development. The City of Lomita has adopted park fees as allowed by the Quimby Act.



#### Mitigation Fee Act

The California Mitigation Fee Act, Government Code Sections 66000, et seq., allows cities to establish fees which would be imposed upon development projects for the purpose of mitigating the impact that the development projects have upon the City's ability to provide specified public facilities. In order to comply with the Mitigation Fee Act, the City must follow four primary requirements: 1) make certain determinations regarding the purpose and use of a fee and establish a nexus or connection between a development project or class of project and the public improvement being financed with the fee; 2) segregate fee revenue from the General Fund in order to avoid commingling of capital facilities fees and general funds; 3) for fees that have been in the possession of the City for five years or more and for which the dollars have not been spent or committed to a project, the City must make findings each fiscal year describing the continuing need for the money; and 4) refund any fees with interest for developer deposits for which the findings noted above cannot be made.

#### California Public Park Preservation Act of 1971

The California Public Park Preservation Act is the primary measure for protecting and preserving parkland in California. The legislation states, "No city, city and county, county, public district, or agency of the state, including any division department or agency of the state government, or public utility, shall acquire any real property, which property is in use as a public park at the time of such acquisition, for the purposes of utilizing such property for any non-park purpose, unless the acquiring entity pays or transfers to the legislative body of the entity operating the park sufficient compensation or land, or both."

#### Local

#### City of Lomita Municipal Code

Lomita Municipal Code Section 7-4, *Park and Recreation Facilities Tax*, provides the sums for the acquisition, improvement, expansion and maintenance of public park, playground and/or recreation facilities in the city.

### 4.13.3 SIGNIFICANCE CRITERIA AND THRESHOLDS

CEQA Guidelines Appendix G contains the Initial Study Environmental Checklist, which includes questions related to public services and recreation. A significant impact will occur if implementation of the proposed Project will:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response to times or other performance objectives for any of the public services:
  - Fire Protection (refer to Impact Statement PS-1);
  - Police Protection (refer to Impact Statement PS-2);
  - Schools (refer to Impact Statement PS-3);
  - Other Public Facilities (refer to Impact Statement PS-4); and



- Parks and Recreation Facilities (refer to Impact Statement PS-5 and PS-6).
- 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 (refer to Impact Statement PS-5).
- Would the Project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment (refer to Impact PS-5).

#### 4.13.4 IMPACTS AND MITIGATION MEASURES

**PS-1: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:**

- **FIRE PROTECTION AND EMERGENCY SERVICES**

**Impact Analysis:** Development accommodated under the General Plan Update would result in additional residents and businesses in the city. Based on the anticipated growth, as described in [Section 2.0, Project Description](#), and summarized in [Table 2-4, General Plan 2045 Buildout by Land Use Designation](#), 2045 buildout under the General Plan Update could yield a net change over existing conditions of an additional 2,885 housing units, an additional population of 7,616 people, an additional 583,431 square feet of non-residential building square footage, and an additional 853 jobs within the Planning Area.

According to LACoFD, there are no plans to expand Fire Station 6 and/or develop a new fire station for Lomita. Future development projected in the General Plan Update may result in the need for additional LACoFD resources (i.e., additional staffing, equipment, expanded/new facilities). At this time, it is unknown whether LACoFD would need to expand or construct new facilities to meet the demand of future development in the Planning Area. Future development is assumed to occur over time through 2045; thus, any increase in demand for fire protection services would occur gradually as additional development and associated population growth is added to the city. The General Plan Update includes a range of policies and actions to ensure that fire protection and emergency services are provided in a timely fashion, are adequately funded, are coordinated between the City and the LACoFD, and that new development funds its fair share of services. Proposed Land Use Element Policy LU-4.2 requires that new development pays its fair share towards providing necessary improvements to public facilities and infrastructure in the city. Policy LU-4.6 ensures public services and facilities reflect changing population needs and are equitably distributed and accessible, with priority assigned to improving areas that are underserved. Proposed Land Use Element Policy LU-4.8 directs the City to grow and maintain relationships with the various regional facility and service providers to deliver high levels of service within Lomita, and to plan for new development. Action LU-4b directs the City to coordinate regular meetings with outside agency staff to maintain relationships and expand opportunities for improved service delivery. LACoFD would continue to regularly monitor fire department resources to ensure that adequate facilities, staffing, and equipment are available to serve existing and future development and population increases. Further, as development



occurs, a proportional increase in property tax, charges for LACoFD services, and other funding sources would increase and offset impacts of new development on LACoFD's existing resources in the city.

Future site-specific development would be required to comply with applicable City, County, and State code and ordinance requirements for fire protection. The Lomita Municipal Code Section 3-1, *County Fire Code Adopted*, adopts the California Fire Code, 2019 Edition (California Code of Regulations Title 24, Part 9), as the fire code of the City. The California Fire Code sets fire safety related building standards and practices to safeguard life and property. As part of the development review process, site-specific development proposals would be required to comply with standard LACoFD conditions of approval. LACoFD Fire Prevention Division reviews site plans to ensure that access and water system requirements, which would enhance the proposed development's fire protection, are adequate. Specifically, LACoFD addresses fire and life safety requirements for project construction at the fire plan check stage. This includes plan review of the design details of the architectural, structural, mechanical, plumbing, and electrical systems. Implementation of all California Fire Code requirements would reduce potential impacts concerning fire protection services associated with site-specific development.

As previously stated, new fire facilities may be needed to serve growth contemplated in the General Plan Update. The environmental effect of providing fire protection and EMS is associated with the physical impacts of providing new and expanded facilities. The specific impacts of providing new and expanded facilities cannot be determined at this time, as the General Plan Update does not propose or authorize any specific development projects, nor does it designate specific sites for new or expanded public facilities. However, the facilities would be primarily provided on sites with land use designations that allow such uses, and the environmental impacts of constructing and operating the facilities would likely be similar to those associated with new development, redevelopment, and infrastructure projects anticipated under the General Plan Update. These impacts are described in the relevant sections (Sections 4.1 through 4.16, and 5.0) of this EIR. Any future development under the General Plan Update would be required to comply with regulations, policies, and standards included in the General Plan Update, all other applicable State and local regulatory requirements, and would also be subject to CEQA review, as appropriate. Therefore, impacts related to the provision of fire protection and emergency services would be less than significant.

#### **Proposed General Plan Update Goals, Policies, and Actions:**

##### **LAND USE ELEMENT**

**Policy LU-4.2: Fair Share.** Require that new development pays its fair share towards providing necessary improvements to public facilities and infrastructure in the city.

**Policy LU-4.3: Public Facility Plans.** Maintain and implement public facility master plans, in collaboration with appropriate regional, state, and federal laws, to identify infrastructure needs, funding sources, and to implement improvements for public facilities and services in Lomita.

**Policy LU-4.6: Equitable Distribution.** Ensure public services and facilities reflect changing population needs and are equitably distributed and accessible, with priority assigned to improving areas that are underserved.



**Policy LU-4.8: Regional Services Providers.** Grow and maintain relationships with the various regional facility and service providers to deliver high levels of service within Lomita, and to plan for new development.

**Action LU-4b:** Coordinate regular meetings with outside agency staff to maintain relationships and expand opportunities for improved service delivery.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

**PS-2: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:**

- **POLICE PROTECTION**

**Impact Analysis:** Development accommodated under the General Plan Update would result in additional residents and businesses in the City, which would increase demand for police protection services provided by LASD.

Additional facilities, personnel, and equipment may be required to maintain adequate levels of police protection within the city. Development resulting from implementation of the General Plan Update is expected to occur gradually over time through 2045; thus, any increase in demand for police protection services would similarly occur gradually as additional development and associated population growth is added to the Planning Area, which also depends on the economic market demands. As individual projects are proposed within the Planning Area, LASD service levels and staffing requirements would be evaluated on an annual basis to determine if additional staffing and/or facilities would be required. Upon General Plan Update adoption, LASD would utilize the projected growth in population, dwelling units, and nonresidential development to effectively plan for increases in population and police protection service demand.

The General Plan Update includes a range of policies and actions, to ensure the provision of adequate police protection services to serve growth associated with implementation of the General Plan Update. Proposed Land Use Element LU-4.2 requires that new development pays its fair share towards providing necessary improvements to public facilities and infrastructure in the city. Policy LU-4.6 ensures public services and facilities reflect changing population needs and are equitably distributed and accessible, with priority assigned to improving areas that are underserved. Proposed Land Use Element Policy LU-4.8 directs the City to grow and maintain relationships with the various regional facility and service providers to deliver high levels of service within Lomita, and to plan for new development. Action LU-4b directs the City to coordinate regular meetings with outside agency staff to maintain relationships and expand opportunities for improved service delivery.



The environmental effect of providing police protection services is associated with the physical impacts of providing new and expanded facilities. The specific impacts of providing new and expanded facilities cannot be determined at this time, as the General Plan Update does not propose or authorize any specific development projects, nor does it designate specific sites for new or expanded public facilities. If new police facilities are needed to serve growth associated with future development anticipated by the General Plan Update, the facilities would most likely be provided on sites with land use designations that allow such uses, and the environmental impacts of constructing and operating the facilities would likely be similar to those associated with new development, redevelopment, and infrastructure projects anticipated under the General Plan Update. These impacts are described in the relevant sections (Sections 4.1 through 4.16, and 5.0) of this EIR. Any future development under the General Plan Update would be required to comply with regulations, policies, and standards included in the General Plan Update, all other applicable State and local regulatory requirements, and would also be subject to CEQA review as appropriate. Therefore, impacts related to the provision of police protection services would be less than significant.

**Proposed General Plan Update Goals, Policies, and Actions:**

**LAND USE ELEMENT**

**Policy LU-4.2: Fair Share.** Require that new development pays its fair share towards providing necessary improvements to public facilities and infrastructure in the city.

**Policy LU-4.3: Public Facility Plans.** Maintain and implement public facility master plans, in collaboration with appropriate regional, state, and federal laws, to identify infrastructure needs, funding sources, and to implement improvements for public facilities and services in Lomita.

**Policy LU-4.6: Equitable Distribution.** Ensure public services and facilities reflect changing population needs and are equitably distributed and accessible, with priority assigned to improving areas that are underserved.

**Policy LU-4.8: Regional Services Providers.** Grow and maintain relationships with the various regional facility and service providers to deliver high levels of service within Lomita, and to plan for new development.

**Action LU-4b:** Coordinate regular meetings with outside agency staff to maintain relationships and expand opportunities for improved service delivery.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

**PS-3: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:**

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- **SCHOOLS**

**Impact Analysis:** Implementation of the General Plan Update could result in the development of up to 2,885 housing units over existing conditions. School districts typically use student generation factors to determine the potential number of students that would be generated by the amount of residential development in order to accurately anticipate the needs for new/expanded facilities. Table 4.13-3, LAUSD Student Generation Factors, identifies the number of potential students that would be generated from development anticipated by the General Plan Update in 2045.

**Table 4.13-3**  
**LAUSD Student Generation Factors**

Grades	Student Per Household	Proposed Housing Units	Potential Student Generation
TK-6	0.19142	2,885	552.25
7-8	0.05279		152.30
9-12	0.10504		303.04
SDC*	0.01455		42.00
<b>Total</b>	<b>0.3638</b>		<b>1,050</b>
Note: *SDC= Special Day Class Students			
Source: Los Angeles Unified School District, 2024. <i>Developer Fee Study Justification</i>			

Assuming all new development anticipated under the proposed General Plan Update occurs within the LAUSD's school boundary, the Project would generate approximately 1,050 students. As mentioned above, the LAUSD 2024 Developer Fee Justification Study states that buildings generate eligibility for State reconstruction/modernization funding once they reach an age of 25 years old for permanent buildings and 20 years old for portable buildings; therefore, the costs of modernized/expanded school facilities are based on anticipated 25-year growth generated by new development within the LAUSD's jurisdiction.

The exact location of future development and associated student generation is currently unknown. However, future development projected within the General Plan Update is anticipated to occur gradually through 2045 and would be largely based on market demand. Thus, any increase in demand for school services would occur gradually, as additional development occurs in the Planning Area. The General Plan Update includes policies and actions to ensure the provision of adequate services for growth associated with implementation of the General Plan Update. Proposed Land Use Element Policy LU-4.6 ensures public services and facilities reflect changing population needs and are equitably distributed and accessible, with priority assigned to improving areas that are underserved. Proposed Land Use Element Policy LU-5.8 directs the City to strengthen partnerships between the City of Lomita and LAUSD by expanding collaborative efforts (e.g., through joint-use agreements, grant funding, and planning efforts) to promote safe, supportive, and effective learning environments that foster school and community pride. Action LU-2b directs the City to analyze land use compatibility through the development review process to require





adequate buffers and/or architectural enhancements that protect sensitive receptors (e.g., residences, schools, day care centers, hospitals, nursing homes) from intrusion of development activities that may cause unwanted nuisances and health risks. Action LU-5b directs the City to support LAUSD, and in particular, Lomita Magnet Elementary School, Eshelman Avenue Elementary School, Fleming Middle School, and Narbonne High School. This includes consultation with school districts during the processing of development proposals and requiring the mitigation of impacts to schools in compliance with State law.

School districts assess development impact fees against residential and non-residential development to mitigate impacts resulting from the increase in demand for school related services. Pursuant to SB 50, payment of fees to the applicable school district is considered full mitigation for project impacts, including impacts related to the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, or other performance objectives for schools. Therefore, future individual projects developed in accordance with the General Plan Update would be required to pay the statutory fees, so that school facilities can be constructed/expanded, if necessary, at the nearest sites to accommodate the impact of project-generated students, thereby reducing impacts to a less than significant level.

The environmental effect of providing school services is associated with the physical impacts of providing new and expanded facilities. The specific impacts of providing new and expanded facilities cannot be determined at this time, as the General Plan Update does not propose or authorize development of new or expanded school facilities. If the school districts serving the city determines that new school facilities are needed to serve growth associated with future development anticipated by the General Plan Update, the schools would most likely be provided on sites with land use designations that allow such uses, and the environmental impacts of constructing and operating the facilities would likely be similar to those associated with new development, redevelopment, and infrastructure projects anticipated under the General Plan Update. These impacts are described in the relevant sections (Sections 4.1 through 4.16, and 5.0) of this Draft EIR. Any future development under the General Plan Update would be required to comply with regulations, policies, and standards included in the General Plan Update, all other applicable State and local regulatory requirements, and would also be subject to CEQA review as appropriate. Therefore, impacts related to the provision of schools would be less than significant.

#### **Proposed General Plan Update Goals, Policies, and Actions:**

##### **LAND USE ELEMENT**

- Policy LU-4.6: Equitable Distribution.** Ensure public services and facilities reflect changing population needs and are equitably distributed and accessible, with priority assigned to improving areas that are underserved.
- Policy LU-5.8: Support Local Schools.** Strengthen partnerships between the City of Lomita and Los Angeles Unified School District by expanding collaborative efforts (e.g., through joint-use agreements, grant funding, and planning efforts) to promote safe, supportive, and effective learning environments that foster school and community pride.



**Action LU-2b:** Analyze land use compatibility through the development review process to require adequate buffers and/or architectural enhancements that protect sensitive receptors (e.g., residences, schools, day care centers, hospitals, nursing homes) from intrusion of development activities that may cause unwanted nuisances and health risks.

**Action LU-5b:** Support the Los Angeles Unified School District (LAUSD), and in particular, Lomita Magnet Elementary School, Eshelman Avenue Elementary School, Fleming Middle School, and Narbonne High School, including, through actions that include, but are not limited to:

- a. Establish a cooperative working relationship and proactively partner with LAUSD and other community-based organizations in order to increase efficiency of local school services and joint facilities use.
- b. Develop and implement a campaign designed to improve public perception of LAUSD within Lomita including consistent promotion of positive aspects of LAUSD schools in Lomita.
- c. Widely recognize and celebrate students and faculty within LAUSD in recognition of outstanding achievements.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

**PS-4: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:**

- **LIBRARY FACILITIES**

**Impact Analysis:** Development accommodated under the General Plan Update would result in additional residents and businesses in the city, which would potentially increase the demand for public services, including library services. The Lomita Library is a part of, and is operated by, the LA County Library system.

Future development anticipated by the General Plan Update may result in the need for additional LA County Library resources (i.e., additional staffing, equipment, expanded/new facilities). At this time, it is unknown whether LA County Library would need to expand or construct new facilities to meet the demand of future development in the Planning Area. Assuming that future development would occur over time through 2045, any increase in demand for library services would also occur gradually, as additional development and associated population growth is added to the city. The LA County library system would continue receiving support for library facilities and resources through the General Plan Update policies and actions. The General Plan Update includes policies and actions to ensure that library services are adequately funded, are coordinated between the City and the LA County Library, and that new development funds its fair share of services. Proposed Land Use Element Policy LU-3.8 directs the City to support the provision of attractive public gathering spaces and encourage community-wide events



programming within these spaces to strengthen social engagement and provide visual relief throughout the city. Proposed Land Use Element Policy LU-4.2 requires that new development pays its fair share towards providing necessary improvements to public facilities and infrastructure in the city. Proposed Land Use Element Policy LU-4.3 directs the City to maintain and implement public facility master plans, in collaboration with appropriate regional, State, and federal laws, to identify infrastructure needs, funding sources, and to implement improvements for public facilities and services in Lomita. Proposed Land Use Element Policy LU-4.8 encourages the City to grow and maintain relationships with the various regional facility and service providers to deliver high levels of service within Lomita, and to plan for new development.

The environmental effect of providing library services is associated with the physical impacts of providing new and expanded facilities. The specific impacts of providing new and expanded facilities cannot be determined at this time, as the General Plan Update does not propose or authorize any specific development projects, nor does it designate specific sites for new or expanded public facilities. However, the facilities would be primarily provided on sites with land use designations that allow such uses and the environmental impacts of constructing and operating the facilities would likely be similar to those associated with new development, redevelopment, and infrastructure projects anticipated under the General Plan Update. These impacts are described in the relevant sections (Sections 4.1 through 4.16, and 5.0) of this Draft EIR. Any future development under the General Plan Update would be required to comply with regulations, policies, and standards included in the General Plan Update, all other applicable State and local regulatory requirements and would also be subject to CEQA review as appropriate. Therefore, impacts related to the provision of library services would be less than significant.

#### **Proposed General Plan Update Goals, Policies, and Actions:**

##### **LAND USE ELEMENT**

**Policy LU-3.8: Public Gathering Spaces.** Support the provision of attractive public gathering spaces and encourage community-wide events programming within these spaces to strengthen social engagement and provide visual relief throughout the city.

**Policy LU-4.2: Fair Share.** Require that new development pays its fair share towards providing necessary improvements to public facilities and infrastructure in the city.

**Policy LU-4.3: Public Facility Plans.** Maintain and implement public facility master plans, in collaboration with appropriate regional, state, and federal laws, to identify infrastructure needs, funding sources, and to implement improvements for public facilities and services in Lomita.

**Policy LU-4.8: Regional Service Providers.** Grow and maintain relationships with the various regional facility and service providers to deliver high levels of service within Lomita, and to plan for new development.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.



**PS-5: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:**

- **PARKS AND RECREATION FACILITIES**

**Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

**Impact Analysis:** As described above, the City maintains nine parks consisting exclusively of mini (urban) and neighborhood parks. Based on the anticipated growth, as described in Section 2.0, Project Description, and summarized in Table 2-4, General Plan 2045 Buildout by Land Use Designation, 2045 buildout under the General Plan Update could yield a net change over existing conditions of an additional 2,885 housing units, an additional population of 7,616 people, an additional 583,431 square feet of non-residential building square footage, and an additional 853 jobs within the Planning Area. It is expected that these new residents would use park and recreational facilities, and this additional use may result in greater demands on parks and recreational facilities in the Planning Area, such that deterioration of these facilities could occur or be accelerated. The additional demand for existing parks and recreational facilities would increase the need for maintenance and improvements. These improvements could have environmental impacts, although the exact impacts cannot be determined since the potential improvements are currently unknown.

The provision of new parks and recreation facilities would reduce the potential for adverse impacts and physical deterioration of existing parks and recreation facilities, by providing additional facilities to accommodate the demand for parks and recreation facilities. These new facilities would be provided at a pace and in locations appropriate to serve new development, as required to maintain the City adopted standard for park space acreage at four acres for every 1,000 residents. Lomita Municipal Code Section 11-2.365, *Amount of Land to be Dedicated*, states that 1.5 acres of parkland is required for every 1,000 persons. Based on the anticipated 2045 buildout net population gain of 7,616 people, an additional 11.4 acres of parkland in the city would be required, in order to comply with the City's park standard of 1.5 acres per 1,000 people.

Development resulting from implementation of the General Plan Update would indirectly lead to the construction of new parks and recreation facilities to serve new growth and to meet existing parks and recreation needs. The General Plan Update supports the creation of new parks and recreation facilities, including new parks and trails, to accommodate a wide range of activities for all age groups. Proposed Land Use Element Policy LU-4.5 directs the City to collaborate with community stakeholders to expand recreational, educational, and cultural opportunities, including through cost-sharing agreements, joint use of facilities, or acquisition. Proposed Land Use Element Policy LU-5.4 directs the City to increase the availability of space and activities that promote community health and physical activity such as parks and recreation facilities, community gardens, and safe pedestrian infrastructure. Proposed Land Use Element



Policy LU-5.7 directs the City to promote the development and use of privately-owned properties that meet community needs for recreation, health, wellness, and art and culture. Proposed Resource Management Element Policy RM-1.1 directs the City to develop parks and recreational facilities with amenities that meet the community's needs and preferences. Proposed Resource Management Element Policy RM-1.2 prioritizes parks and recreation capital improvement projects in neighborhoods and areas most in need, such as where residents are not within a ten-minute walk to a park, open space, or joint use facility. Proposed Resource Management Element Policy RM-1.3 explores the acquisition of Navy Field and the feasibility of redeveloping the site into a new park with space for a new Public Works yard. Proposed Resource Management Element Policy RM-1.4 requires the City to have publicly accessible parks and recreation facilities to comply with ADA requirements to accommodate a diversity of ages and abilities. Proposed Resource Management Element Policy RM-1.5 directs the City to provide safe pedestrian and bicycle pathways to parks, recreational facilities, and schools to foster a sense of community well-being and to promote active lifestyles. Proposed Resource Management Element Policy RM-1.6 ensures regular maintenance of parks, recreational facilities, open space areas, and public amenities to uphold appearance, usability, and safety. Proposed Resource Management Element Policy RM-1.7 directs the City to continue its research of grant funding opportunities and other sources of funding for the acquisition and construction of parks and recreation facilities to meet the diverse recreational needs of the community. Proposed Resource Management Element Policy RM-1.8 directs the City to engage with the school district, local and regional agencies, and private developers to establish partnerships and joint use agreements aimed at expanding the range of recreational facility options available to the public. Proposed Resource Management Element Policy RM-1.10 allows the City to seek input from the community on the needs and investment priorities for public parks and recreational facilities. Proposed Resource Management Element Policy RM-1.11 directs the City to encourage program community events and festivals in parks and public spaces throughout the city, prioritizing areas with significant foot traffic such as the Civic Center. Action RM-1a requires the City to determine the costs associated with the acquisition, development, and operation of a new park and Public Works yard on the Navy Field site and initiate discussions with the U.S. Navy regarding the transfer of the site to the City. Action RM-1b requires the City to conduct accessibility assessments for all public parks and recreation facilities at least every five years. Action RM-1c requires the City to install adequate lighting, designated crosswalks, clear signage, and other nonvehicular infrastructure to improve pedestrian and bicycle connections between residential and open space areas. Action RM-1d requires the City to develop a maintenance schedule for parks, recreational facilities, and open space areas and update it at least every two years. Action RM-1e requires the City to research available grant funding for parks and public open space improvements and strive to apply for at least one grant per year. Action RM-1f requires the City to identify potential partners interested in cooperative efforts to expand recreational opportunities for community members and conduct proactive outreach as appropriate. Action RM-1g requires the City to engage with community members through surveys, workshops, and other public forums to receive feedback on the needs and priorities for parks and recreational facilities.

As stated, the General Plan Update does not propose or approve the construction or expansion of parks or recreational facilities. Any new parks or recreational facilities that may be constructed in the future would be primarily provided on sites with land use designations that allow such uses and the environmental impacts of constructing and operating the parks and recreational facilities would likely be



similar to those associated with new development, redevelopment, and infrastructure projects under the General Plan. These impacts are described in the relevant chapters ([Sections 4.1](#) through [4.16](#), and [5.0](#)) of this EIR. Any future development resulting from implementation of the General Plan Update would be required to comply with regulations, policies, and standards included in the General Plan Update, all applicable State and local regulatory requirements, and would also be subject to CEQA review as appropriate. Therefore, impacts to parks and recreational facilities associated with implementation of the General Plan Update would be less than significant.

### **Proposed General Plan Update Goals, Policies, and Actions:**

#### **LAND USE ELEMENT**

**Policy LU-4.5: Community Benefit.** Collaborate with community stakeholders to expand recreational, educational, and cultural opportunities, including through cost-sharing agreements, joint use of facilities, or acquisition.

**Policy LU-5.4: Physical Activity.** Increase the availability of space and activities that promote community health and physical activity such as parks and recreation facilities, community gardens, and safe pedestrian infrastructure.

**Policy LU-5.7: Expanded Private Offerings.** Promote the development and use of privately-owned properties that meet community needs for recreation, health, wellness, and art and culture.

#### **RESOURCE MANAGEMENT ELEMENT**

**Policy RM-1.1: Parks and Recreation Facility Amenities.** Develop parks and recreational facilities with amenities that meet the community's needs and preferences, including but not limited to play areas for children, sports courts and fields, dog parks, community meeting rooms, and accessibility updates.

**Policy RM-1.2: Project Prioritization.** Prioritize parks and recreation capital improvement projects in neighborhoods and areas most in need, such as where residents are not within a ten-minute walk to a park, open space, or joint use facility.

**Policy RM-1.3: Navy Field.** Explore the City acquisition of Navy Field and the feasibility of redeveloping the site into a new park with space for a new Public Works yard.

**Policy RM-1.4: Accessibility.** Require publicly accessible parks and recreation facilities to comply with the Americans with Disabilities Act (ADA) to accommodate a diversity of ages and abilities.

**Policy RM-1.5: Safe Routes.** Provide safe pedestrian and bicycle pathways to parks, recreational facilities, and schools to foster a sense of community well-being and to promote active lifestyles.

**Policy RM-1.6: Maintenance.** Ensure regular maintenance of parks, recreational facilities, open space areas, and public amenities to uphold appearance, usability, and safety.



**Policy RM-1.7: Funding for Parks.** Continue to research grant funding opportunities and other sources of funding for the acquisition and construction of parks and recreation facilities to meet the diverse recreational needs of the community.

**Policy RM-1.8: Partnerships and Joint Use Agreements.** Engage with the school district, local and regional agencies, and private developers to establish partnerships and joint use agreements aimed at expanding the range of recreational facility options available to the public.

**Policy RM-1.10: Park Assessment.** Seek input from the community on the needs and investment priorities for public parks and recreational facilities.

**Policy RM-1.11: Community Events and Festivals.** Program community events and festivals in parks and public spaces throughout the city, prioritizing areas with significant foot traffic such as the Civic Center.

**Action RM-1a:** Determine the costs associated with the acquisition, development, and operation of a new park and Public Works yard on the Navy Field site and initiate discussions with the U.S. Navy regarding the transfer of the site to the City.

**Action RM-1b:** Conduct accessibility assessments for all public parks and recreation facilities at least every five years

**Action RM-1c:** Install adequate lighting, designated crosswalks, clear signage, and other nonvehicular infrastructure to improve pedestrian and bicycle connections between residential and open space areas.

**Action RM-1d:** Develop a maintenance schedule for parks, recreational facilities, and open space areas and update it at least every two years.

**Action RM-1e:** Research available grant funding for parks and public open space improvements and strive to apply for at least one grant per year.

**Action RM-1f:** Identify potential partners interested in cooperative efforts to expand recreational opportunities for community members and conduct proactive outreach as appropriate.

**Action RM-1g:** Engage with community members through surveys, workshops, and other public forums to receive feedback on the needs and priorities for parks and recreational facilities.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.





**PS-6: Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?**

**Impact Analysis:** The General Plan Update does not propose to change the amount of land dedicated as Publicly Owned Land. There are currently 63 acres of Publicly Owned Land in the Planning Area, as identified in Table 2-2 of Section 2.0, *Project Description*. No site-specific projects are proposed under the General Plan Update. The City's current park requirement is 1.5 acres of parkland for every 1,000 people, which the City does not currently meet. Based on a current population 20,092 (California DOF 2023) and the existing approximately 11.5 acres of parkland, the City should be providing an additional 18.6 acres of parkland, for a total of approximately 30.1 acres of parkland in accordance with the park standard. Based on the anticipated 2045 buildout net population gain of 7,616 people, a total of approximately 11.4 acres of additional parkland would be required for compliance with the City's park standard of 1.5 acres per 1,000 people.

Construction of these future parks could result in environmental impacts, including disturbances or conversion of habitat, water pollution during construction, increased noise levels, and an increase in impermeable surfaces. At the time future parks are proposed, they would require a separate environmental review and compliance with regulations in existence at that time would address potential environmental impacts related to the construction and operation of new parks. Furthermore, these future parks would be subject to General Plan Update policies and actions intended to protect the environment and the programmatic mitigation framework established in this EIR. Proposed Land Use Element Policy LU-4.5 directs the City to collaborate with community stakeholders to expand recreational, educational, and cultural opportunities, including through cost-sharing agreements, joint use of facilities, or acquisition. Proposed Land Use Element Policy LU-5.4 directs the City to increase the availability of space and activities that promote community health and physical activity such as parks and recreation facilities, community gardens, and safe pedestrian infrastructure. Proposed Resource Management Element Policy RM-1.1 directs the City to develop parks and recreational facilities with amenities that meet the community's needs and preferences. Proposed Resource Management Element Policy RM-1.2 prioritizes parks and recreation capital improvement projects in neighborhoods and areas most in need, such as where residents are not within a ten-minute walk to a park, open space, or joint use facility. Proposed Resource Management Element Policy RM-1.3 explores the acquisition of Navy Field and the feasibility of redeveloping the site into a new park with space for a new Public Works yard. Proposed Resource Management Element Policy RM-1.7 directs the City to continue its research of grant funding opportunities and other sources of funding for the acquisition and construction of parks and recreation facilities to meet the diverse recreational needs of the community. Proposed Resource Management Element Policy RM-1.8 directs the City to engage with the school district, local and regional agencies, and private developers to establish partnerships and joint use agreements aimed at expanding the range of recreational facility options available to the public. Proposed Resource Management Element Policy RM-1.10 allows the City to seek input from the community on the needs and investment priorities for public parks and recreational facilities. Action RM-1a requires the City to determine the costs associated with the acquisition, development, and operation of a new park and Public Works yard on the Navy Field site and initiate discussions with the U.S. Navy regarding the transfer of the site to the City. Action RM-1c



requires the City to install adequate lighting, designated crosswalks, clear signage, and other nonvehicular infrastructure to improve pedestrian and bicycle connections between residential and open space areas. Action RM-1e requires the City to research available grant funding for parks and public open space improvements and strive to apply for at least one grant per year.

As such, with compliance to environmental regulations established at the time of future park and recreational projects are proposed, and adherence to General Plan Update policies and actions, the environmental impacts associated with the construction or expansion of recreational facilities would be less than significant.

### **Proposed General Plan Update Goals, Policies, and Actions:**

#### **LAND USE ELEMENT**

**Policy LU-4.5: Community Benefit.** Collaborate with community stakeholders to expand recreational, educational, and cultural opportunities, including through cost-sharing agreements, joint use of facilities, or acquisition.

**Policy LU-5.4: Physical Activity.** Increase the availability of space and activities that promote community health and physical activity such as parks and recreation facilities, community gardens, and safe pedestrian infrastructure.

#### **RESOURCE MANAGEMENT ELEMENT**

**Policy RM-1.1: Parks and Recreation Facility Amenities.** Develop parks and recreational facilities with amenities that meet the community's needs and preferences, including but not limited to play areas for children, sports courts and fields, dog parks, community meeting rooms, and accessibility updates.

**Policy RM-1.2: Project Prioritization.** Prioritize parks and recreation capital improvement projects in neighborhoods and areas most in need, such as where residents are not within a ten-minute walk to a park, open space, or joint use facility.

**Policy RM-1.3: Navy Field.** Explore the City acquisition of Navy Field and the feasibility of redeveloping the site into a new park with space for a new Public Works yard.

**Policy RM-1.7: Funding for Parks.** Continue to research grant funding opportunities and other sources of funding for the acquisition and construction of parks and recreation facilities to meet the diverse recreational needs of the community.

**Policy RM-1.8: Partnerships and Joint Use Agreements.** Engage with the school district, local and regional agencies, and private developers to establish partnerships and joint use agreements aimed at expanding the range of recreational facility options available to the public.

**Policy RM-1.10: Park Assessment.** Seek input from the community on the needs and investment priorities for public parks and recreational facilities.



**Action RM-1a:** Determine the costs associated with the acquisition, development, and operation of a new park and Public Works yard on the Navy Field site and initiate discussions with the U.S. Navy regarding the transfer of the site to the City.

**Action RM-1b:** Conduct accessibility assessments for all public parks and recreation facilities at least every five years

**Action RM-1c:** Install adequate lighting, designated crosswalks, clear signage, and other nonvehicular infrastructure to improve pedestrian and bicycle connections between residential and open space areas.

**Action RM-1e:** Research available grant funding for parks and public open space improvements and strive to apply for at least one grant per year.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

#### 4.13.5 CUMULATIVE IMPACTS

Section 4.0, *Basis of Cumulative Analysis*, establishes growth and development within Los Angeles County as anticipated by SCAG as having the potential to interact with the proposed Project to the extent that a significant cumulative effect may occur. The geographic setting for public services considers City as well as the service area for LACoFD, LASD, LAUSD, and LA County Library.

**Would the Project, combined with other relevant cumulative projects, result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:**

- **Fire Protection**

**Impact Analysis:** As discussed, LACoFD provides fire protection services to the Planning Area. In addition, cumulative projects within the City would receive fire protection services from LACoFD. Similar to future development associated with Project implementation, cumulative development projects would be required to comply with standard LACoFD conditions of approval. LACoFD Fire Prevention Division reviews site plans to ensure that access and water system requirements, which would enhance the proposed development's fire protection, are adequate. Specifically, LACoFD addresses fire and life safety requirements for project construction at the fire plan check stage. This includes plan review of the design details of the architectural, structural, mechanical, plumbing, and electrical systems.

Project implementation may require new or expanded fire protection facilities. The specific impacts of providing new and expanded facilities cannot be determined at this time, as the Project does not propose or authorize any specific development projects, nor does it designate specific sites for new or expanded fire protection facilities. However, it is anticipated that if new facilities or expansion of facilities are



determined necessary, the facilities would be primarily provided on sites with land use designations that allow such uses, and the environmental impacts of constructing and operating the facilities would likely be similar to those associated with new development projects under the Project. Future cumulative projects within the city would be required to pay developer fees to fund new or expanded fire protection facilities. Thus, the Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, or the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts.

Future development within the city and LACoFD service area would undergo review to determine whether the development being proposed would require new or expanded facilities with the potential for causing significant environmental impacts. The provision of specific facilities or the expansion of facilities would undergo review pursuant to CEQA. Further, compliance with established State and local regulations would assure that newly constructed or expanded fire protection facilities resulting from implementation of the General Plan Update, including cumulative projects, would result in a less than significant physical effect on the environment. Therefore, the Project's incremental impacts to the provision of fire protection services would not be cumulatively considerable.

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

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact

**Would the Project, combined with other relevant cumulative projects, result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:**

- **Police Protection:**

**Impact Analysis:** As discussed, LASD provides police protection services to the Planning Area. In addition, cumulative projects within the city would receive police protection services from LASD. Similar to future development associated with the Project, the LASD would review cumulative development projects development plans and applicants would be required to comply with any specific conditions related to safety and security specified by the LASD.

Project implementation may require new or expanded police protection facilities. The specific impacts of providing new and expanded facilities cannot be determined at this time, as the Project does not propose or authorize any specific development projects, nor does it designate specific sites for new or expanded police facilities. However, it is anticipated that if new facilities or expansion of facilities are determined necessary, the facilities would be primarily provided on sites with land use designations that allow such uses, and the environmental impacts of constructing and operating the facilities would likely be similar to



those associated with new development projects under the Project. Future cumulative projects within the city would be required to pay developer fees to fund new or expanded police protection facilities. Thus, the Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered police facilities, or the need for new or physically altered police facilities, the construction of which could cause significant environmental impacts.

Future development within the city and LASD service area would be reviewed to determine whether the proposed development would require new or expanded facilities with the potential to cause significant environmental impacts. The provision of specific facilities or the expansion of facilities would undergo review pursuant to CEQA. Further, compliance with established State and local regulations would assure that newly constructed or expanded police protection facilities resulting from implementation of the General Plan Update, including cumulative projects, would result in a less than significant physical effect on the environment. Therefore, the Project's incremental impacts to the provision of police protection services would not be cumulatively considerable.

**Proposed General Plan Update Goals, Policies, and Actions:** Refer to the General Plan goals, policies, and actions cited above, under Impact Statements PS-1 through PS-6.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact

**Would the Project, combined with other relevant cumulative projects, result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:**

- **Schools:**

**Impact Analysis:** Students generated by the implementation of the Project, combined with other relevant cumulative projects within the city and LAUSD service area, would combine to result in increased demand on schools within the area. As discussed, LAUSD has calculated the costs of modernized/expanded school facilities based on anticipated growth generated by new development within the LAUSD area, which includes the City of Lomita.

As discussed, the exact location of future development and associated student generation is currently unknown. Future development associated with the Project is anticipated to occur gradually through 2045 and would be largely based on market demand. Thus, any increase in demand for school services would occur gradually as additional development occurs in the Planning Area. Future residential and non-residential development associated with implementation of the Project would be required to comply with SB 50, which would require the payment of fees as full mitigation for potential impacts related schools. Similarly, the cumulative development projects would be required to pay the developer fees, so that school facilities can be constructed/expanded, if necessary, to accommodate future students. Further,



compliance with established state and local regulations would assure that newly constructed or expanded school facilities and services resulting from implementation of the General Plan Update, including cumulative projects, would result in a less than significant physical effect on the environment. Therefore, the Project's incremental impacts to the provision of school services would not be cumulatively considerable.

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

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact

**Would the Project, combined with other relevant cumulative projects, result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:**

- **Other Public Facilities**

**Impact Analysis:** Future Project development and cumulative development may result in the need for additional LA County Library resources and other public facilities. As discussed, future development would occur over time through 2045; thus, any increase in demand for public services would occur gradually as additional development and associated population growth is added to the city. Future cumulative projects within the city would be required to pay developer fees to pay for new or expanded library or other public facility services. The General Plan Update includes policies to ensure that library services are adequately funded, are coordinated between the City and the LA County Library and that new development funds its fair share of services.

Similar to the Project, cumulative development projects within the city would be required to comply with the General Plan Update policies and the established regulatory framework regarding the payment of fees. Any future development of library facilities or other public facilities to serve demand associated with implementation of the proposed Project and cumulative projects would be required to comply with applicable regulations, policies, and standards, and would be subject to CEQA review as appropriate. Further, compliance with established local regulations would assure newly constructed or expanded public facilities and services resulting from implementation of the General Plan Update, including cumulative projects, would result in a less than significant physical effect on the environment. Therefore, the Project's incremental impacts to the provision of library and other public services would not be cumulatively considerable.

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

**Mitigation Measures:** No mitigation measures are required.



**Level of Significance:** Less Than Significant Impact

**Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:**

- **Parks**

**Would the project, combined with other relevant cumulative projects, include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?**

**Impact Analysis:** The Project, combined with other relevant cumulative projects, would bring new residents to the City of Lomita. These new residents are expected to use existing recreational facilities; this additional population may result in the need to construct or expand recreational facilities, which may result in an adverse physical effect on the environment.

Construction of future parks and recreational facilities could result in environmental impacts, including disturbances or conversion of habitat, water pollution during construction, increased noise levels, and an increase in impermeable surfaces. At the time future recreational facilities are proposed, they would require project-specific environmental review and compliance with existing regulations that address potential environmental impacts related to the construction and operation of new parks. Additionally, new or expansion projects would be required to adhere to standards established in the General Plan Update and CEQA, further impeding construction activities from having an adverse physical effect on the environment. Future development resulting from implementation of the General Plan Update would adhere to Lomita Municipal Code Section 7-4, *Park and Recreation Facilities Tax*.

Compliance with established local regulations would assure newly constructed or expanded recreational facilities resulting from implementation of the General Plan Update, including cumulative projects, would result in a less than significant physical effect on the environment. Therefore, the Project's incremental effects involving increased use of existing parks or other recreational facilities such that substantial physical deterioration would occur or be accelerated, would not be cumulatively considerable.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

#### 4.13.6 SIGNIFICANT UNAVOIDABLE IMPACTS

Public Services impacts associated with the implementation of the General Plan Update would be less than significant; no significant unavoidable public service impacts would occur as a result of the General Plan Update.



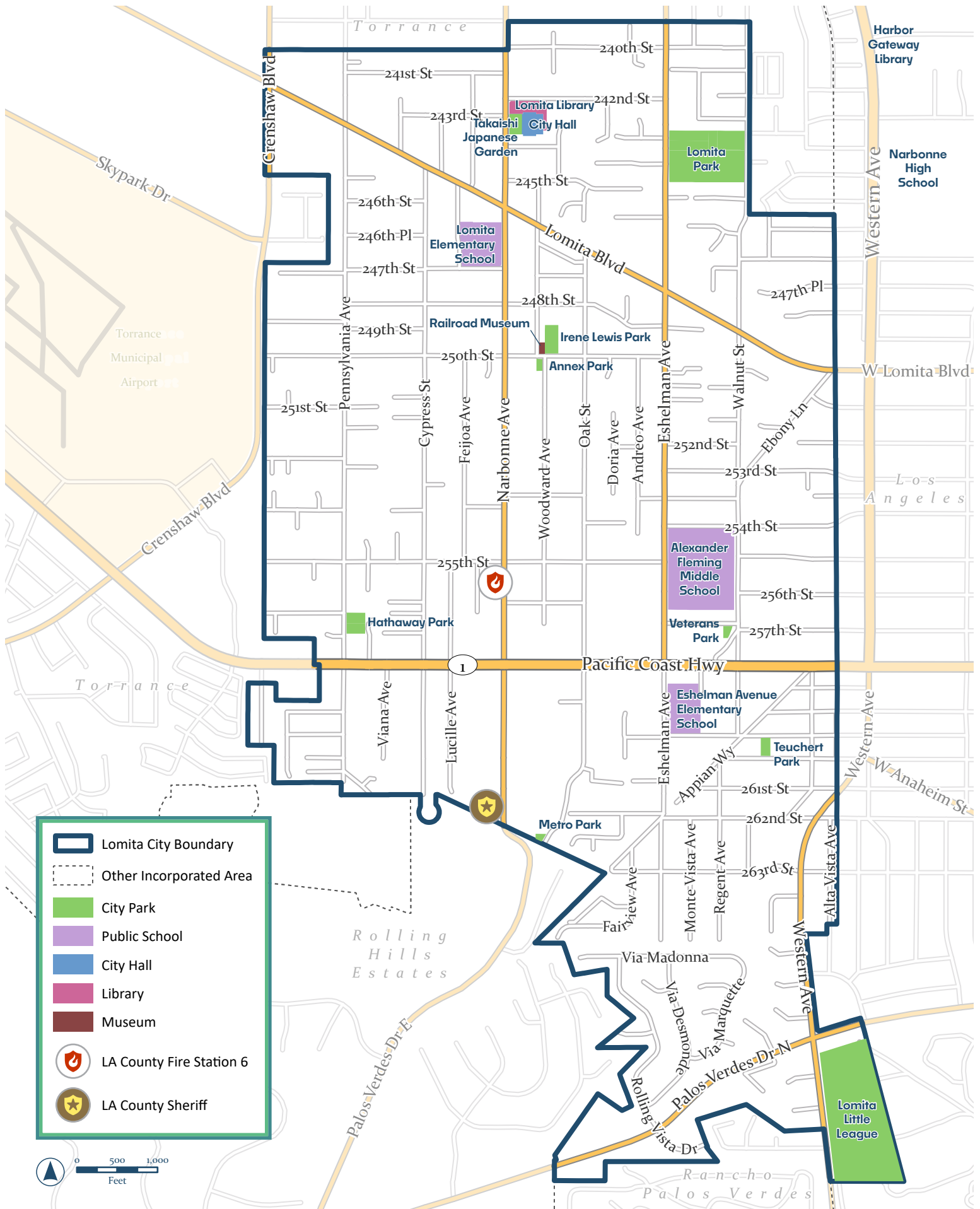


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**Figure 4.13-1. Community Facilities**



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## 4.14 TRANSPORTATION

### 4.14.1 PURPOSE

This section describes the existing physical and operational conditions for the transportation system and provides an analysis of potential impacts to the transportation system associated with adoption and implementation of the General Plan Update. The impact analysis examines the roadway, transit, bicycle, and pedestrian components of the city's transportation system. This section is based on the *Lomita General Plan CEQA Transportation Analysis*, prepared by Kittelson & Associates, Inc., dated April 3, 2024, and included as Appendix F, *Transportation Impact Analysis*.

Under Senate Bill 743, as of July 1, 2020, local agencies may no longer rely on roadway/intersection delay and capacity-based analyses for CEQA purposes, but rather, agencies must analyze transportation impacts utilizing vehicle miles travelled ("VMT"), which measures the number of vehicle trips generated by a project and their average distance of travel to and from a project. These are calculated and assessed as rates (e.g., per capita for residential projects or per employee for commercial projects). This is a change from the prior method of analyzing transportation impacts, which measured travel time delay at intersections and roadway segments, assessed with a Level-of-Service ("LOS") grade from LOS A to LOS F. Travel delay as measured by LOS is no longer a CEQA-related topic and is not discussed in this EIR.

One comment was received during the Notice of Preparation ("NOP") NOP comment period regarding transportation. The comment was received from the California Department of Transportation ("Caltrans"), District 7 Office. The Caltrans comment recommends that the Draft EIR include the Transportation section with VMT analysis. The comment letter states that Caltrans encourages the Lead Agency to consider any reduction in vehicle speeds to benefit pedestrian and bicycle safety and to include elements of the City of Lomita Bicycle and Pedestrian Master Plan. The comment letter also includes recommendations to encourage pedestrian mobility. The comment letter reminds the Lead Agency that any transportation of heavy construction equipment and/or materials that require the use of oversized transport vehicles on California State Highways require a Caltrans transportation permit. The comment continues to give recommendations for reducing the impact of construction traffic. This section addresses the environmental issues raised during the NOP comment period.

### 4.14.2 ENVIRONMENTAL SETTING

#### EXISTING ROADWAY NETWORK

##### Local Roadways

Street design, connectivity, and the overall built environment influence transportation choices and quality of life. A network of core regional streets, including Pacific Coast Highway, Lomita Boulevard, Palos Verdes Drive, Western Drive and Crenshaw Boulevard, plus several smaller connecting streets that provide local connectivity, support the City of Lomita. Key streets within the city are discussed below.

**Pacific Coast Highway** is a facility under Caltrans' jurisdiction and serves as a significant east-west roadway that traverses through the central part of the city. Classified as a principal arterial in the City's Circulation



Element, within Lomita, Pacific Coast Highway is a six-lane corridor (with three lanes in each direction), with a two-way left-turn lane and no on-street parking. Pacific Coast Highway features multiple intersections with pedestrian signal heads and crosswalks, facilitating pedestrian crossings. Additionally, there are sidewalks available on both sides of the roadway. The surrounding land context is primarily commercial, and the corridor provides direct access to neighboring cities on the east and west sides, as well as the 110 Freeway. In addition, Pacific Coast Highway acts as a major transit corridor, serving transit riders via Los Angeles County Metropolitan Transportation Agency (“LA Metro”) Line 232, as well as via Los Angeles Department of Transportation (“LADOT”) Line 448 (“Commuter Express”), and parts of Torrance Transit lines. The posted speed limit is 55 miles per hour.

**Lomita Boulevard** is a classified principal arterial crossing the city in the east-west direction. This roadway accommodates a variety of uses, including commercial and mixed-use areas. It features two main lanes on each side along with a two-way left turn lane or physical medians in the middle. On-street parking spaces are available along most parts of this roadway. At signalized intersections along Lomita Boulevard, pedestrian crosswalks and pedestrian signal heads are provided. At the main intersection of Downtown Lomita (Lomita Boulevard at Narbonne Avenue), there are non-traversable medians.

**Palos Verdes Drive North** is an east-west roadway classified as a principal arterial with three lanes in each direction, divided with a wide, landscaped, and raised median. Intermittent sidewalks are provided on both sides of the street, and on-street parking is available in a few segments. Within city limits, Palos Verdes Drive North is adjacent to commercial, residential, open space, and public-owned lands.

**Western Avenue** is a classified principal arterial that runs north-south, along the eastern boundary of Lomita. While not fully within Lomita city limits, Western Avenue is one of the main north-south roadways connecting travelers to destinations both within the city and in neighboring areas. It primarily includes two travel lanes in each direction with non-traversable medians and left-turn lanes at intersections. On-street parking is available throughout the corridor. Within city boundaries, Western Avenue is adjacent to commercial and residential uses.

**Crenshaw Boulevard** runs close to the western boundary of the city, serving as a vital connection to the north, and is classified as a major highway within the city limits. While most sections of this roadway lie outside the boundaries of the City of Lomita, it plays a crucial role in the region’s transportation network. Crenshaw Boulevard features three main lanes in each direction, with some parts divided by center lanes and others by concrete barriers. On-street parking is not available on either side of the street. Crenshaw Boulevard traverses diverse areas, including industrial, residential, and commercial zones.

**Narbonne Avenue** is a classified minor arterial. As a major north-south corridor, it runs through the heart of the city, showcasing diverse segments along its length, including downtown Lomita. When heading from north to south, the initial segment features a narrower width with a planted median between 240<sup>th</sup> Street and 245<sup>th</sup> Street, along with a center lane for left-turns in some other parts, as well as diagonal on-street parking spaces. This segment has one through lane in each direction. The segment between Lomita Boulevard and Pacific Coast Highway comprises of one travel lane in each direction, accompanied by a center turn lane designated for left turns and two bike lanes on either side of the street. Additionally, parallel on-street parking spaces are available on both sides of the road. Finally, the segment south of Pacific Coast Highway until Lomita city limits consists of two main lanes in each direction, accompanied



by parallel on-street parking spaces on both sides of the roadway. Sidewalks are available throughout Narbonne Avenue.

**Collector:** Walnut Street, 250<sup>th</sup> Street, 255<sup>th</sup> Street, and 262<sup>nd</sup> Street, Pennsylvania Avenue, and Eshelman Avenue are the roadways classified as collector streets within Lomita.

## BICYCLE FACILITIES

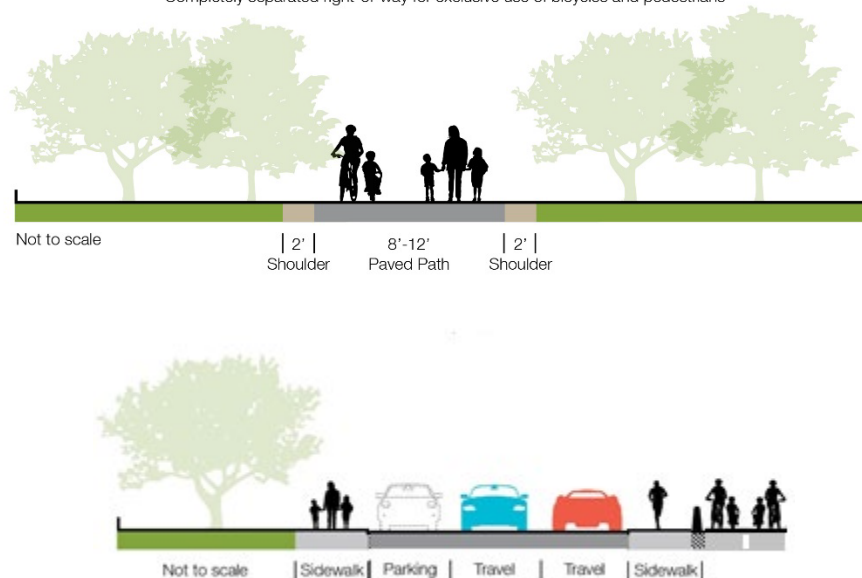
The City of Lomita offers several types of bike facilities such as bike lanes, an off-street trail, bicycle wayfinding/signage, and bicycle parking spaces.

Caltrans classifies and defines bicycle facilities, designating Classes I, II, III, and IV, as illustrated and described below. Note that while the graphics include typical widths for each facility type, the exact configuration can vary depending on location and the jurisdiction's preference. The bicycle facilities have been planned through several documents and plans, including the Lomita Bicycle and Pedestrian Master Plan (2018), the Los Angeles County Bicycle Master Plan (2012), and the LA Metro Bicycle Transportation Strategic Plan (2006).

- **Class I Bikeway (Bike Path).** Also known as a shared path or multi-use path, a bike path is a paved right-of-way for bicycle travel that is completely separate from any street or highway.

### SHARED-USE PATH (CLASS I)

Completely separated right-of-way for exclusive use of bicycles and pedestrians



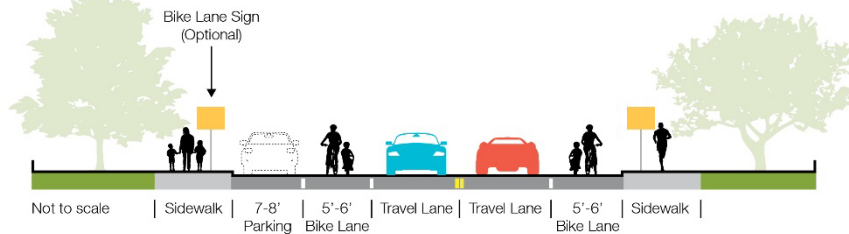
- **Class II Bikeway (Bike Lane).** A striped and stenciled lane for one-way bicycle travel on a street or highway. This facility could include a buffered (typically painted) space between the bike lane and the vehicle lane and the bike lane could be adjacent to on-street parking.





### BICYCLE LANE (CLASS II)

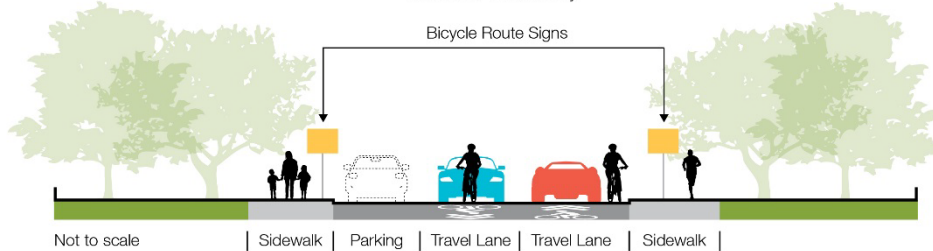
On-street striped lane for one-way bike travel



- **Class III Bikeway (Bike Route).** A signed route along a street where the bicyclist shares the right-of-way with motor vehicles. This facility can also be designated using a shared-lane marking (sharrow).

### BICYCLE ROUTE (CLASS III)

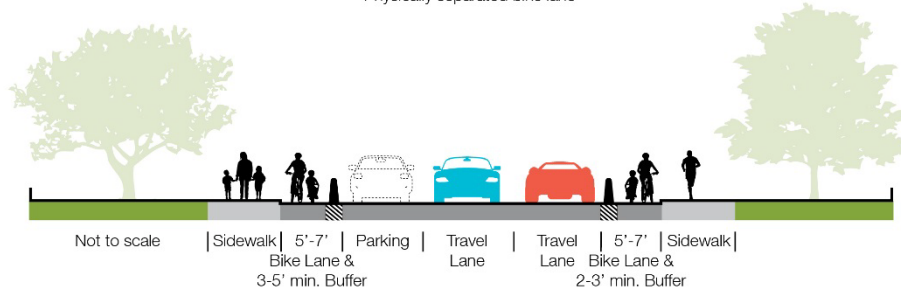
Shared on-street facility



- **Class IV Bikeway (Separated Bike Lane).** A bikeway for the exclusive use of bicycles including a separation required between the separated bikeway and the through vehicular traffic. The separation may include, but is not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking.

### CYCLE TRACK/SEPARATED BIKEWAY (CLASS IV)

Physically separated bike lane



The existing bike network in Lomita includes a Class I bike/multiuse path on Palos Verdes Drive. Additionally, Class II bike lanes can be found on Eshelman and Narbonne Avenues, as well as certain segments of Walnut Street. There are also plans to extend the Class II bike lanes to Pacific Coast Highway and Lomita Boulevard. Furthermore, signed bicycle routes are available on sections of Narbonne Avenue, Pacific Coast Highway, 242<sup>nd</sup> Street, 245<sup>th</sup> Street, 250<sup>th</sup> Street, 255<sup>th</sup> Street, and 262<sup>nd</sup> Street. There are



currently no Class IV separated bikeways within the city, but there are proposals to introduce the design on Western Avenue and West Anaheim Street.

The existing bike network spans a total of approximately 5.7 miles. Within this, the Class I bike/multiuse path covers 0.7 mile, Class II bike lanes span 2.5 miles, and Class III bike routes extend over 2.5 miles. Figure 4.14-1, *Existing and Planned Bicycle Facilities*, shows the share of the existing and planned bike network by facility type. As Figure 4.14-1 shows, most existing bike facilities within Lomita are Class II and Class III.

Eshelman Avenue serves three schools and Lomita Park. Although bicycle lanes are provided, the roadway is uncomfortable for most road users due to its narrow width in combination with the on-street parking lane. Additionally, Narbonne Avenue south of 255<sup>th</sup> Street is the highest-stress segment due to the 35-mile per hour (“mph”) speed limit and its four travel lanes.

## PEDESTRIAN FACILITIES

Sidewalks are provided on the majority of roadways in Lomita. With 57 miles of sidewalks, most of the sidewalk gaps (8.4 miles total) are along residential streets. Pedestrian access to local public and private schools consists of sidewalks that are at least six feet wide. Throughout Lomita, all signalized intersections along arterials provide marked crosswalks for pedestrians.

## TRANSIT SERVICE

Transit service in Lomita is primarily provided by LA Metro, LA DOT, GTrans, Torrance Transit System, and Palos Verdes Peninsula Transit Authority (“PVPTA”), as described below. Each agency operates fixed-route bus service throughout Lomita.

- **LA Metro** provides bus, light rail, and heavy rail service for travel within Los Angeles County. LA Metro currently offers bus service throughout Lomita. LA Metro’s transit stops are often shared stops with the LA DOT and Palos Verdes Orange Route. Three major shared transit corridors between different transit service providers are parts of Pacific Coast Highway, Western Avenue, and Palos Verdes Drive.
- **Los Angeles Department of Transportation (LADOT)** provides transit service routes in the Los Angeles area, including commuter express buses and DASH buses. Commuter Express makes a limited number of stops, making travel times as short as possible.
- **GTrans**, formerly known as Gardena Municipal Bus Lines, provides public transportation services in the South Bay region along established bus routes.
- **Torrance Transit System** is a municipal transportation agency that serves the public in the South Bay region of Los Angeles County. It consists of 12 fixed bus routes.
- **Palos Verdes Peninsula Transit Authority** is the primary provider of transit on the Palos Verdes Peninsula, including Rancho Palos Verdes, Palos Verdes Estates, Rolling Hills, Rolling Hills Estates, and Lomita. It consists of ten fixed-routes.

Table 4.14-2, *Transit Service in Lomita*, shows the route name and description for transit routes provided within Lomita.



**Table 4.14-2**  
**Transit Service in Lomita**

Route	Route Type	Provider	Description
2	Local	GTrans	GTrans Line 2 circles Western, Imperial Highway, Vermont, Normandie, and Pacific Coast Highway
5	Local	Torrance Transit	Torrance Airport – El Camino College via Narbonne Avenue and Pacific Coast Highway
9	Local	Torrance Transit	Torrance – Wilmington via Lomita Boulevard
10	Local	Torrance Transit	Torrance – Downtown Inglewood Station via Crenshaw Boulevard
205	Local	LA Metro	Willbrook. Rosa Parks to Wilmington Avenue, Vermont Avenue, Pacific Coast Highway, Western Avenue, 7th Street
232	Local	LA Metro	El Segundo to Wilmington via Pacific Coast Highway and Anaheim Street
448	Express	LADOT	Rancho Palos Verdes to Downtown Los Angeles via Pacific Coast Highway
Orange	Local	Palos Verdes Peninsula Transit Authority	Western Avenue, Palos Verdes Drive North, Palos Verdes Drive South
Green	Local	Palos Verdes Peninsula Transit Authority	Western Avenue, Palos Verdes Drive North, Rolling Hills Road, Crenshaw
Notes: Local service refers to normal service with several stops, while commuter express service makes a limited number of stops, making the travel times as short as possible. Source: <i>Lomita General Plan CEQA Transportation Analysis</i> , prepared by Kittelson & Associates, Inc., dated April 3, 2024.			

## FREIGHT AND GOODS MOVEMENT

Freight and goods movement go through the major routes in the city's network. As illustrated in [Figure 4.14-2, \*Existing Truck Routes\*](#), trucks move along Lomita Boulevard, Crenshaw Boulevard, Western Avenue, Narbonne Avenue, and Pacific Coast Highway.

The Surface Transportation Assistance Act ("STAA") of 1982 defines a network of state facilities as truck routes which accommodate large trucks. Pacific Coast Highway, which runs through Lomita, is a STAA-designated truck route. Lomita's Municipal Code Section 8-1.17 also designates Lomita Boulevard, Narbonne Avenue, and Western Avenue as truck routes. Changes to the truck route network are subject to public hearings and consideration by the Public Safety and Traffic Commission and City Council prior to their adoption. [Table 4.14-3, \*Existing Truck Routes\*](#), describes these routes, as also displayed in [Figure 4.14-2](#).



**Table 4.14-3**  
**Existing Truck Routes**

On Road	From Road	To Road	Direction of Travel
<b>Lomita Boulevard</b>	Crenshaw Boulevard	Western Avenue	E/W
<b>Crenshaw Boulevard</b>	North of Lomita Boulevard	South of 250 <sup>th</sup> Street	N/S
<b>Western Avenue</b>	South of 259 <sup>th</sup> Street	South of Palos Verdes Drive North	N/S
<b>Narbonne Avenue</b>	Lomita Boulevard	South of 263 <sup>rd</sup> Street	N/S
<b>Pacific Coast Hwy</b>	West of Pennsylvania Avenue	West of Western Avenue	E/W
Source: De Novo Planning, <i>City of Lomita General Plan Existing Conditions Report</i> , 2023.			

## EXISTING VEHICLE MILES TRAVELED

Table 4.14-4, *Existing Conditions (2023) VMT*, shows the existing VMT levels in Lomita and the existing Los Angeles Countywide average VMT per capita and VMT per employee. Two types of VMT were determined:

- VMT per Capita: This calculation represents the VMT for all home-based trips that originate within an area, divided by the area's resident population.
- VMT per Employee: This calculation represents the VMT for all work-based trips that originate or end within an area, divided by that area's employee population.

As shown in Table 4.14-4, the City's existing VMT per capita is less than one percent below the County average and the City's existing VMT per employee is approximately 2.7 percent below the County average.

**Table 4.14-4**  
**Existing Conditions (2023) VMT**

Units	Los Angeles County 2023 Existing Conditions	Lomita 2023 Existing Conditions
VMT per Capita	12.49	12.38
VMT per Employee	17.37	16.90
Source: Source: <i>Lomita General Plan CEQA Transportation Analysis</i> , prepared by Kittelson & Associates, Inc., dated April 3, 2024.		

## 4.14.3 REGULATORY SETTING

### FEDERAL

#### Americans With Disabilities Act

The Americans with Disabilities Act of 1990 ("ADA") provides comprehensive rights and protections to individuals with disabilities. The goal of the ADA is to assure equality of opportunity, full participation,



independent living, and economic self-sufficiency. To implement this goal, the United States Access Board has created accessibility guidelines for public rights-of-way. The guidelines address various issues, including roadway design practices, slope and terrain issues, pedestrian access to streets, sidewalks, curb ramps, street furnishings, pedestrian signals, parking, and other components of public rights-of-way.

The City of Lomita is committed to ensure that people with disabilities have access to City programs, services, activities, and facilities. In all of its services, programs, events, activities, facilities, and public meetings, the City strives to eliminate any barriers that prohibit people with disabilities from full access to facilities.

#### Federal Highway Administration

The Federal Highway Administration (“FHWA”) is a federal agency that focuses on national highway programs. FHWA administers and manages federal highway programs and establishes national standards. The FHWA publishes the Manual on Uniform Traffic Control Devices (“MUTCD”) which specifies the standards for street markings, traffic signals, and street signs in the United States. Caltrans developed the 2014 California MUTCD (Rev. 6) based on the FHWA MUTCD.

#### STATE

#### California Department of Transportation

Caltrans is the primary State agency responsible for transportation issues. One of its duties is the construction and maintenance of the State highway system. Caltrans has established standards for roadway traffic flow and developed procedures to determine if State-controlled facilities require improvements. Caltrans approves the planning, design, and construction of improvements for all State-controlled facilities, including State Route (“SR”) 1 (Pacific Coast Highway) and SR 213 (Western Avenue) within the city. Freeway segments, freeway ramps and intersections associated with freeway on- and off-ramps fall under Caltrans jurisdiction.

Caltrans has developed procedures to determine if State-controlled facilities require improvements. For projects that may physically affect facilities under its administration, Caltrans requires encroachment permits before undertaking any construction work. For projects that would not physically affect facilities but may influence traffic flow and operational deficiencies at such facilities, Caltrans may recommend measures to address adverse effects from traffic caused by such projects. Caltrans also prepares comprehensive planning documents, including Corridor System Management Plans and Transportation Concept Reports, which are long-range planning documents that establish a planning concept for State facilities.

Caltrans updated its guidance in 2020 to include metrics to evaluate transportation impacts based on VMT and no longer sets a minimum acceptable LOS for its facilities. Based on the Caltrans *Vehicle Miles Traveled-Focused Transportation Impact Study Guide*, Caltrans has transitioned from LOS performance standards to VMT to identify significant impacts.

“For land use projects and plans, automobile delay is no longer considered a significant impact on the environment under CEQA (SB 743, 2013). Caltrans review of land use projects and plans is focused on a VMT metric, consistent with changes to the CEQA Guidelines (California Code of



Regulations Section 15064.3(b)(1)). This VMT-focused TISG provides a foundation for review of how lead agencies apply the VMT metric to CEQA project analysis.

Beyond or in addition to the use of the VMT metric, determining how the State Highway System may otherwise be affected by a land use project may still be necessary at times, particularly as it relates to the safety of the traveling public. Additional future guidance will include the basis for requesting transportation impact analysis that is not based on VMT. This guidance will include a simplified safety analysis approach that reduces risks to all road users and focuses on multi-modal conflict analysis as well as access management issues. With this guidance the [California Department of Transportation] Department will transition away from requesting LOS or other vehicle operations analyses of land use projects.”

Additionally, the following Caltrans procedures and directives are relevant to transportation improvements in the city:

- Traffic Safety Bulletin 20-02-R1 (Interim Local Development Intergovernmental Review Safety Review Practitioners Guide) provides instructions to Caltrans staff, lead agencies, developers, and consultants conducting safety reviews for proposed land use projects and plans affecting the State highway system. This guidance establishes the safety impact review expectations for Caltrans and lead agencies to comply with CEQA. This guidance is part of the shift away from using LOS or other similar metrics to assess transportation impacts.
- The Caltrans Project Development Procedures Manual outlines pertinent statutory requirements, planning policies, and implementing procedures regarding transportation facilities. It is continually and incrementally updated to reflect changes in policy and procedures. For example, the most recent revision incorporates the Complete Streets policy from Deputy Directive 64-R1, which is detailed below.
  - Caltrans Deputy Directive 64 (2001) requires Caltrans to consider the needs of non-motorized travelers, including pedestrians, bicyclists, and persons with disabilities, in all programming, planning, maintenance, construction, operations, and project development activities and products. This includes incorporation of the best available standards in all of the Department’s practices.
  - Caltrans Deputy Directive 64-R1 (2014) requires Caltrans to provide for the needs of travelers of all ages and abilities in all planning, programming, design, construction, operations, and maintenance activities and products on the State highway system. Caltrans supports bicycle, pedestrian, and transit travel with a focus on “complete streets” that begins early in system planning and continues through project construction and maintenance and operations.
- Caltrans Director’s Policy 22 (2001) establishes support for balancing transportation needs with community goals. Caltrans seeks to involve and integrate community goals in the planning, design, construction, and maintenance and operations processes, including accommodating the needs of bicyclists and pedestrians.



- Caltrans, as a responsible agency under CEQA, is available for early consultation on a project to provide guidance on applicable transportation analysis methodologies or other transportation related issues and is responsible for reviewing the traffic impact study for errors and omissions pertaining to the state highway facilities.

#### Assembly Bill 32, Senate Bill 32, and Senate Bill 375

Assembly Bill (“AB”) 32, also known as the Global Warming Solutions Act of 2006, committed California to reducing greenhouse gas (“GHG”) emissions to 1990 levels by 2020. In 2016, Senate Bill (“SB”) 32 added a new target: reducing statewide emissions to 40 percent below 1990 levels by 2030.

The California Air Resources Board (“CARB”) adopted its first *Climate Change Scoping Plan* (“Scoping Plan”) in 2008, which functions as a roadmap of CARB’s plans to achieve GHG reductions in California required by AB 32 through subsequently enacted regulations. Updates to the Scoping Plan occurred in 2013, 2017, and 2022. Adopted by the CARB on December 15, 2022, the 2022 Scoping Plan Update assesses progress towards the SB 32 GHG reduction target of at least 40 percent below 1990 emissions by 2030, while laying out a path to achieving carbon neutrality no later than 2045 and a reduction in anthropogenic emissions by 85 percent below 1990 levels.

SB 375 provides guidance for curbing emissions from cars and light trucks to help California comply with AB 32. There are five major components to SB 375:

- CARB will guide the adoption of GHG emission targets to be met by each Metropolitan Planning Organization (“MPO”) in the State.
- MPOs are required to create a Sustainable Communities Strategy (“SCS”) that provides a plan for meeting these regional targets. The SCS must be consistent with the Regional Transportation Plan (“RTP”).
- Regional housing elements and transportation plans must be synchronized on eight-year schedules. Also, the SCS and Regional Housing Needs Assessment (“RHNA”) must be consistent with each other.
- CEQA is streamlined for preferred development types such as mixed-use projects and transit-oriented developments (“TODs”) if they meet specific requirements.
- MPOs must use transportation and air emission modeling methodologies consistent with California Transportation Commission (“CTC”) guidelines.

#### California Complete Streets Act of 2008 (AB 1358)

Originally passed in 2008, California’s Complete Streets Act took effect in 2011 and requires local jurisdictions to plan for land use transportation policies that reflect a “complete streets” approach to mobility. “Complete streets” comprises a suite of policies and street design guidelines which provide for the needs of all road users, including pedestrians, bicyclists, transit operators and riders, children, the elderly, and the disabled. From 2011 onward, any local jurisdiction—county or city—that undertakes a substantive update of the circulation element of its general plan must consider “complete streets” and incorporate corresponding policies and programs. In 2010, the California Governor’s Office of Planning and Research (“OPR”) released guidelines for compliance with this legislation which provide direction on





how circulation elements can best plan for a variety of travel modes such as transit, walking, bicycling, and freight.

#### Senate Bill 743

Signed into law on September 27, 2013, SB 743 fundamentally changed transportation impact analysis as part of CEQA compliance, transitioning from LOS-based metrics to those associated with VMT. In its *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December 2018), OPR provides recommendations for areas to implement SB 743-compliant transportation analyses. For land use and transportation projects, SB 743-compliant CEQA analysis became mandatory on July 1, 2020. Note that cities and counties still can use metrics such as LOS for other plans, studies, or network monitoring. However, LOS and similar metrics cannot constitute the sole basis for CEQA impacts.

CEQA Guidelines Section 15064.3 describes how transportation impacts are to be analyzed under SB 743. It states that in general transportation impacts are best measured by evaluating the project's vehicle miles traveled. For land use projects, VMT exceeding an applicable threshold of significance may indicate a significant impact (OPR 2017).

The City has not yet adopted VMT criteria to evaluate transportation impacts under CEQA. This analysis utilizes the OPR Technical Advisory for the traffic impact analysis guidelines. The Technical Advisory serves as a tool for the City to evaluate the effects a development will have on the City's transportation infrastructure, identify improvements required to maintain LOS standards and address CEQA Guidelines Appendix G, Section XV (Transportation/Traffic).

#### Assembly Bill 417

In October 2013, AB 417 created a statutory CEQA exemption for bicycle plans in urbanized areas. Before the passage of this bill, cities and counties that prepared bicycle plans were required to carry out a CEQA review. AB 417 exempts the following types of bicycle projects in an urbanized area:

- Restriping of streets and highways;
- Bicycle parking and storage;
- Signal timing to improve intersection operations; and
- Signage for bicycles, pedestrians, and vehicles.

However, not all bicycle plans are exempt if certain conditions are met (e.g., a new Class I bicycle trail through a sensitive natural area).

## LOCAL

#### Southern California Association of Governments

Southern California Association of Governments ("SCAG") is a federally designated MPO and consists of six counties and 191 cities. SCAG develops long-range regional transportation plans including sustainable communities' strategies and growth forecast components, regional transportation improvement programs, regional housing needs allocations, and a portion of the South Coast Air Quality Management Plans.



On May 7, 2020, SCAG's Regional Council adopted Connect SoCal, the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy ("RTP/SCS"), which is an update of the previous 2016 RTP/SCS. The plan is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. Connect SoCal outlines more than \$638 billion in transportation system investments in the region through 2045, and charts a path toward a more mobile, sustainable, and prosperous region. The 2020-2045 RTP/SCS describes how the region can attain the GHG emission-reduction targets set by CARB by achieving a 19 percent reduction by 2035 compared to the 2005 level. Although the focus of the 2020-2045 RTP/SCS is on GHG emission-reduction, compliance with and implementation of 2020-2045 RTP/SCS policies and strategies would also have co-benefits of reducing per capita criteria air pollutant and TAC emissions associated with reduced per capita VMT. Improved air quality with implementation of the 2020-2045 RTP/SCS policies would decrease reactive organic gases ("ROG") (i.e., volatile organic compounds [VOCs]), carbon monoxide ("CO"), oxides of nitrogen ("NOx"), and particulate matter less than 2.5 microns ("PM<sub>2.5</sub>").

SCAG's 2020-2045 RTP/SCS builds on the land use policies that were incorporated into the 2016 RTP/SCS and provides specific strategies for successful implementation. These strategies include implementing the Sustainable Communities Program ("SCP") – Housing and Sustainable Development ("HSD"), which will both accelerate housing production as well as enable implementation of the Sustainable Communities Strategy of Connect SoCal; encouraging use of active transportation, or human powered transportation such as bicycles, tricycles, wheelchairs, electric wheelchairs/scooters, skates, and skateboards; and supporting alternative fueled vehicles. The 2020-2045 RTP/SCS overall land use pattern reinforces the trend of focusing new housing and employment in infill areas well served by transit.

In addition, the 2020-2045 RTP/SCS includes goals and strategies to promote active transportation and improve transportation demand management ("TDM"). The 2020-2045 RTP/SCS strategies support local planning and projects that serve short trips, increase access to transit, expand understanding and consideration of public health in the development of local plans and projects, and support improvements in sidewalk quality, local bike networks, and neighborhood mobility areas. The 2020-2045 RTP/SCS proposes to better align active transportation investments with land use and transportation strategies, increase competitiveness of local agencies for federal and State funding, and to expand the potential for all people to use active transportation.

SCAG also develops and maintains the regional travel demand model. Several local and county agencies have developed subregional travel demand models based on the SCAG model.

SCAG adopted Connect SoCal 2024 since issuance of the Project's Notice of Preparation ("NOP") and initiation of the analysis presented in this EIR. Connect SoCal 2024 carries forward policy direction established in Connect SoCal 2020, as well as more recent Regional Council actions that address emerging issues facing the region. Connect SoCal 2024 outlines a vision for a more resilient and equitable future, with investment, policies and strategies for achieving the region's shared goals through 2050. As with the previous RTP/SCS, Connect SoCal 2024 is a long-term plan for the southern California region that details investment in the transportation system and development in communities. SCAG worked closely with local jurisdictions to develop Connect SoCal 2024, which incorporates current demographics and



anticipated future population, household, and employment growth patterns based, in part, upon local growth forecasts, projects and programs, and includes complementary regional policies and initiatives. The Plan outlines a forecasted development pattern that demonstrates how the region can sustainably accommodate needed housing. In addition, Connect SoCal is supported by a combination of transportation and land use strategies that outline how the region can achieve California's GHG-emission-reduction goals and federal Clean Air Act requirements.

Connect SoCal 2024 provides Regional Planning Policies to provide guidance for integrating land use and transportation planning to realize the vision of Connect SoCal. The policies are within the following categories:

- Mobility
- Communities
- Environment
- Economy

#### [Los Angeles County Metropolitan Transportation Authority](#)

LA Metro coordinates transportation planning efforts throughout Los Angeles County and programs local, regional, State, and federal funding for project implementation. Additionally, it prepares the Congestion Management Program ("CMP") to describe the strategies to address congestion problems on the CMP network, which includes State highways and principal arterials. The CMP Guidelines require analysis of the Metropolitan Transportation System ("MTS") roadway and transit system and uses LOS standards to measure congestion and to determine how local governments meet CMP standards.

LA Metro adopted a 2020 Long-Range Transportation Plan (2020 LRTP) in September 2020. The 2020 LRTP outlines what LA Metro is doing currently and what Metro must do for Los Angeles County over the next 30 years. The 2020 LRTP summarizes how LA Metro funds, plans, builds, manages, and maintains the region's transportation system — and how LA Metro partners to deliver projects and programs. Bolstered by four voter-approved sales tax measures since 1980, LA Metro has constructed roughly 130 miles of rail and bus rapid transit in the past 30 years.

The 2020 LRTP details how LA Metro will add more than 100 miles of rail over the next 30 years. Beyond transit, Metro intends to invest in arterial and freeway projects to reduce congestion, such as the I-105 Express Lanes from I-405 to I-605 project. LA Metro also plans to add more bicycle and pedestrian projects.

LA Metro has several countywide planning efforts that outline regional networks and provide guidance on best practices. These plans include the Countywide Multimodal Arterial Plan, the Countywide Goods Movement Plan, the Countywide Transit Plan, the Active Transportation Strategic Plan, and the First Last Mile Strategic Plan.

Furthermore, LA Metro provides bus services to Lomita. In 2018, LA Metro completed the Supplemental Alternatives Analysis ("SAA") for the C Line ("Green Line") Extension to Torrance Project, which will extend the light rail line from the existing Redondo Beach Marine Station to the proposed Regional Transit Center ("RTC") in Torrance. The proposed RTC will be within four miles of Lomita.



### South Bay Cities Council of Governments

The South Bay Cities Council of Governments (“SBCCOG”) is a joint powers authority government agency of 16 cities and Los Angeles County. SBCCOG developed the Local Travel Network (“LTN”) to support the growing local use of “micromobility” and the use of zero-emission, slow speed vehicles. Such devices include neighborhood electric vehicles (“NEVs”)—which appear similar to golf carts, e-bikes, non-motorized pedal bikes, e-scooters, e-bikes and other “novelty” zero-emission, slow speed mobility devices such as one-wheels (electric skateboards).

In May 2021, the SBCCOG board passed a resolution that directed the SBCCOG to begin implementation of the 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:

- Phase 1: El Segundo, Manhattan Beach, Hermosa Beach, and Redondo Beach; and
- Phase 2: Hawthorne, Lomita, Gardena, Inglewood, Carson, Lomita, Torrance, areas of unincorporated Los Angeles County, as well as the City of Los Angeles communities of Wilmington, Harbor City, and San Pedro.

The implementation of the LTN will continue into the foreseeable future.

### South Bay Bicycle Master Plan

The South Bay Bicycle Master Plan sets forth guidelines and policies to improve regional biking conditions. It prioritizes regional connectivity, new bicyclist encouragement programs, active transportation support, and improved road safety. While Lomita is not included in this plan, proposed bike facilities in the adjacent City of Torrance will provide more bike connections to Lomita.

### City of Lomita Bicycle and Pedestrian Master Plan

The City of Lomita’s Bicycle and Pedestrian Master Plan (“BPMP”), prepared in January 2018, introduces policies and projects to ensure safe, comfortable, and convenient active transportation options for residents and visitors. The BPMP sets forth context-sensitive recommendations to create a comprehensive active transportation network that enhances public space for walking and bicycling.

*Vision – “The City of Lomita envisions a future where individuals, whether 8 years old or 80, are served by a comprehensive, integrated transportation network providing safe, comfortable, and convenient access and mobility along and across streets throughout the city.”*

Four goals guided the BPMP development and supported the selection of highest priority projects:

- Implementation Ready;
- Connectivity;
- Improve Safety; and
- Support Active Transportation.

The BPMP recommended pedestrian and bicycle projects to develop an active transportation network and facilities that are safe and comfortable for people of all ages and abilities, and to meet the goals of the community. The proposed bicycle facilities are shown in Figure 4.14-1.



#### Lomita Complete Streets Policy

In March 2017, Lomita City Council unanimously adopted a Complete Streets Policy, which will allow the city to compete for Capital Grant Funds from LA Metro. LA Metro is responsible for allocating discretionary federal, State, and local transportation funds for use around the region and for many types of transportation improvement projects.

#### Lomita Capital Improvement Program

Lomita's Public Works Department plans, designs, and implements capital projects to improve and preserve community assets. The City's Capital Improvement Program outlines the City's planned capital and infrastructure improvements. The program covers street, concrete, traffic (including sidewalk and curb and gutter), parks, and City facility improvements.

#### City of Lomita Traffic Study Guidelines

Lomita established a procedure for the preparation of traffic studies to ensure consistency of analysis and adequacy of information for the City's decision-makers and for utilization during preparation of traffic studies. In general, any project requiring discretionary action (e.g., conditional use permit, site plan review, tentative map, etc.) should conduct a traffic study, if the project size exceeds the minimum criteria established within the Guidelines.

#### City of Lomita Traffic Calming Toolkit

The City of Lomita's Traffic Calming Toolkit provides a succinct yet comprehensive toolkit of solutions that the City can use to respond to requests concerning speeds, cut-through traffic, and other perceived localized traffic issues. The toolkit provides realistic and flexible solutions that are context-appropriate and improve quality of life for everyone using the City's streets.

#### Lomita Municipal Code

Municipal Code Section 8-1.17, *Truck routes*, establishes designated truck routes for the primary use of commercial truck traffic through the City of Lomita, specifically designated for use by licensed vehicles exceeding six-thousand-pound gross weight.

### 4.14.4 SIGNIFICANCE CRITERIA AND THRESHOLDS

CEQA Guidelines Appendix G contains the Initial Study Environmental Checklist, which includes questions related to transportation. A significant transportation impact would occur if the Project would:

- Conflict with an applicable plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities (refer to Impact Statement TR-1);
- Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b) (refer to Impact Statement TR-2);
- Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) (refer to Impact Statement TR-3); and/or
- Result in inadequate emergency access (refer to Impact Statement TR-4).



## VEHICLE MILES TRAVELED THRESHOLDS

As previously discussed, the City has not adopted VMT thresholds and has not published guidelines for the preparation of transportation studies. Under CEQA, lead agencies have the discretion to choose the most appropriate methodology to evaluate VMT and have discretion to choose their own significance thresholds. OPR provided a Technical Advisory containing guidelines related to VMT analysis methodology, thresholds, and mitigation. In MPO counties, OPR recommends that the significance threshold for residential and office projects be based on comparisons of VMT per capita and VMT per employee generated by the project to regional and city-wide average values. Lead agencies are encouraged in CEQA Guidelines Section 15064.7 to adopt significance thresholds through a formal adoption process but may also apply thresholds on a case-by-case basis. Since the City has not yet officially adopted VMT thresholds and guidelines for the preparation of transportation studies, this analysis relies on guidance from the OPR technical advisory to evaluate CEQA guidelines for VMT.

OPR recommended thresholds for residential and office land uses as follows:

- Residential: A project exceeding a level of 15 percent below existing VMT per capita for the city or region may indicate a significant transportation impact.
- Office: A project exceeding a level of 15 percent below existing regional VMT per employee may indicate a significant transportation impact.

For typical land development projects, such as residential, office, and commercial spaces, the VMT comparison is normally relative to the existing year (e.g., 2023). Since the General Plan Update is anticipated to take multiple years to be implemented and developed, it is more appropriate to calculate Project-generated VMT under the long-term 2045 horizon year (which would be consistent with the anticipated implementation of the General Plan). Based on this approach, if the VMT per capita or VMT per employee is lower in the horizon year with the General Plan Update than the respective metrics under existing conditions, the General Plan Update would have a less than significant impact on VMT. In summary, the following VMT thresholds apply as project impacts:

- The General Plan Update's residential generated VMT under 2045 horizon year conditions would be compared to 15 percent below the baseline region-wide VMT per capita average to determine impact significance.
- The General Plan Update's office generated VMT under 2045 horizon year conditions would be compared to 15 percent below the baseline region-wide VMT per employee average to determine impact significance.

A cumulative impact consists of an impact which is created as a result of the combination of the Project with other projects causing related impacts. A plan/project has cumulatively considerable environmental effects (i.e., is significant) when the incremental effects of the plan/project are significant when viewed in connection with the effects of other projects, including probable future projects. According to OPR's Technical Advisory, a project that falls below an efficiency-based threshold (such as VMT per capita or VMT per employee) aligned with long-term environmental goals and relevant plans would have no cumulative impact distinct from the project impact. Accordingly, a finding of a less than significant project impact would imply a less than significant cumulative impact. A significant cumulative impact may also



occur if the project is not consistent with the RTP/SCS. In summary, a significant cumulative VMT impact would occur if Project thresholds are exceeded, or if the Project is determined to be inconsistent with the RTP/SCS.

#### Travel Demand Model

Existing (2023) VMT and future VMT were estimated using the SCAG travel demand model. Project VMT calculations were determined for the transportation analysis zones (“TAZs”) that most closely represent the study area including the city limits and sphere of influence.

The daily activity patterns in the travel model are based on a statistical analysis of a household travel survey, where a representative sample of households were asked to track all daily activities and trips by all members of their household. The travel model was calibrated to these surveyed travel patterns, and also validated by its ability to replicate counted traffic volumes, transit ridership, and total VMT from traffic count sources.

The version of the SCAG model used for VMT analysis in most communities in the SCAG region has a base year of 2012 and a forecast year of 2040. Calculations for the VMT for the Project were determined for the TAZs that most closely represent the study area including the city limits and sphere of influence.

#### Modeled Scenarios

The following scenarios were reviewed and developed to provide VMT and roadway segment forecasts:

- **2023 Existing Conditions:** corresponds to an interpolation between the SCAG model 2012 base year and the 2045 forecast conditions.
- **2045 Project:** corresponds to 2045 conditions with maximum development potential with the General Plan Update. Outside of the Lomita Planning Area, the forecasts use the 2040 SCAG RTP land use forecast.

### 4.14.5 IMPACTS AND MITIGATION MEASURES

**TR-1: Would the project conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?**

**Impact Analysis:**

#### CIRCULATION SYSTEM

No specific development projects are proposed as part of the Lomita General Plan Update. The update will accommodate future growth in the city, including new businesses, expansion of existing businesses, and new residential uses. New growth is anticipated to occur primarily along Pacific Coast Highway, Lomita Boulevard, Narbonne Avenue, and Palos Verdes Drive.

The Mobility Element developed as part of the General Plan Update contain goals, policies, and actions that support access to and performance of the circulation system. Specifically, proposed Mobility Element Goal M-1 promotes a safe and balanced circulation system for the Planning Area. Policy M-1.4 ensures that new developments in the city provide appropriate and feasible improvements to improve traffic flow





and roadway operations. Policy M-1.7 encourages the development of traffic calming strategies to slow traffic and promote safety. Action M-1b directs the City to continue to update and implement projects in Lomita's Capital Improvement Plan to maintain the roadway network. As a result, implementation of the General Plan Update would not conflict with applicable plans, policies, or ordinances related to vehicle circulation, and its impact on the city's circulation system is considered less than significant.

### **BICYCLE AND PEDESTRIAN CIRCULATION**

The proposed Mobility Element update references and incorporates the Lomita Bicycle and Pedestrian Master Plan, South Bay Bicycle Master Plan and the SBCCOG Local Travel Network, which include bicycling and walking improvements, and facilities that will improve non-motorized accessibility and connectivity throughout the city. The proposed Mobility Element includes new planned bike facilities on several key roadways including, but not limited to, Lomita Boulevard, Pennsylvania Avenue, Narbonne Avenue, Eshelman Avenue, Walnut Street, 250<sup>th</sup> Street, 255<sup>th</sup> Street and 262<sup>nd</sup> Street. The Project would also enhance the pedestrian experience by providing a more walkable and denser environment.

The Mobility Element developed as part of the General Plan Update contains goals, policies, and actions that support access to and the performance of bicycle and pedestrian facilities. Specifically, Mobility Element Policy M-3.1 requires the City to apply Complete Street principles, which are streets that are designed to provide safe travels for all modes of travel, to all transportation improvement projects. Policy M-3.2 encourages the City to link activity and employment centers, public facilities, and schools to transit and active transportation facilities. Policy M-6.3 directs the City to identify and eliminate gaps in sidewalks and bikeways to create a more complete active transportation network. Policy M-6.4 requires new developments in the city to provide bicycle and pedestrian facilities. Action M-6c directs the City to dedicate capital improvement funding for citywide projects for pedestrian facilities. The implementation of policies and actions contained in the General Plan Update would ensure that the Project would not conflict with a program plan, ordinance, or policy addressing bicycle facilities. Therefore, Project impacts would be less than significant.

### **PUBLIC TRANSIT SYSTEM**

The City does not have defined measures of effectiveness for public transit service and circulation. The proposed General Plan Update is expected to increase demand for travel via public transit given the proposed development and expected increase in residents and employees. This population and job growth within the city could increase the demand for public transit but also result in increased levels of vehicular traffic which could slow transit operations and impact transit reliability. The proposed Mobility Element developed as part of the General Plan Update includes policies to support and enhance transit service. Specifically, proposed Mobility Element Policy M-3.2 encourages the City to link activity and employment centers, public facilities, and schools to transit and active transportation facilities. Mobility Element Policy M-5.2 encourages the City to coordinate with local public transit providers to plan and improve local transit service and transit facilities. Policy M-5.3 requires that new developments construct transit facilities when appropriate. Action M-5c directs the City to explore intracity transit options. The implementation of policies and actions contained in the General Plan Update would ensure that the Project would not conflict with a program plan, ordinance, or policy addressing the public transit system. Therefore, the Project's impact is considered less than significant.



## Proposed General Plan Update Goals, Policies, and Actions:

### LAND USE ELEMENT

- Policy LU-1.1: Land Use Planning.** Promote a comprehensive approach to land use planning that is socially, economically, and environmentally sustainable; enhances community livability and public health; offers choices in housing, jobs, amenities, and transportation; reduces pollution, greenhouse gas emissions, and the expenditure of non-renewable resources; and provides opportunities for meaningful public engagement in land use decisions.
- Policy LU-1.2: Focused Growth.** Focus new higher density mixed-use development along major corridors and within key activity nodes to expand housing opportunity, preserve the character of existing single-family neighborhoods, promote active transportation options, and enhance economic vitality.
- Policy LU-1.3 Employment/Housing Balance.** Strive to balance levels of employment and housing within the community to provide more opportunities for residents to work locally, reduce commute times, and improve air quality.
- Policy LU-3.6 Active Streetscapes.** Create safe, inviting, and beautiful streetscapes that facilitate social interaction and improve active transportation along corridors.
- Policy LU-5.3: Active Transportation.** Promote land use patterns that facilitate active transportation to encourage healthy and active lifestyles, as well as improve overall physical health for residents.
- Action LU-5a** Create and maintain an inventory of the city's pedestrian facilities such as sidewalks, street crossings, lighting, shade trees, and benches, in order to improve pedestrian mobility in all areas of the city.

### MOBILITY ELEMENT

- Goal M-1 Local Circulation System.** A community served by a safe and balanced circulation system that meets the needs of all users.
- Policy M-1.1 Arterial Roadway Network.** Implement and maintain the roadway network based on the classifications mapped in Figure M-1.
- Policy M-1.4 Development-Related Traffic Impacts.** Impose conditions on new development to provide appropriate and feasible improvements to enhance and/or prevent any impediment to traffic flow, parking, ADA accessibility, and roadway operations.
- Policy M-1.7 Traffic Calming on Local Streets.** Use traffic calming strategies such as signage, speed radar feedback signs, curb extensions, and deflections, as recommended in the City's Traffic Calming Toolkit, to create a pedestrian-friendly circulation system and promote safety, while not reducing parking supply.



- Policy M-1.9**    **New Connections.** Explore new connections within the grid system, either non-vehicular or vehicular.
- Action M-1a**    As funding for studies becomes available, periodically review and assess the vehicular level of service along city facilities to determine what, if any, improvements are warranted to maintain a safe and efficient flow of traffic throughout Lomita. Based on a thorough review of facility operations and funding availability, improvements should be included in the City's Capital Improvement Plan and/or required as part of project approval through the development review process.
- Action M-1b**    Continue to update and implement projects in the City's Capital Improvement Plan to maintain and repair roadways, and construct and improve roadways to build out the roadway network to ensure adequate levels of service.
- Action M-1f**    Evaluate the applicability of traffic calming tools to minimize cut-through traffic on local streets, especially in residential areas and near schools, and implement improvements as necessary.
- Goal M-3**        **Complete Streets.** A community with a well-designed and built transportation network that is safe, accessible, comfortable, and convenient for all transportation modes and users
- Policy M-3.1**    **Complete Streets for Roadway Projects.** Apply complete streets principles to all transportation improvement projects (e.g., safety, intelligent transportation systems, pedestrian, bicycle, and transit facilities) to accommodate the needs of street users of all ages and abilities.
- Policy M-3.2**    **Multimodal Connectivity.** Link activity centers, employment centers, public facilities, and schools to transit and active transportation facilities.
- Policy M-3.3**    **Streetscape Improvements.** Require roadway, sidewalk, and median improvements that enhance the visual character of the roadway system and promote pedestrian and bicycle safety, including street lighting, wayfinding, street trees, and other nonvehicular infrastructure.
- Policy M-3.6**    **Safe Routes to School.** Provide infrastructure improvements, enforcement, and incentives to support Safe Routes to School programs and promote walking and bicycling to local schools.
- Action M-3a**    When planning roadway facilities, incorporate the concept of complete streets, while considering the land use and design context of the surrounding areas.
- Action M-3d**    Develop strategies and guidelines to set curb use priorities that consider the needs of through traffic, transit stops, bus turnouts, passenger drop-off/pick-up, deliveries, and short-term/long-term parking, especially along major corridors.
- Goal M-5**        **Transit.** A community connected to a comprehensive public transit system.
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- Policy M-5.1**     **Transit Use.** Support programs encouraging public transit use by people living in, working in, or visiting Lomita.
- Policy M-5.2**     **Improve Local Public Transit Service.** Work with Metro, Torrance Transit, and other local public transit providers to plan and improve local transit service and transit facilities, including bus stops, in the city.
- Policy M-5.3**     **Transit Facilities.** Require new developments to construct, when appropriate, transit facilities, including bus turn-outs, bus stop infrastructure, and route information signage.
- Action M-5a**     Continue on-going coordination with transit authorities toward the expansion of transit facilities.
- Action M-5b**     Work with transit providers to increase transit service frequency, speed, and reliability and increase ridership and to strengthen linkages and access to key destinations.
- Action M-5c**     Explore new intracity transit options such as a Lomita trolley to transport individuals between commercial areas, residential areas, and parks.
- Goal M-6**        **Active Transportation.** A community with a comprehensive network of pedestrian and bicycle facilities that encourages active transportation.
- Policy M-6.1**     **Bicycle and Pedestrian Master Plan.** Implement the Bicycle and Pedestrian Master Plan to provide active transportation facilities that can serve as an alternative to automobiles, including the Plan's facility recommendations as shown in Figure M-2.
- Policy M-6.2**     **Local Travel Network.** Coordinate with the South Bay Cities Council of Governments to promote local micromobility modes by implementing the Local Travel Network plan and supporting efforts to integrate the network with adjacent cities, as shown in Figure M-3.
- Policy M-6.3**     **Sidewalk and Bikeway Gaps.** Create a connected and complete active transportation network by identifying and eliminating gaps in sidewalks and bikeways, evaluating the adequacy of existing urban trails, and prioritizing sidewalk maintenance.
- Policy M-6.4**     **Bicycle/Pedestrian Facilities at New Developments.** Require new residential and non-residential developments in the city to provide safe and attractive bicycle and pedestrian facilities, such as secure bicycle parking, pedestrian-scale lighting, street furniture, landscaping, and other improvements.
- Action M-6a**     As part of development review and specific plans, require land development projects to provide connectivity and accessibility to a mix of uses such as schools, parks, work, and shopping destinations that meet residents' daily needs including secure parking and safety measures.
- Action M-6b**     Review and update the City's Municipal Code, as necessary, to consider bicycle and pedestrian access as part of the site plan review for new development projects.
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- Action M-6c** Dedicate capital improvement funding for citywide projects including pedestrian refuge islands, raised crosswalks, or other relevant crosswalk enhancements as they become available.
- Action M-6d** Require that all roadway resurfacing projects and land development projects with impacts to roadways be subject to a review process that considers lane reconfiguration and other opportunities to improve the bicycle and pedestrian network.
- Action M-6e** Establish a sidewalk maintenance schedule to improve accessibility and include repair of cracks from tree roots, etc., and clearance of sidewalk space through colocation or undergrounding of utilities and moving signage.

#### RESOURCE MANAGEMENT ELEMENT

- Policy RM-1.5 Safe Routes.** Provide safe pedestrian and bicycle pathways to parks, recreational facilities, and schools to foster a sense of community well-being and to promote active lifestyles.
- Action RM-1c** Install adequate lighting, designated crosswalks, clear signage, and other nonvehicular infrastructure to improve pedestrian and bicycle connections between residential and open space areas. (Also refer to Mobility Element.)

**Mitigation Measures:** No mitigation is required.

**Level of Significance:** Less Than Significant Impact.

#### TR-2: Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

**Impact Analysis:** A significant Project VMT or cumulative VMT impact would occur:

- Project Threshold: if the Project's 2045 VMT per capita or VMT per employee exceeds 15 percent below the existing Los Angeles countywide average VMT per capita, or VMT per employee, respectively.
- Cumulative Threshold: if the Project threshold is exceeded, or if the Project is determined to be inconsistent with the RTP/SCS.

Table 4.14-5, *VMT Generated by Land Uses*, summarizes the VMT results for the 2023 existing conditions, the applicable thresholds to evaluate potential project impacts, and the future two VMT scenarios.



**Table 4.14-5**  
**VTM Generated by Land Uses**

Units	Los Angeles County 2023 Existing Conditions	Lomita 2023 Existing Conditions	Lomita 2045 Project	Impact Threshold	Exceeds Threshold?
VTM per Capita	12.49	12.38	12.65	10.48	Yes
VTM per Employee	17.37	16.90	16.44	13.97	Yes
Notes: Thresholds are 15 percent below the VTM per capita and VTM per employee using the Los Angeles County Region under 2045 Conditions. Source: Source: <i>Lomita General Plan CEQA Transportation Analysis</i> , prepared by Kittelson & Associates, Inc., dated April 3, 2024.					

Future conditions with the Project would result in decreased VTM per employee and increased VTM per capita in comparison to existing conditions. The 2045 Project VTM per capita is approximately two percent higher than existing conditions and the 2045 Project VTM per employee would be three percent lower than existing conditions. Thus, the proposed General Plan Update would exceed 15 percent below the existing Los Angeles countywide average VTM per capita and VTM per employee and therefore would result in a significant Project VTM impact.

The reductions from 2023 Existing Conditions to 2045 Project Conditions indicate that future development, in particular planned mixed-use development, would provide more opportunities for Lomita residents and employees to access jobs and services within shorter distances. The shorter trip distances reduce VTM by vehicles, and also increase the likelihood that trips will be made by non-auto modes such as bicycling and walking. Improved transit service and accessibility to transit also help to reduce VTM even as travel activity increases.

Implementation of the General Plan Update would result in higher VTM per capita and lower VTM per employee compared to 2023 Existing Conditions. Mitigation of VTM impacts requires reduction of vehicle trips per capita and per employee through increased use of travel modes other than driving alone, and/or shortening of trip lengths through providing a critical mass of complementary land uses near each other. Additional TDM measures (such as funding for supplemental transit services to increase frequency and speed, considering carpooling or vanpooling (ride-matching services), encouraging telecommuting and alternative work schedules, increasing mix of land uses within the Project or within the Project's surroundings, and providing pedestrian network and low-stress bicycle network improvements) may be applicable for additional mitigation. The Land Use and Mobility elements developed as part of the General Plan Update includes policies to support the reduction of VTM, including increasing the balanced mix of residential and employment opportunities within the city with the proposed land uses.

Additionally, future development projects under the General Plan update would also be required to complete project-specific VTM analyses based on VTM policies and thresholds established by the City of Lomita, including TDM measures designed to reduce VTM. While such measures are likely to result in less-



than-significant VMT impacts when considered at an individual project level, they cannot be guaranteed and are not possible to fully quantify or mitigate at a citywide level as part of this programmatic analysis. Hence, it cannot be demonstrated that additional TDM measures could reduce VMT per capita or per employee by the amounts needed to meet the impact thresholds. Therefore, this impact would remain significant and unavoidable.

#### **Proposed General Plan Update Goals, Policies, and Actions:**

##### **LAND USE ELEMENT**

**Policy LU-1.1: Land Use Planning.** Promote a comprehensive approach to land use planning that is socially, economically, and environmentally sustainable; enhances community livability and public health; offers choices in housing, jobs, amenities, and transportation; reduces pollution, greenhouse gas emissions, and the expenditure of non-renewable resources; and provides opportunities for meaningful public engagement in land use decisions.

**Policy LU-1.2: Focused Growth.** Focus new higher density mixed-use development along major corridors and within key activity nodes to expand housing opportunity, preserve the character of existing single-family neighborhoods, promote active transportation options, and enhance economic vitality.

**Policy LU-1.3 Employment/Housing Balance.** Strive to balance levels of employment and housing within the community to provide more opportunities for residents to work locally, reduce commute times, and improve air quality.

**Policy LU-3.6 Active Streetscapes.** Create safe, inviting, and beautiful streetscapes that facilitate social interaction and improve active transportation along corridors.

**Policy LU-5.3: Active Transportation.** Promote land use patterns that facilitate active transportation to encourage healthy and active lifestyles, as well as improve overall physical health for residents.

**Action LU-5a** Create and maintain an inventory of the city's pedestrian facilities such as sidewalks, street crossings, lighting, shade trees, and benches, in order to improve pedestrian mobility in all areas of the city.

##### **MOBILITY ELEMENT**

**Goal M-1 Local Circulation System.** A community served by a safe and balanced circulation system that meets the needs of all users.

**Policy M-1.7 Traffic Calming on Local Streets.** Use traffic calming strategies such as signage, speed radar feedback signs, curb extensions, and deflections, as recommended in the City's Traffic Calming Toolkit, to create a pedestrian-friendly circulation system and promote safety, while not reducing parking supply.





- Policy M-1.8**    **Transportation Demand Management.** Encourage the preparation of Transportation Demand Management plans for all major developments or facility expansions to encourage ride-sharing and other improvements, thereby reducing vehicle trips.
- Policy M-1.9**    **New Connections.** Explore new connections within the grid system, either non-vehicular or vehicular.
- Action M-1e**    Monitor the development of new mobility technologies and the potential local effects on vehicular, bicycle, pedestrian, and transit facilities and operations, and seek funding to invest in associated infrastructure and technologies such as Traffic System Management (TSM) and traffic signal synchronization.
- Action M-1f**    Evaluate the applicability of traffic calming tools to minimize cut-through traffic on local streets, especially in residential areas and near schools, and implement improvements as necessary.
- Goal M-3**        **Complete Streets.** A community with a well-designed and built transportation network that is safe, accessible, comfortable, and convenient for all transportation modes and users
- Policy M-3.1**    **Complete Streets for Roadway Projects.** Apply complete streets principles to all transportation improvement projects (e.g., safety, intelligent transportation systems, pedestrian, bicycle, and transit facilities) to accommodate the needs of street users of all ages and abilities.
- Policy M-3.2**    **Multimodal Connectivity.** Link activity centers, employment centers, public facilities, and schools to transit and active transportation facilities.
- Policy M-3.3**    **Streetscape Improvements.** Require roadway, sidewalk, and median improvements that enhance the visual character of the roadway system and promote pedestrian and bicycle safety, including street lighting, wayfinding, street trees, and other nonvehicular infrastructure.
- Policy M-3.4**    **Traffic Calming on Residential Streets.** Encourage traffic calming strategies and incorporation of traffic calming design in residential areas to slow traffic and promote safety.
- Policy M-3.6**    **Safe Routes to School.** Provide infrastructure improvements, enforcement, and incentives to support Safe Routes to School programs and promote walking and bicycling to local schools.
- Action M-3a**    When planning roadway facilities, incorporate the concept of complete streets, while considering the land use and design context of the surrounding areas.
- Action M-3d**    Develop strategies and guidelines to set curb use priorities that consider the needs of through traffic, transit stops, bus turnouts, passenger drop-off/pick-up, deliveries, and short-term/long-term parking, especially along major corridors.
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- Goal M-5**      **Transit.** A community connected to a comprehensive public transit system.
- Policy M-5.1**    **Transit Use.** Support programs encouraging public transit use by people living in, working in, or visiting Lomita.
- Policy M-5.2**    **Improve Local Public Transit Service.** Work with Metro, Torrance Transit, and other local public transit providers to plan and improve local transit service and transit facilities, including bus stops, in the city.
- Policy M-5.3**    **Transit Facilities.** Require new developments to construct, when appropriate, transit facilities, including bus turn-outs, bus stop infrastructure, and route information signage.
- Action M-5a**    Continue on-going coordination with transit authorities toward the expansion of transit facilities.
- Action M-5b**    Work with transit providers to increase transit service frequency, speed, and reliability and increase ridership and to strengthen linkages and access to key destinations.
- Action M-5c**    Explore new intracity transit options such as a Lomita trolley to transport individuals between commercial areas, residential areas, and parks.
- Goal M-6**      **Active Transportation.** A community with a comprehensive network of pedestrian and bicycle facilities that encourages active transportation.
- Policy M-6.1**    **Bicycle and Pedestrian Master Plan.** Implement the Bicycle and Pedestrian Master Plan to provide active transportation facilities that can serve as an alternative to automobiles, including the Plan's facility recommendations as shown in Figure M-2.
- Policy M-6.2**    **Local Travel Network.** Coordinate with the South Bay Cities Council of Governments to promote local micromobility modes by implementing the Local Travel Network plan and supporting efforts to integrate the network with adjacent cities, as shown in Figure M-3.
- Policy M-6.3**    **Sidewalk and Bikeway Gaps.** Create a connected and complete active transportation network by identifying and eliminating gaps in sidewalks and bikeways, evaluating the adequacy of existing urban trails, and prioritizing sidewalk maintenance.
- Policy M-6.4**    **Bicycle/Pedestrian Facilities at New Developments.** Require new residential and non-residential developments in the city to provide safe and attractive bicycle and pedestrian facilities, such as secure bicycle parking, pedestrian-scale lighting, street furniture, landscaping, and other improvements.
- Action M-6a**    As part of development review and specific plans, require land development projects to provide connectivity and accessibility to a mix of uses such as schools, parks, work, and shopping destinations that meet residents' daily needs including secure parking and safety measures.
- Action M-6b**    Review and update the City's Municipal Code, as necessary, to consider bicycle and pedestrian access as part of the site plan review for new development projects.
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- Action M-6c** Dedicate capital improvement funding for citywide projects including pedestrian refuge islands, raised crosswalks, or other relevant crosswalk enhancements as they become available.
- Action M-6d** Require that all roadway resurfacing projects and land development projects with impacts to roadways be subject to a review process that considers lane reconfiguration and other opportunities to improve the bicycle and pedestrian network.
- Action M-6e** Establish a sidewalk maintenance schedule to improve accessibility and include repair of cracks from tree roots, etc., and clearance of sidewalk space through colocation or undergrounding of utilities and moving signage.
- Goal M-9** **Transportation Management.** A community with transportation management strategies that contribute to achieving regional and statewide greenhouse gas emissions targets
- Policy M-9.1** **Vehicle Miles Traveled Guidelines.** Require vehicle miles traveled (VMT) analysis for the purposes of environmental review under the California Environmental Quality Act (CEQA). The City shall continue to maintain Level of Service (LOS) standards for the purposes of planning and designing street improvements.
- Policy M-9.2** **Transportation Demand Management.** Require transportation demand management (TDM) strategies as mitigation measures for new projects that exceed the City's VMT impact thresholds.
- Policy M-9.3** **Regional Coordination.** Encourage regional agencies such as Metro, the South Coast Air Quality Management District (SCAQMD), and the South Bay Cities Council of Governments to promote TDM programs that reduce single-occupancy vehicle travel.
- Policy M-9.4** **New Development.** Work with developers to reduce greenhouse gas emissions and minimize congestion related to new development through improvements to the circulation system and on-site improvements that encourage public and active modes of travel.
- Action M-9a** Review and update the City's Municipal Code and related implementation documents, as necessary, to reflect TDM best practices.
- Action M-9b** Require developments that are approved based on TDM plans to incorporate monitoring and enforcement of TDM targets as part of those plans.
- Action M-9c** Consider adoption of vehicle miles traveled (VMT) guidelines and thresholds for transportation analysis for the purposes of environmental review under the California Environmental Quality Act (CEQA).

#### RESOURCE MANAGEMENT ELEMENT

- Policy RM-1.5** **Safe Routes.** Provide safe pedestrian and bicycle pathways to parks, recreational facilities, and schools to foster a sense of community well-being and to promote active lifestyles.



**Action RM-1c** Install adequate lighting, designated crosswalks, clear signage, and other nonvehicular infrastructure to improve pedestrian and bicycle connections between residential and open space areas. (Also refer to Mobility Element.)

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

**Level of Significance:** Significant and Unavoidable Impact.

**TR-3: Would the project substantially increase hazards due to geometric design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

**Impact Analysis:** A significant Project impact would occur if the Project substantially increases hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

Implementation of the General Plan Update would involve the alteration, intensification, and redistribution of land uses. Geometric design features would generally be limited to individual projects' internal roadway networks, as well as driveways along city roads. Hazards are typically assessed at the individual project level when an actual design and construction of a circulation facility is proposed. The City would review site-specific developments to ensure the provision of adequate ingress and egress and that site distance standards would be implemented. The City's design and construction standards and specifications provide for coordinated and standardized development of City facilities, including roadways. The standards apply to, regulate, and guide the design and preparation of plans, and the construction of streets, highways, alleys, drainage, traffic signals, site access, and related public improvements. As individual projects would undergo review by the City for approval and construction and would have to meet design guidelines, potential safety design hazards associated with land development projects would be addressed and result in less than significant impacts.

Prior to implementation, any improvements would be subject to a detailed review and future consideration by the City's Public Works engineering staff and other relevant City departments. An evaluation of the roadway alignments, intersection geometrics, and traffic control features would be needed at the project design level. Roadway improvements would have to be made in accordance with the City's roadway design guidelines and meet design guidelines in the California Manual of Uniform Traffic Control Devices and the Caltrans Roadway Design Manual.

The types of uses included as part of the General Plan Update are generally similar to existing and surrounding uses and thereby are compatible with the existing uses in the Planning Area and in the surrounding area. In addition, the proposed Mobility Element developed as part of the General Plan Update contains policies in support of roadway network safety and reducing design hazards. This includes proposed Mobility Element Policy M-3.5 and Action M-3e which promotes managing and improving the City's transportation network to be safe, accessible and consistent with ADA and to include ADA accessible features as part of roadway infrastructure projects. Proposed Mobility Element M-3.4 encourages roadway design to include traffic calming measures to maintain safe vehicular speeds. Proposed Land Use Element Policy LU-2.2 requires compatibility between adjacent land uses to enhance livability and promote healthy lifestyles. The implementation of goals, policies and actions contained in the General



Plan Update and compliance with the Lomita Municipal Code would ensure that new development in the Planning Area would not substantially increase hazards due to geometric design features or incompatible uses. Therefore, the impact of the Project with respect to design and incompatible use hazards would be considered less than significant.

**Proposed General Plan Update Goals, Policies, and Actions:**

**LAND USE ELEMENT**

**Policy LU-1.1: Land Use Planning.** Promote a comprehensive approach to land use planning that is socially, economically, and environmentally sustainable; enhances community livability and public health; offers choices in housing, jobs, amenities, and transportation; reduces pollution, greenhouse gas emissions, and the expenditure of non-renewable resources; and provides opportunities for meaningful public engagement in land use decisions.

**Policy LU-2.2 Compatible Uses.** Require compatibility between adjacent land uses to enhance livability and promote healthy lifestyles.

**Policy LU-2.5 Mixed-Use Design Integration.** Require residential and nonresidential portions of mixed-use buildings and sites to be well-integrated through site and building design that ensures compatibility among different uses on the same site.

**Action LU-5a** Create and maintain an inventory of the city's pedestrian facilities such as sidewalks, street crossings, lighting, shade trees, and benches, in order to improve pedestrian mobility in all areas of the city.

**MOBILITY ELEMENT**

**Policy M-1.6 Promote Safe Streets.** Use a safe systems approach for transportation planning, street design, operations, emergency response, and maintenance that proactively identifies opportunities to improve safety where conflicts between users exist to eliminate traffic fatalities and serious injuries in our roadways.

**Policy M-1.7 Traffic Calming on Local Streets.** Use traffic calming strategies such as signage, speed radar feedback signs, curb extensions, and deflections, as recommended in the City's Traffic Calming Toolkit, to create a pedestrian-friendly circulation system and promote safety, while not reducing parking supply.

**Action M-1f** Evaluate the applicability of traffic calming tools to minimize cut-through traffic on local streets, especially in residential areas and near schools, and implement improvements as necessary.

**Goal M-3 Complete Streets.** A community with a well-designed and built transportation network that is safe, accessible, comfortable, and convenient for all transportation modes and users

**Policy M-3.1 Complete Streets for Roadway Projects.** Apply complete streets principles to all transportation improvement projects (e.g., safety, intelligent transportation systems,



pedestrian, bicycle, and transit facilities) to accommodate the needs of street users of all ages and abilities.

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

**Policy M-3.3 Streetscape Improvements.** Require roadway, sidewalk, and median improvements that enhance the visual character of the roadway system and promote pedestrian and bicycle safety, including street lighting, wayfinding, street trees, and other nonvehicular infrastructure.

**Policy M-3.4 Traffic Calming on Residential Streets.** Encourage traffic calming strategies and incorporation of traffic calming design in residential areas to slow traffic and promote safety.

**Policy M-3.5 ADA Accessibility.** Implement a transportation network that is safe, accessible, and consistent with the Americans with Disabilities Act (ADA), to allow mobility-impaired users, such as disabled persons and seniors, to safely travel within the city.

**Policy M-3.6 Safe Routes to School.** Provide infrastructure improvements, enforcement, and incentives to support Safe Routes to School programs and promote walking and bicycling to local schools.

**Action M-3a** When planning roadway facilities, incorporate the concept of complete streets, while considering the land use and design context of the surrounding areas.

**Action M-3c** Partner with Lomita school administrators to improve traffic and parking conditions in school areas, especially during school drop-off and pick-up periods.

**Action M-3d** Develop strategies and guidelines to set curb use priorities that consider the needs of through traffic, transit stops, bus turnouts, passenger drop-off/pick-up, deliveries, and short-term/long-term parking, especially along major corridors.

**Action M-3e** Comply with ADA requirements and design projects to remove physical barriers to accessibility in transportation systems and facilities for people with disabilities.

**Policy M-9.5 Intermodal Safety.** Ensure intermodal safety through development review and mitigate impediments to driveway sightlines. This may include right-of-way redesign, appropriate building orientation, driveway orientation, signage placement and size, sidewalk infrastructure such as bus stops or utility boxes, and nonstandard encroachments.

**Action M-9d** Codify Public Works Right-of-Way Standards by ordinance or resolution to unify streets, remove nonstandard encroachments to improve safety, and improve sightlines. Ensure the Right-of-Way Standards are met during the entitlement process and consider proactive code enforcement.

**Mitigation Measures:** No mitigation is required.



**Level of Significance:** Less Than Significant Impact.

**TR-4: Would the project result in inadequate emergency access?**

**Impact Analysis:** A significant project impact would occur if it results in inadequate emergency access. It is noted that the Project does not propose site-specific development; emergency accessibility is typically assessed at the project level.

Future development within the Planning Area is not anticipated to result in the substantial modification of roadways surrounding specific development sites or the placement of any permanent physical barriers on adjacent roadways. There is the potential for temporary closure of traffic lanes located immediately adjacent to a development site or otherwise controlled by construction personnel during construction activities. However, the applicant of any proposed development would be required to submit appropriate plans for plan review to ensure compliance with zoning, building, and fire codes prior to the issuance of a building permit. Los Angeles County Fire Department (“LACoFD”) would review proposed developments for access requirements, minimum driveway widths, fire apparatus access roads, fire lanes, signage, access devices and gates, access walkways, among other requirements to ensure adequate emergency access would be provided to and within the site. Proposed developments would be required to comply with all applicable Building and Fire Code requirements and would submit construction plans to the LACoFD’s Engineering Building Plan Check Unit for review and approval prior to issuance of any building permit. Approval by LACoFD would ensure that construction and operation of future projects associated with implementation of the General Plan Update would not result in inadequate emergency access. In addition, the existing Safety Element and the proposed Mobility Elements developed as part of the General Plan Update contain policies in support of emergency access along local roads.

Safety Element Policy 4.3 requires that the City prioritize Capital Improvement Projects that function as evacuation routes. Action 4.3a directs the City to maintain emergency evacuation routes by ensuring that street widths, paving, and grades meet the requirements of the California State Fire Code and the Los Angeles County Fire Codes. Additionally, the proposed Mobility Element Policy M-1.6 promotes using a safe system approach to transportation planning, street design, operations, emergency response, and maintenance to improve safety on roadways. Policy M-3.5 and Action M-3e promote managing and improving the City’s transportation network to be safe, accessible and consistent with ADA and to include ADA accessible features as part of roadway infrastructure projects. Policy M-9.5 ensures that the City consider intermodal safety through development review and mitigate impediments to driveway sightlines.

The implementation of goals, policies and actions contained in the General Plan Safety Element and the General Plan Update, as well as compliance with the Lomita Municipal Code would ensure that new development in the Planning Area would not result in inadequate emergency access. Therefore, the impact of the General Plan Update with respect to emergency access would be considered less than significant.





**Proposed General Plan Update Goals and Policies:**

**MOBILITY ELEMENT**

- Goal M-1**      **Local Circulation System.** A community served by a safe and balanced circulation system that meets the needs of all users.
- Policy M-1.6**    **Promote Safe Streets.** Use a safe systems approach for transportation planning, street design, operations, emergency response, and maintenance that proactively identifies opportunities to improve safety where conflicts between users exist to eliminate traffic fatalities and serious injuries in our roadways.
- Policy M-2.1:**    **Agency Coordination:** Coordinate with neighboring cities, transportation providers, and regional agencies such as Caltrans, the County of Los Angeles, South Bay Cities Council of Governments, and Metro to meet the mobility needs of people living in, working in, or visiting Lomita.
- Policy M-3.5**    **ADA Accessibility.** Implement a transportation network that is safe, accessible, and consistent with the Americans with Disabilities Act (ADA), to allow mobility-impaired users, such as disabled persons and seniors, to safely travel within the city.
- Action M-3d**    Develop strategies and guidelines to set curb use priorities that consider the needs of through traffic, transit stops, bus turnouts, passenger drop-off/pick-up, deliveries, and short-term/long-term parking, especially along major corridors.
- Action M-3e**    Comply with ADA requirements and design projects to remove physical barriers to accessibility in transportation systems and facilities for people with disabilities.
- Policy M-9.5**    **Intermodal Safety.** Ensure intermodal safety through development review and mitigate impediments to driveway sightlines. This may include right-of-way redesign, appropriate building orientation, driveway orientation, signage placement and size, sidewalk infrastructure such as bus stops or utility boxes, and nonstandard encroachments.
- Action M-9d**    Codify Public Works Right-of-Way Standards by ordinance or resolution to unify streets, remove nonstandard encroachments to improve safety, and improve sightlines. Ensure the Right-of-Way Standards are met during the entitlement process and consider proactive code enforcement.

**Mitigation Measures:** No mitigation is required.

**Level of Significance:** Less Than Significant Impact.

#### 4.14.6 CUMULATIVE IMPACTS

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



**Would the project, combined with other related cumulative projects, conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?**

**Impact Analysis:** A significant cumulative impact would occur if the Project and cumulative projects conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Overall, the Project is a programmatic land use plan and does not propose any changes to the circulation system. Any future development within the city would be assessed for consistency with local policies and ordinances, including the Municipal Code and General Plan goals and policies, as appropriate. Therefore, the Project's incremental contribution to cumulative impacts related to transit, roadway, bicycle, and pedestrian facilities would not be cumulatively considerable.

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

**Mitigation Measures:** No mitigation is required.

**Level of Significance:** Less Than Significant Impact.

**Would the project, combined with other related cumulative projects, conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?**

**Impact Analysis:** As described above, with implementation of the General Plan Update under the City's cumulative buildout conditions, the 2045 Project VMT per capita is approximately two percent higher than existing conditions and the 2045 Project VMT per employee would be three percent lower than existing conditions. With implementation of the Project, the City's VMT per capita would exceed 15 percent below the Los Angeles countywide average. Implementation of the Project would, therefore, result in a cumulatively considerable impact relative to VMT.

A significant cumulative VMT impact would occur if the Project threshold is exceeded or if the Project is determined to be inconsistent with the 2020-2045 RTP/SCS. As detailed in this section, the Project VMT threshold is exceeded. However, the Project is consistent with SCAG's 2020-2045 RTP/SCS goals. Implementation of the proposed Project would increase the local and regional housing supply to meet regional housing needs and locate housing in a transit-rich area. Additionally, the Project helps further the goals of SCAG's 2020-2045 RTP/SCS. Section 4.7, Greenhouse Gas Emissions, Table 4.7-5, Project Consistency with the 2020-2045 RTP/SCS, includes an analysis of the proposed Project's consistency with the relevant SCAG 2020-2045 RTP/SCS goals adopted for the purpose of avoiding or mitigating an environmental effect.

The General Plan Update does exceed the Project VMT threshold but is consistent with the RTP/SCS. As discussed previously, mitigation of VMT impacts requires reduction of vehicle trips per capita and per employee through increased use of travel modes other than driving alone, and/or shortening of trip lengths through providing a critical mass of complementary land uses near each other. Additional TDM measures (such as funding for supplemental transit services to increase frequency and speed, considering



carpooling or vanpooling (ride-matching services), encouraging telecommuting and alternative work schedules, increasing mix of land uses within the Project or within the Project's surroundings, and providing pedestrian network and low-stress bicycle network improvements) may be applicable for additional mitigation.

Additionally, future development projects under the General Plan Update would also be required to complete VMT analyses based on VMT policies and thresholds established by the City of Lomita, including TDM measures designed to reduce VMT. While such measures are likely to result in less-than-significant VMT impacts when considered at an individual project level, they cannot be guaranteed and are not possible to fully quantify or mitigate at a citywide level as part of this programmatic analysis. Hence, it cannot be demonstrated that additional TDM measures could reduce VMT per capita or per employee by the amounts needed to meet the impact thresholds. Therefore, this impact would remain cumulatively considerable.

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

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

**Level of Significance:** Significant and Unavoidable Impact.

**Would the project, combined with other related cumulative projects, substantially increase hazards due to geometric design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

**Impact Analysis:** As described under Impact 4.14-3, the types of uses that would be allowed as part of Project implementation are generally similar to existing and surrounding uses and thereby are compatible with the existing uses in the Planning Area and in the surrounding area. Additionally, the City would review site-specific developments to ensure the provision of adequate ingress and egress and that site distance standards would be implemented. Implementation of the Project would therefore not contribute to a cumulatively considerable impact relative to an increase in hazards due to a geometric design feature.

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

**Mitigation Measures:** No mitigation is required.

**Level of Significance:** Less Than Significant Impact.

**Would the project, combined with other related cumulative projects, result in inadequate emergency access?**

**Impact Analysis:** A cumulatively significant project impact would occur if implementation of the Project with cumulative projects would result in inadequate emergency access. As noted, the Project does not propose site-specific development; emergency accessibility is typically assessed at the project level.



The Project does not propose changes to the citywide roadway network and configuration that would affect local emergency access. The proposed Project along with the cumulative development projects could result in the temporary closure or control of traffic lanes located immediately adjacent to a development site during construction activities. Any temporary closure would be required to comply with the Lomita Municipal Code.

Similarly, the applicant of any proposed development would be required to submit appropriate plans for plan review to ensure compliance with zoning, building, and fire codes prior to the issuance of a building permit. LACoFD would review all development projects for access requirements, minimum driveway widths, fire apparatus access roads, fire lanes, signage, access devices and gates, access walkways, among other requirements to ensure adequate emergency access would be provided to and within the site. Therefore, the proposed Project's incremental contribution to cumulative impacts relative to emergency access would not be cumulatively considerable.

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

**Mitigation Measures:** No mitigation is required.

**Level of Significance:** Less Than Significant Impact.

#### 4.14.7 SIGNIFICANT UNAVOIDABLE IMPACTS

General Plan implementation would result in a significant and unavoidable VMT impact and in a significant and cumulative VMT impact. All other transportation impacts associated with implementation of the General Plan Update would be less than significant.

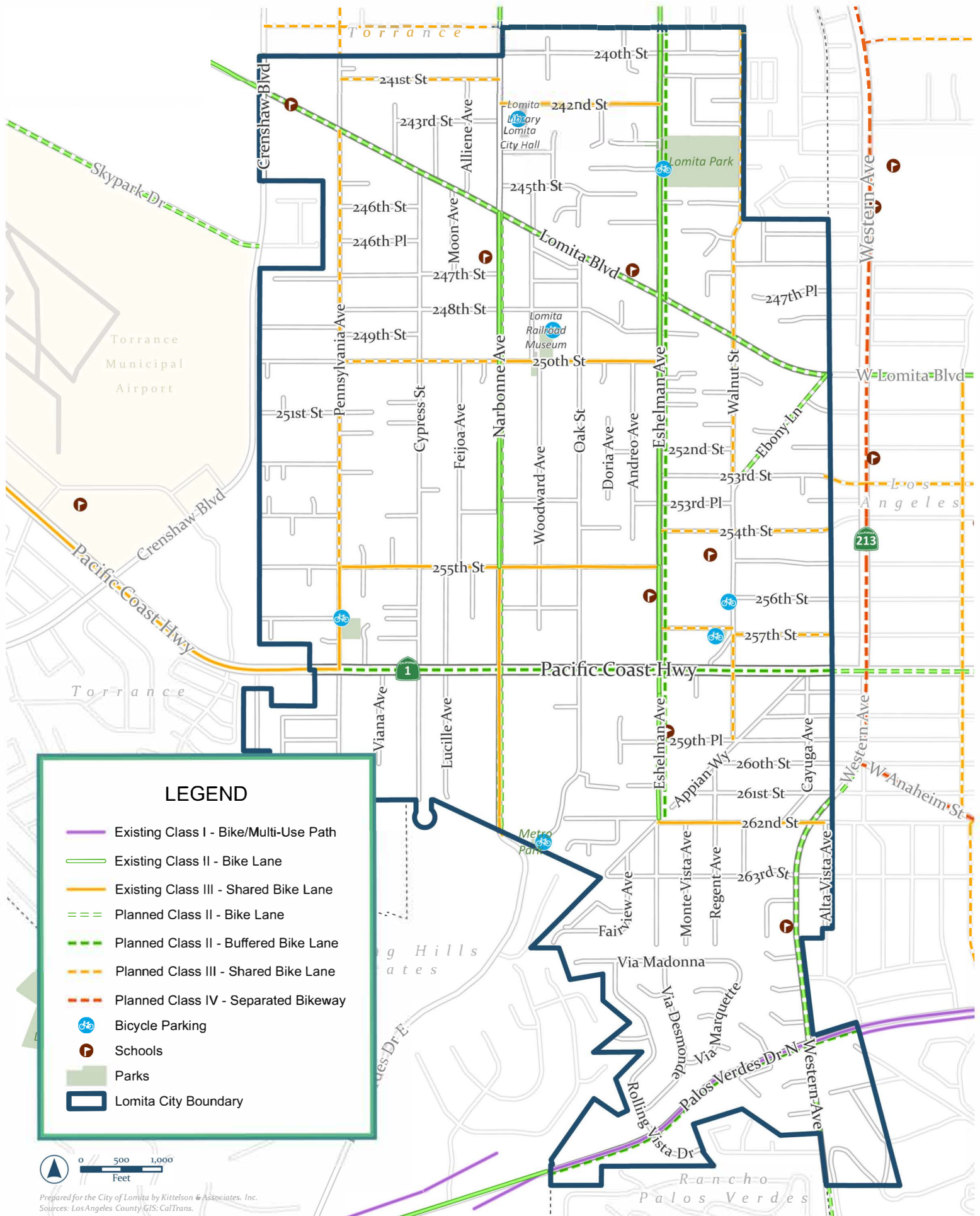
If the City of Lomita approves the General Plan Update, the City will be required to make findings in accordance with CEQA Guidelines Section 15091 and prepare a Statement of Overriding Considerations for consideration by the City's decision makers in accordance with CEQA Guidelines Section 15093.

#### 4.14.8 REFERENCES

Kittelson & Associates, Inc., *Lomita General Plan CEQA Transportation Analysis*, April 3, 2024.



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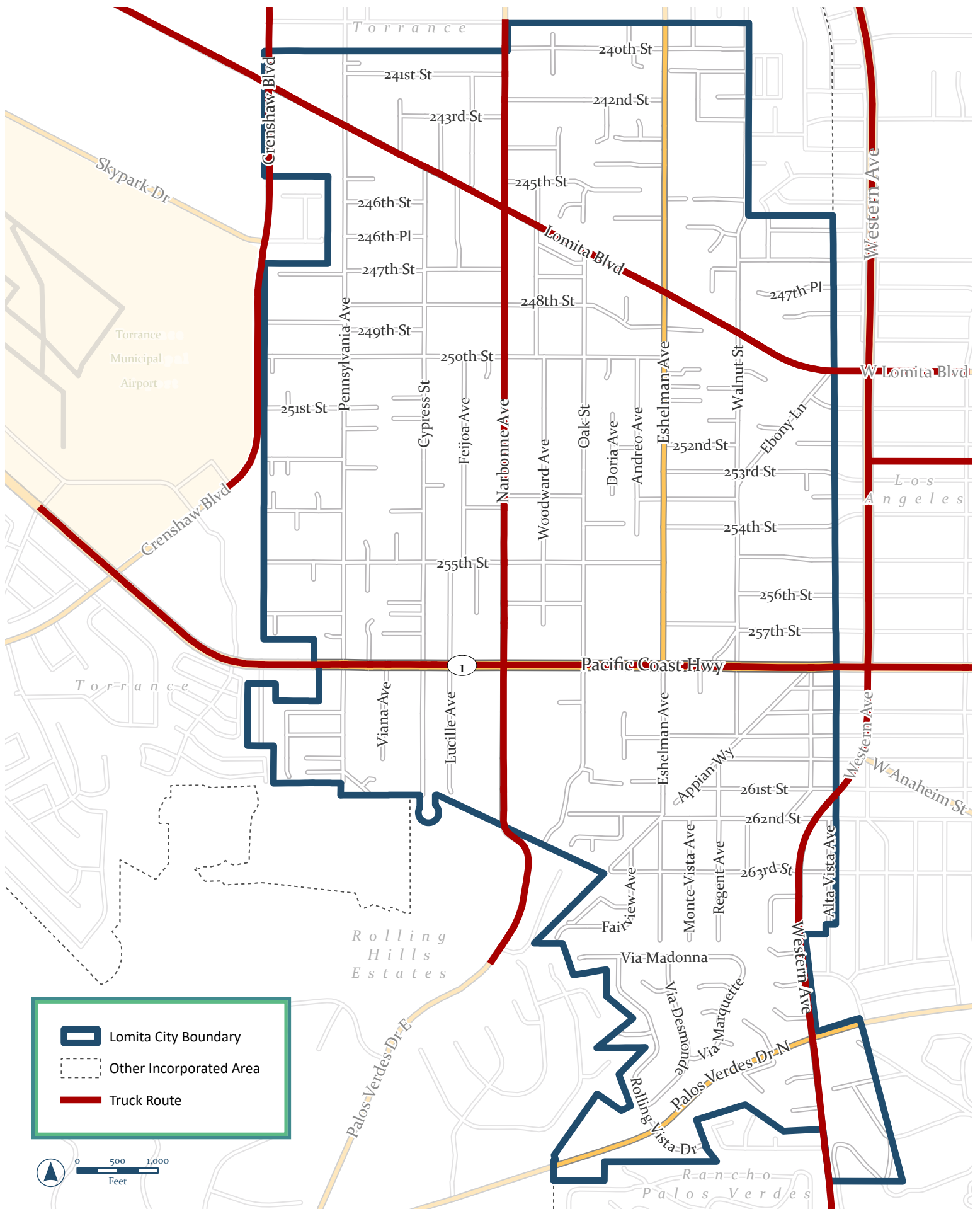


**Figure 4.14-1: Existing and Planned Bicycle Facilities**



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**Figure 4.14-2. Existing Truck Routes**



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## 4.15 TRIBAL CULTURAL RESOURCES

### 4.15.1 PURPOSE

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

This section is primarily based upon the *Cultural and Paleontological Resources Assessment Report for the Lomita General Plan Update Project, City of Lomita, Los Angeles County, California* (Cultural Resources Study), prepared by Cogstone and dated March 2024; refer to [Appendix D, \*Cultural and Paleontological Resources Study\*](#).

One comment was received during the NOP comment period regarding tribal cultural resources. The comment was received from the Native American Heritage Commission (“NAHC”). The NAHC comment letter provided direction regarding tribal consultation in accordance with Assembly Bill 52 and Senate Bill 18. The NAHC provided recommendations for the Cultural Resources Assessments. This section addresses the issues raised during the NOP comment period.

Section 4.4, *Cultural Resources*, includes a discussion of cultural resources, specifically historic and archaeological resources.

### 4.15.2 ENVIRONMENTAL SETTING

#### ETHNOGRAPHIC OVERVIEW

The Gabrielino are considered to have been one of the wealthiest tribes and to have greatly influenced tribes they traded with. Houses were domed, circular structures thatched with tule or similar materials. The best-known artifacts were made of steatite and were highly prized. Many common everyday items were decorated with inlaid shell or carvings reflecting an elaborately developed artisanship.

The main food zones utilized were marine, woodland and grassland. Plant foods were, by far, the greatest part of the traditional diet at contact. Acorns were the most important single food source. Villages were located near water sources necessary for the leaching of acorns, which was a daily occurrence. Grass seeds were the next most abundant plant food used along with chia. Seeds were parched, ground, and cooked as mush in various combinations according to taste and availability. Greens and fruits were eaten raw or cooked or sometimes dried for storage. Bulbs, roots, and tubers were dug in the spring and summer and usually eaten fresh. Mushrooms and tree fungus were prized as delicacies. Various teas were made from flowers, fruits, stems, and roots for medicinal cures as well as beverages.

The principal game animals were deer, rabbit, jackrabbit, woodrat, mice, ground squirrels, antelope, quail, dove, ducks, and other birds. Trout and other fish were caught in the streams, while salmon were available when they ran in the larger creeks. Marine foods were extensively utilized. Sea mammals, fish, and crustaceans were hunted and gathered from both the shoreline and the open ocean, using reed and dugout canoes. Shellfish were the most common resource, including abalone, turban, mussels, clams, scallops, bubble shells, and others.



The closest major Tongva village, Swaanga, was located approximately 1.12 miles east of the southeast corner of the city. Smaller villages and seasonal camps may have been present within the city limits.

### TRIBAL CULTURAL RESOURCES

As discussed in [Section 4.5, \*Cultural Resources\*](#), a search of the California Historic Resources Inventory System (“CHRIS”) at the South Central Coastal Information Center (“SSCIC”) located at the California State University, Fullerton was conducted on June 13, 2023. The records search covered the entire City of Lomita. In addition, a variety of other sources were consulted in order to gather baseline data on the present state of previously recorded cultural resources within the Planning Area.

Results of the SSCIC records search found two cultural resources, consisting of one prehistoric archaeological site (P-19-000110) and one historic district (P-19-190005), have been recorded within the city; refer to [Table 4.4-2](#). Site P-19-000110 was originally recorded by H. Eberhart in 1952, as a prehistoric archaeological site. No description of site components was included with the original documentation. When the site was updated by Richard S. Shepard in 2005, the site was not reidentified, and no archaeological evidence was observed; however, development in the area may have removed the site at the time of construction.

### NATIVE AMERICAN CONSULTATION

The City conducted Native American consultations under Senate Bill (“SB”) 18 (Chapter 905, Statutes of 2004), which requires local governments to consult with tribes prior to making certain planning decisions and requires consultation and notice for a general and specific plan adoption or amendments in order to preserve, or mitigate impacts to, cultural places that may be affected. In addition to SB 18 consultation, the City conducted tribal consultations under the provisions of CEQA (Public Resources Code section 21080.3.1 subdivisions (b), (d) and (e)), also known as Assembly Bill (“AB”) 52, which requires consultation for projects within the City’s jurisdiction and within the traditional territory of the tribal organizations who have previously requested AB 52 consultations with the city.

As part of the General Plan Update, a Tribal Consultation List Request and Sacred Lands File search request was submitted to the NAHC. The NAHC responded on July 18, 2023, indicating that the search was negative for sacred lands or resources known within the same USGS Quadrangle, Township, Range, and Section as the Planning Area. The response also included a list of Native American individuals or tribal organizations that may have knowledge of cultural resources within or near the Project site. On December 18, 2023, the City sent letters via certified mail to 11 Native American individuals and/or Tribal Organizations in compliance with AB 52 and SB 18; refer to [Appendix G, \*Tribal Consultation Communications\*](#). To date, two responses have been received and are summarized below:

- Letter dated January 30, 2024, from the Gabrieleno Band of Mission Indians – Kizh Nation requesting consultation.
- Email dated March 4, 2024, from the Gabrieleno Band of Mission Indians – Kizh Nation stating that formal consultation was not required and requested to be notified of any planned ground disturbances.



### 4.15.3 REGULATORY SETTING

#### FEDERAL

##### National Historic Preservation Act

Enacted in 1966 and amended in 2000, the National Historic Preservation Act (“NHPA”) declared a national policy of historic preservation and instituted a multifaceted program, administered by the Secretary of the Interior, to encourage the achievement of preservation goals at federal, state, and local levels. The NHPA authorized the expansion and maintenance of the NRHP, established the position of State Historic Preservation Officer (“SHPO”) and provided for the designation of State Review Boards, set up a mechanism to certify local governments to carry out the purposes of the NHPA, assisted Native American tribes to preserve their cultural heritage, and created the Advisory Council on Historic Preservation (“ACHP”).

NHPA Section 106 requires federal agencies to consider the effects of their actions on historic properties. The goal of the NHPA Section 106 process is to identify historic properties potentially affected by the action in question, assess the effects, and provide ways to avoid, minimize, or mitigate any adverse effect that may occur to a historic property.

##### National Register of Historic Places

The National Register of Historic Places (“NRHP”) is overseen by the National Park Service and requires that a resource eligible for listing on the register meet one of several criteria at the national, state, or local level and also retain sufficient physical integrity of those features necessary to convey historic significance. Note that the listing of a private property on the NRHP does not prohibit any actions which may otherwise be taken by the property owner with respect to the property. The State of California automatically adds all NRHP listings for sites in California to the California Register of Historical Resources (“CRHR”). The listing of a site on the NRHP does not generally result in any specific physical protection. Among other things, however, it does create an additional level of CEQA (and National Environmental Protection Act) review to be satisfied prior to the approval of any discretionary action occurring that might adversely affect the resource.

##### American Indian Religious Freedom Act

The American Indian Religious Freedom Act became law in 1978 (Public Law 95-341, 42 USC 1996), in order to protect and preserve the inherent right of Native Americans to exercise their traditional religions by ensuring access to sites, use and possession of sacred objects, and the freedom to worship through ceremonials and traditional rites. Under this regulation, federal agencies and departments are charged with evaluating their policies and procedures in consultation with native traditional religious leaders in order to eliminate interference with the free exercise of native religion. Agencies must determine and make appropriate changes necessary to protect and preserve Native American religious cultural rights and practices, and to accommodate access to and use of religious sites “to the extent that the use is practicable and not inconsistent with an agency’s essential functions.” The intent is to protect Native Americans’ First Amendment right to “free exercise” of religion.



### Native American Graves Protection and Repatriation Act

Enacted in 1990 under Title 25 U.S. Section 3001, the Native American Graves Protection and Repatriation Act describes the rights of Native American lineal descendants, Indian Tribes, and Native Hawaiian organizations with respect to treatment, repatriation, and disposition of Native American cultural items for which they can show a relationship of lineal descent or cultural affiliation. The Native American Graves Protection and Repatriation Act requires federal agencies and museums receiving federal funds to inventory holdings of Native American human remains and funerary objects and provide written summaries of other cultural items. It also provides for greater protection of Native American burial sites and more careful control over the removal of Native American human remains, funerary objects, sacred objects, and items of cultural patrimony on federal and tribal lands.

### STATE

#### California Register of Historical Resources (CRHR)

Created in 1992 and implemented in 1998, the CRHR is “an authoritative guide in California to be used by state and local agencies, private groups, and citizens to identify the state’s historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change.” Certain properties, including those listed in or formally determined eligible for listing in the NRHP and California Historical Landmarks numbered 770 and higher, are automatically included in the CRHR. Other properties recognized under the California Points of Historical Interest program, identified as significant in historical resources surveys or designated by local landmarks programs, may be nominated for inclusion in the CRHR. A resource, either an individual property or a contributor to a historic district, may be listed in the CRHR if the State Historical Resources Commission determines that it meets one or more of the criteria modeled on the NRHP criteria.

#### Native American Heritage Commission (NAHC)

The NAHC, created by statute in 1976 (AB 4239), is a nine-member body, appointed by the Governor of California to identify, catalog, and protect cultural resources (i.e., places of special religious or social significance to Native Americans, and known graves and cemeteries of Native Americans on private lands) in California. The NAHC is charged with the duty of preserving and ensuring accessibility of sacred sites and burials, the disposition of Native American human remains and burial items, maintaining an inventory of Native American sacred sites located on public lands (i.e., the Sacred Lands File), and reviewing current administrative and statutory protections related to these sacred sites.

#### Senate Bill 18

Signed into law in 2004, SB 18 requires that cities and counties notify and consult with California Native American Tribes about proposed local land use planning decisions for the purpose of protecting traditional tribal cultural sites. Cities and counties must provide general and specific plan amendment proposals to California Native American Tribes that have been identified by the NAHC as having traditional lands located within the city’s boundaries. If requested by the Native American Tribes, the City must also conduct consultations with the tribes prior to adopting or amending their general and specific plans.



### Assembly Bill 52 (AB 52)

AB 52 of 2014 incorporates tribal consultation and analysis of impacts to tribal cultural resources into the CEQA process. AB 52 requires a lead agency to determine whether a project may have a significant effect on tribal cultural resources (Public Resources Code [“PRC”] Section 21084.2). If a lead agency determines that a project may cause a substantial adverse change to a tribal cultural resource, the lead agency must consider measures to mitigate that impact, as feasible (PRC Section 21084.3). Tribal cultural resources are defined as “sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American Tribe” that are either included or determined to be eligible for inclusion in the CRHR or included in a local register of historical resources, or a resource that is determined to be a tribal cultural resource by a lead agency, in its discretion and supported by substantial evidence (PRC Section 21074(a)).

AB 52 establishes a tribal consultation procedure designed to incorporate tribal knowledge into the CEQA environmental review and decision-making processes. Under AB 52, California tribes have the ability to establish, through a formal notice letter, a standing request to consult with a lead agency regarding any proposed project subject to CEQA in the geographic area with which the tribe is traditionally and culturally affiliated. Within 14 days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency must provide formal notification to the designated contact or tribal representative of traditionally and culturally affiliated California Native American Tribes that have requested notice. Notice to the tribes must include a brief project description, the project location, and the lead agency’s contact information. A tribe then has 30 days to request consultation. If the tribe does not respond in that period or writes to decline consultation, the lead agency has no further obligation. If the tribe requests consultation, the lead agency must begin the consultation within 30 days and prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report for that proposed project.

### Public Resources Code Section 5097 (Related to Cultural Resources)

Incorporated into CEQA Guidelines Section 15064.5(e) California PRC Section 5097 addresses: the disposition of Native American burials in archaeological sites and protects such remains from disturbance, vandalism, or inadvertent destruction; establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project; and establishes the California NAHC to resolve disputes regarding the disposition of such remains.

PRC Sections 5097.9 through 5097.991 establish that no public agency or private party using or occupying public property (or operating on under a public license, permit, grant, lease or contract made after July 1, 1977) shall in any manner interfere with the free expression or exercise of Native American religion as provided in the U.S. Constitution and the California Constitution. It also prohibits such agencies and parties from causing severe or irreparable damage to any Native American sanctified cemetery, place of worship, religious or ceremonial site or sacred shrine located on public property, except on a clear and convincing showing that the public interest and necessity so require it.

These sections also establish the State’s NAHC, tasked with working to ensure the preservation and protection of Native American human remains, associated grave goods and cultural resources. Towards





this end, the NAHC has a strategic plan for assisting the public, development communities, local and federal agencies, educational institutions and California Native Americans to better understand problems relating to the protection and preservation of cultural resources and to serve as a tool to resolve these problems. In 2006, PRC Sections 5097.91 and 5097.98 were amended by AB 2641 to authorize the NAHC to bring legal action when necessary to prevent damage to Native American burial grounds or places of worship. It also established more specific procedures to be implemented in the event that Native American remains are discovered.

#### California Government Code Sections 6254(r)\* and 6254.10

California Government Code 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.” California Government Code 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 Historic 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.”

#### California Health and Safety Code (Sections 7050.5, 7051, and 7054)

California Health and Safety Code Sections 7050.5, 7051, and 7054 collectively address the illegality of interference with human burial remains (except as allowed under applicable sections of the PRC), as well as the disposition of Native American burials in archaeological sites and protects such remains from disturbance, vandalism, or inadvertent destruction; establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project, treatment of the remains prior to, during and after evaluation, and reburial procedures.

### 4.15.4 SIGNIFICANCE CRITERIA AND THRESHOLDS

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

- Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
  - Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k) (refer to Impact Statement TCR-1); or
  - A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public



Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe (refer to Impact Statement TCR-1).

#### 4.15.5 IMPACTS AND MITIGATION MEASURES

**TCR-1: Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:**

- **Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?**
- **A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.**

**Impact Analysis:** Prehistoric archaeological sites and isolates are tribal cultural resources; additionally, plants and other natural resources, as well as geographic locations can also be tribal cultural resources. Grading of original in situ soils could expose buried tribal cultural resources and features including sacred sites. Redevelopment and development of previously undeveloped areas have the potential to impact known and unknown tribal cultural and archaeological resources. Surface-level and subsurface archaeological sites and deposits can be affected by ground-disturbing activities associated with construction activities.

The archaeological sensitivity of the city was assessed through the review of the SCCIC record search results, the Sacred Lands File results, and historic United States Geological Survey ("USGS") topographic quadrangle maps. Due to the presence of only one previously recorded archaeological site within the city, the negative Sacred Land File search results, and lack of information gained from review of the USGS maps, the analysis of archaeological sensitivity is primarily based on two factors, which are the distance to water courses and whether the sediments in the area were of the requisite age range and have the capability to preserve buried resources. Based on this, the archaeological sensitivity of the City is estimated to be generally low to moderate, with small areas of high sensitivity near the southwest and southeast corners of the city, as shown in Figure 4.4-1, *Archaeological Sensitivity Map*.

Effects on tribal cultural resources deemed to be significant could be considered adverse, if they involve physical demolition, destruction, or alteration of the resource or its immediate surroundings, such that the significance of a resource would be materially impaired. While the General Plan Update does not directly propose site-specific development with the potential to directly impact a tribal cultural resource, future development allowed under the General Plan Update could cause a substantial adverse change in



the significance of previously undiscovered tribal cultural resources. This is considered a potentially significant impact. As part of the AB 52 consultation process, the Gabrieleno Band of Mission Indians – Kizh Nation requested to be notified of any planned ground disturbances associated with future implementation of the General Plan Update.

The General Plan Update Resource Management Element includes goals, policies, and actions addressing tribal cultural resources. Proposed Resource Management Element Policy RM-2.1 directs the City to ensure the preservation of the City's historical past. Proposed Resource Management Element Policy RM-2.2 requires the City to consult with Native American tribes that may be impacted by future development and land use policy changes. Action RM-2a requires the City to assess development proposals for potential impacts to sensitive historic, archaeological, tribal cultural, and paleontological resources pursuant to CEQA. Action RM-2d requires the City notify appropriate tribes for consultation for the purposes of preserving or mitigating impacts to cultural places located on land within the City's jurisdiction that may be affected by the proposed adoption, amendment to the General Plan or a specific plan. Action RM-2f requires that development proposals located in areas assessed to have moderate or high sensitivity for archaeological resources conduct a study to determine if significant archaeological resources are potentially present and if so, to identify mitigation measure to mitigate potential impacts, or to require full-time monitoring during ground disturbing activities by an archaeologist and Native American monitor. Action RM-2g requires, in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, that the City halt excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the County Coroner has been informed and has determined that no investigation of the cause of death is required. If the remains are of Native American origin, no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains is permitted until the descendants from the deceased Native Americans have made a recommendation to the landowner or the persons responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods, as provided in PRC Section 5097.98, or the NAHC was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being granted access to the site.

Potential impacts to tribal cultural resources associated with future development would be reduced through implementation of General Plan Update policies and actions. Subsequent development and infrastructure projects would be analyzed for potential environmental impacts, consistent with the requirements of CEQA, pursuant to the City's entitlement review process. Subsequent discretionary projects implemented in accordance with the General Plan Update would be subject to the provisions of AB 52 and may require tribal consultation with California Native American tribes that are traditionally and culturally affiliated with the Planning Area and who have previously requested AB 52 consultations with the City. Future AB 52 consultation may identify tribal cultural resources not yet found and formally recorded that could be impacted by subsequent projects. Compliance with the General Plan Update policies and actions and existing regulations would not cause a substantial adverse change in the significance of a tribal cultural resource, and impacts would be less than significant.



## Proposed General Plan Update Goals, Policies, and Actions:

### RESOURCE MANAGEMENT ELEMENT

**Policy RM-2.1: Preservation.** Ensure the preservation of the city's historical past.

**Policy RM-2.3 Tribal Consultation.** In accordance with state, local, and tribal intergovernmental consultation requirements, consult with Native American tribes that may be impacted by proposed development and land use policy changes, as necessary.

**Action RM-2a:** Assess development proposals for potential impacts to sensitive historic, archaeological, tribal cultural, and paleontological resources pursuant to the California Environmental Quality Act (CEQA).

**Action RM-2f** For all development proposals within areas assessed to have moderate or high sensitivity for archaeological resources, the City shall require either a study to be conducted by a professional archaeologist or to have full-time monitoring during ground-disturbing activities by an archaeologist and a Native American monitor. The objective of the study will be to determine if significant archaeological resources are potentially present and if the project will significantly impact these resources. If significant impacts are identified, the City may require the project to be modified to avoid the impacts, or require mitigation measures to mitigate the impacts. Mitigation may involve archaeological investigation and resources recovery.

**Action RM-2g** In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, the City shall halt excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the County Coroner has been informed and has determined that no investigation of the cause of death is required. If the remains are of Native American origin, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the descendants from the deceased Native Americans have made a recommendation to the landowner or the persons responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code section 5097.98, or the Native American Heritage Commission was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being granted access to the site.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

## 4.15.6 CUMULATIVE IMPACTS

Section 4.0, *Basis of Cumulative Analysis*, identifies projected growth within the Planning Area and County with the potential to interact with the proposed Project to the extent that a significant cumulative effect relative to tribal cultural resources may occur. The cumulative projects' regional geologic setting and tribal



cultural resource deposit sensitivity would be similar; however, the local geologic setting and tribal cultural significance would vary according to the site location and specific conditions.

**Would the project, combined with other related cumulative projects, cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:**

- **Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k); or**
- **A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?**

**Impact Analysis:** Tribal cultural resource impacts are site specific and generally do not combine to result in cumulative impacts. Construction of the individual development projects allowed under the land use designations of General Plan Update may result in the discovery and removal of tribal cultural resources. The General Plan Update policies and actions, as well as federal, State, and local regulations, would reduce the risk to tribal cultural resources in the region. As discussed above, site-specific development with the potential to impact tribal cultural resources would require a resource assessment and coordination with the tribes to determine the potential for tribal cultural resources and identification of mitigation measures to reduce potential impacts associated with the proposed development. Adherence to the General Plan Update policies and actions, and existing federal, State and local regulations would avoid and/or minimize a cumulative loss of tribal cultural resources. Therefore, the General Plan Update's incremental contribution to cumulative tribal cultural resource impacts would be less than cumulatively considerable.

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

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

#### 4.15.7 SIGNIFICANT UNAVOIDABLE IMPACTS

Tribal cultural resources impacts associated with the implementation of the General Plan Update would be less than significant. No significant unavoidable tribal cultural impacts would occur as a result of the General Plan Update.



#### 4.15.8 REFERENCES

Cogstone, *Cultural and Paleontological Resources Assessment Report for the Lomita General Plan Update Project, City of Lomita, Los Angeles County, California*, March 2024.



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## 4.16 UTILITIES AND SERVICE SYSTEMS

### 4.16.1 PURPOSE

This section identifies existing water supply, water consumption, and distribution infrastructure; the nature and location of wastewater conveyance and treatment facilities and existing related infrastructure; stormwater discharge and drainage; solid waste services; and electric power, natural gas, and telecommunications services within the Planning Area and provides an analysis of potential impacts associated with implementation of the General Plan Update.

One comment was received during the Notice of Preparation (“NOP”) comment period regarding utilities and service systems. The comment was received from Los Angeles County Sanitation Districts (“LACSD”). LACSD recommends the Lead Agency to review all future individual developments within the city to determine whether sufficient trunk sewer capacity exists to serve each development and if Districts’ facilities will be affected by the development. This section addresses the environmental issues raised during the NOP comment period.

### 4.16.2 ENVIRONMENTAL SETTING

#### WATER SUPPLIES

##### Key Terms

**Acre-feet (AF):** The volume of one acre of water to a depth of one foot. Each acre-foot of water is equal to approximately 325,851.4 gallons.

**BGS:** Below ground surface.

**GPD:** Gallons per day.

**GPM:** Gallons per minute.

**Groundwater:** Water that is underground and below the water table, as opposed to surface water, which flows across the ground surface. Water beneath the earth’s surface fills the spaces in soil, gravel, or rock formations. Pockets of groundwater are often called “aquifers” and are the source of drinking water for a large percentage of the population in the United States. Groundwater is often extracted using wells which pump the water out of the ground and up to the surface. Groundwater is naturally replenished by surface water from precipitation, streams, and rivers when this recharge reaches the water table.

**MG:** Million gallons

**MGD:** Million gallons per day

**Surface water:** Water collected on the ground or from a stream, river, lake, wetland, or ocean. Surface water is replenished naturally through precipitation but is lost naturally through evaporation and seepage into soil.



### Water Distribution System

Lomita Water Division serves the Planning Area, along with California Water Service (“CWS”) for a small portion at the southwest corner of the city (Fusco Engineering Inc. 2024). The Planning Area’s existing potable water system consists of 4,659 connections, approximately 46 miles of pipelines, two storage reservoirs with a total capacity of 140,000 gallons per day, and one pressure reducing station with a backup booster pump station. The water is imported from two Metropolitan Water District (“MWD”) connections via the West Basin Municipal Water District (“WBMWD”) connections (WB-7 and WB-8) and one groundwater well, Well No. 5, a treatment system that is not currently in service. The City’s 2020 Urban Water Management Plan (“UWMP”) was prepared in accordance with the California Urban Water Management Planning Act, codified in California Water Code Sections 10610 through 10657. The 2020 UWMP addresses the City’s water management planning efforts to assure adequate water supplies to meet forecast demands through 2045. According to the 2020 UWMP, the City’s Water Division services an area of approximately 1.97 square miles and 19,522 persons.

### Water Infrastructure

The Planning Area is underlain by potable and non-potable water infrastructure owned and maintained by the City’s Water Division, along with California Water Service (CWS) for a small portion at the southwest corner of the Planning Area, respectively. This includes two pumps, one booster station, two storage reservoirs, two connections with the MWD, one groundwater well, three emergency interconnections with other cities, a standby well, and approximately 46 miles of distribution pipelines. See Figure 4.16-1, Existing Water Infrastructure, for more detail.

According to the City’s 2020 UWMP, water supply sources include local groundwater and imported water purchased from the MWD. Groundwater that serves the Planning Area is pumped from West Coast Basin of the Coastal Plain of Los Angeles Groundwater Basin. The City has rights to extract 1,352 acre-feet (“AF”) of groundwater annually. The City maintains one active well (Well No.5) for groundwater extraction. The well has a depth of 660 feet and a capacity of 1,500 gallons per minute. Well No. 5 is a main component of the Cypress Water Production Facility (“CWPF”), which is an iron-manganese greensand filtration treatment system designed to remove iron and manganese.

The City does not own or maintain any sewer collection or treatment facilities. The Warren Water Treatment Facility (formerly known as the Joint Water Pollution Control Plant [“JWPCP”]) is the only wastewater treatment facility for the Planning Area and currently provides only primary and secondary treatment.

### Projected Water Demands and Supply

The Planning Area’s water supply sources include local groundwater and imported water purchased from the MWD. Table 4.16-1, Existing and Projected Water Supply, provides the City’s estimated supply in 2020 and supply projections for 2025 to 2045.



**Table 4.16-1**  
**Existing and Projected Water Supply**

Water Supply	Existing & Projected Water Supply (AFY)					
	2020	2025	2030	2035	2040	2045
Imported	2,070	2,648	2,648	2,648	2,648	2,648
Groundwater	1	1,352	1,352	1,352	1,352	1,352
<b>Total (AF)*</b>	<b>2,071</b>	<b>4,000</b>	<b>4,000</b>	<b>4,000</b>	<b>4,000</b>	<b>4,000</b>
Source: City of Lomita, 2020 Urban Water Management Plan, Tables 3.1, 3.3, and 3.4 Projected Water Supply Availability (AF), June 2021.						

Under a business-as-usual scenario or a scenario with minimal growth, the City's water demand within its service area would remain relatively constant over the next 20 to 25 years due to minimal population growth combined with water use efficiency measures and the potential use of recycled water. Projects identified in the City's Capital Improvement Program ("CIP") Master Plan to improve water supply reliability and enhance the operations of the City's facilities include replacement of water meters, fire hydrants, valves, and pipelines.

Table 4.16-2, *City of Lomita 2020 UWMP Projected Water Demands*, presents the data from the 2020 UWMP for the projected potable water demands for the Planning Area through the year 2045.

**Table 4.16-2**  
**City of Lomita 2020 UWMP Projected Water Demands**

Land Use Type	Projected Water Use (AFY)					
	2020	2025	2030	2035	2040	2045
Single Family	1,490	1,559	1,558	1,557	1,556	1,554
Multi-Family	104	109	109	109	109	109
Commercial	202	238	238	238	238	238
Institutional	182	182	182	182	182	182
Other	0	0	0	0	0	0
Unaccounted for Water	92	128	128	128	128	128
<b>TOTAL</b>	<b>2,071</b>	<b>2,216</b>	<b>2,215</b>	<b>2,214</b>	<b>2,212</b>	<b>2,209</b>
Source: City of Lomita, 2020 Urban Water Management Plan, Tables 6.4 and 6.7, June 2021.						



**Table 4.16-3**  
**City of Lomita Supply Availability and Demand Projections for Normal-, Single Dry-, and Multiple Dry-Years**

Demand and Supply Projections (in acre-feet)	2025	2030	2035	2040	2045
<b>Normal Year</b>					
Service Area Supply	4,000	4,000	4,000	4,000	4,000
Service Area Demand	2,227	2,214	2,221	2,203	2,206
Difference	1,773	1,786	1,779	1,797	1,794
<b>Single-Dry Year</b>					
Service Area Supply	4,000	4,000	4,000	4,000	4,000
Service Area Demand	2,339	2,324	2,332	2,313	2,317
Difference	1,661	1,676	1,668	1,687	1,683
<b>Multiple-Dry Years</b>					
Service Area Supply	4,000	4,000	4,000	4,000	4,000
Service Area Demand	2,261	2,261	2,260	2,258	2,256
Difference	1,739	1,739	1,740	1,742	1,744
Source: City of Lomita, 2020 Urban Water Management Plan, Tables 7.3, 7.4, 7.5, 7.6, 7.7, 7.8, and 7.9, June 2021.					

Table 4.16-3, *City of Lomita Supply Availability and Demand Projections for Normal-, Single Dry-, and Multiple Dry-Years*, presents the data from the City's 2020 UWMP for the water supply and demand projections during normal, single dry, and multiple dry years.

## WASTEWATER

### Key Terms

**Effluent:** Effluent is an outflowing of water from a natural body of water, or from a man-made structure. Effluent in the man-made sense is generally considered to be water pollution, such as the outflow from a sewage treatment facility or the wastewater discharge from industrial facilities. In the context of waste water treatment plants, effluent that has been treated is sometimes called secondary effluent, or treated effluent.

**NPDES:** Water pollution degrades surface waters making them unsafe for drinking, fishing, swimming, and other activities. As authorized by the Clean Water Act ("CWA"), the National Pollutant Discharge Elimination System ("NPDES") permit program controls water pollution by regulating point sources that discharge pollutants into waters of the United States. Point sources are discrete conveyances such as pipes or man-made ditches. Individual homes connected to a municipal system, use a septic system, or do not have a surface discharge do not need an NPDES permit; however, industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters.

**WWTP:** Wastewater treatment plant. Treatment of wastewater may include the following processes: screening to remove large waste items; grit removal to allow sand, gravel, and sediment to settle out; primary sedimentation where sludge can settle out of the wastewater; secondary treatment to



substantially degrade the biological content of the sewage; tertiary treatment to raise the quality of the effluent before it is discharged; and, discharge.

#### Wastewater Treatment and Sewer Collection

The City of Lomita, along with the Los Angeles County Sanitation Districts (“LACSD”), provide wastewater services to the Planning Area. The City of Lomita owns and operates local wastewater transmission lines within city limits, as shown on [Figure 4.16-2, Existing Sewer Infrastructure](#). According to the City’s 2016 Sewer System Management Plan, the City’s Public Works Department manages the City-owned sanitary sewer collection system, which serves a population of approximately 20,000 residences (City of Lomita 2016). The sanitary sewer collection system consists of 36 miles of gravity sewer lines ranging from eight to 12 inches in diameter and no pump stations. The city’s local gravity sewer lines discharge into LACSD’s facilities for conveyance, treatment, and disposal. The City is responsible for ensuring that the public sewer infrastructure is correctly designed, adequately sized, and easily maintained.

The City is part of the Los Angeles County Department of Public Works’ (“LACDPW”) Consolidated Sewer Maintenance District (“CSMD”) and, therefore, relies on the staff and resources of the LACDPW for the maintenance of its collection sewer system. The CSMD has maintained the city’s facilities since 1964 (Fuscoe Engineering, Inc. 2024). The CSMD is not a special district and does not own any infrastructure. LACDPW’s Sewer Maintenance Division is responsible for operational maintenance services of the city’s sewer collection system, including cleaning, closed-circuit television inspection, manhole inspection, and repairs of the system. The CSMD also provides a supporting role in reviewing all proposed sewer plans for new developments in the city to ensure that they conform to County design standards and to ensure that requirements for acceptability for maintenance are met.

The LACSD owns, operates, and maintains an interconnected network of trunk sewers which convey wastewater to LACSD’s regional treatment plants. The local sewer systems tie into the LACSD No. 5 (“LACSD”) larger regional trunk sewer systems, which are located within some the city’s major arterials, including Lomita Boulevard, Narbonne Avenue, Western Avenue, and 250<sup>th</sup> Street (Fuscoe Engineering, Inc., 2024). LACSD’s trunk system forms the backbone of the conveyance system. For more information regarding the city’s sewer infrastructure, refer to [Figure 4.16-2](#).

#### Wastewater Treatment Capacity

The City does not directly provide any wastewater treatment services. The city’s local gravity sewer lines discharge into LACSD’s facilities for conveyance, treatment, and disposal. LACSD’s Warren Water Resource Facility treats all sewage produced within the city, which provides both primary and secondary wastewater treatment (Fuscoe Engineering, Inc. 2024). The Warren Water Resource Facility has a design capacity of 400 million gallons per day (“MGD”). The plant serves a population of approximately 4.8 million people throughout Los Angeles County, including the City of Lomita.

The treated wastewater is disinfected with hypochlorite and discharged to the Pacific Ocean through a network of outfalls. These outfalls extend 1.5 miles off the coast of southern California near the Palos Verdes Peninsula to a depth of 200 feet. All of the Warren Water Resource Facility treated effluent is discharged because the Warren Water Resource Facility only provides primary and secondary treatment.



In general, wastewater flows are expected to be approximately 277 million gallons (“MG”) per year or 0.76 MGD, which is well within the Warren Facility’s remaining treatment capacity of 140 MGD. The Warren Water Resource Facility has a design capacity of up to 400 MGD and is currently treating an average of 260 MGD. Population forecasts are derived from projections by the Southern California Association of Governments (“SCAG”). As part of the LACSD’s 2012 Clearwater Program Master Facilities Plan, these projections are then converted to flows using per capita generation rates. Contract and industrial flows are separately projected and added into the projected flow totals.

Treated wastewater from the Warren Facility includes advanced primary treatment and secondary treatment currently discharged to the Pacific Ocean, thus none of the city’s wastewater is treated to recycled water standards. The quantities of wastewater generated within the city are proportional to the population and the water used in the City’s service area. The City’s UWMP estimates that wastewater flows in the City’s service area were equivalent to about 75 percent of the water demands. See [Table 4.16-4, Existing and Projected Sewer Flows](#), for the city’s estimated sewer flows for 2020 and projected demands for 2025 to 2045 in AF.

**Table 4.16-4**  
**Existing and Projected Sewer Flows**

Existing & Projected Sewer Flows (AF)					
2020	2025	2030	2035	2040	2045
1,484	1,565	1,646	1,616	1,587	1,558
Source: Source: City of Lomita, 2020 Urban Water Management Plan, Tables 4.1, and 4.2 Projected Wastewater Flows Collected in the City.					

## STORMWATER AND DRAINAGE

The information in this section focuses on the potential for the General Plan Update to result in the demand for new or expanded stormwater drainage facilities. [Section 4.9, Hydrology and Water Quality](#), includes an expanded analysis of water quality, flooding, and other stormwater related issues.

### [Stormwater and Flood Control Facilities](#)

Storm drain infrastructure in the city is jointly owned and operated by the City and County. The Los Angeles County Flood Control District (“LACFCD”) provides flood control services and drainage infrastructure within unincorporated County areas and 86 incorporated cities, including the City of Lomita (LACFCD 2023). Stormwater is collected by a series of local catch basins, inlets, and storm drain pipes throughout the Planning Area and generally drains in a west to east direction, within LACFCD facilities before discharging into LACFCD regional conveyance facilities (Lomita, Wilmington, and BI0077 – Line A, and BI1004 – Unit 1 storm drains). The City owns and maintains a number of catch basins and smaller storm drain laterals, while LACDPW owns and maintains the majority of the local storm drain main lines, along with the larger regional storm drain lines, reinforced concrete boxes (“RCBs”), and flood control



channels (Fusco Engineering, Inc. 2024). Figure 4.16-3, Existing Stormwater and Flood Control Facilities, shows stormwater infrastructure within the Planning Area.

## SOLID WASTE

Athens Services, the City's franchise residential trash hauler, provides weekly curbside refuse collection for all single-family dwellings, multifamily dwellings, and commercial customers (utilizing roll-off collection services). Athens Services, a private franchise hauler, provides solid trash collection and recycling services to the Planning Area. Waste collected by Athens Services is hauled to a transfer station at 14048 East Valley Boulevard, in the City of Industry. Athens Services is currently constructing a new materials recovery facility ("MRF") and transfer station in the City of Irwindale. When it opens, the facility will be the largest MRF in Los Angeles County at 250,000 square feet. It will receive, process, and transfer up to 6,000 tons per day of non-hazardous, mixed-municipal solid waste, organics waste, and construction and demolition material from professional waste haulers as well as self-haulers.

### Key Terms

**Class I landfill:** A landfill that accepts for disposal 20 tons or more of municipal solid waste daily (based on an annual average); or one that does not qualify as a Class II or Class III municipal solid waste landfill.

**Class II landfill:** A landfill that (1) accepts less than 20 tons daily of municipal solid waste (based on an annual average); (2) is located on a site where there is no evidence of groundwater pollution caused or contributed by the landfill; (3) is not connected by road to a Class I municipal solid waste landfill, or, if connected by road, is located more than 50 miles from a Class I municipal solid waste landfill; and (4) serves a community that experiences (for at least three months each year) an interruption in access to surface transportation, preventing access to a Class I landfill, or a community with no practicable waste management alternative.

**Class III landfill:** A landfill that is not connected by road to a Class I landfill or a landfill that is located at least 50 miles from a Class I landfill. Class III landfills can accept no more than an average of one ton daily of ash from incinerated municipal solid waste or less than five tons daily of municipal solid waste.

**Transfer station:** A facility for the temporary deposit of some wastes. Transfer stations are often used as places where local waste collection vehicles will deposit their waste cargo prior to loading into larger vehicles. These larger vehicles will transport the waste to the end point of disposal or treatment.

**Waste Management Plan:** A Waste Management Plan ("WMP") is a completed WMP form, approved by the City, submitted by the applicant for any covered project. Prior to project start, the WMP shall identify the types of construction and demolition ("C&D") debris materials generated for disposal and recycling. A completed WMP contains actual weight or volume of the material disposed recycled receipts.

### Waste Disposal Facilities

In 2019, the majority (82 percent) of waste from the city went to two waste disposal facilities: El Sobrante Landfill (48.8 percent) and Olinda Alpha Landfill (33.2 percent) (CalRecycle 2024a). The city disposed of approximately 5,220 tons at El Sobrante Landfill and 3,552 tons at Olinda Alpha Landfill. Other landfills that received a relatively small amount of waste from the city in 2019 include:





- Antelope Valley Public Landfill (513 tons);
- Azusa Land Reclamation Co. Landfill (48 tons);
- Chiquita Canyon Sanitary Landfill (33 tons);
- Frank R. Bowerman Sanitary LF (928 tons);
- Simi Valley Landfill & Recycling Center (11 tons); and
- Sunshine Canyon City/County Landfill (403 tons).

#### [El Sobrante Landfill](#)

The El Sobrante Landfill is a Class III solid waste landfill located just outside of Corona, California. The property spans approximately 1,322 acres with approximately 468 acres allocated for waste disposal (CalRecycle 2024d). The El Sobrante Landfill has a daily permitted maximum of 16,054 tons per day (“TPD”) and a remaining capacity of 143,977,170 cubic yards as of 2018. The landfill has enough projected capacity to serve residents and businesses until approximately 2051.

#### [Olinda Alpha Landfill](#)

The Olinda Alpha Landfill is a Class III solid waste landfill located just outside of Brea, California. The property spans approximately 565 acres, with approximately 453 acres allocated for waste disposal (CalRecycle 2024b). The Olinda Alpha Landfill has a daily permitted maximum of 8,000 TPD and a remaining capacity of 17.5 million cubic yards as of 2020. The landfill has enough projected capacity to serve residents and businesses until approximately 2036.

#### [Solid Waste Generation Rates and Volumes](#)

The California Integrated Waste Management Act of 1989 (Assembly Bill [“AB”] 939) requires each city or county’s source reduction and recycling element to include an implementation schedule showing that a city or county must divert 50 percent of solid waste from landfill disposal or transformation on and after January 1, 2000. Senate Bill (”SB”) 1016, passed in 2008, required the 50 percent diversion requirement to be calculated in a per capita disposal rate equivalent. AB 341, passed in 2012, requires that California increase its diversion rate to 75 percent by 2020.

The California Department of Resources Recycling and Recovery (”CalRecycle”) tracks and monitors solid waste generation rates on a per capita basis. [Table 4.16-5, Solid Waste Generation Rates in City of Lomita](#), shows per capita solid waste generation rates and total annual solid waste disposal volumes for the City of Lomita between 2016 and 2022.



**Table 4.16-5**  
**Solid Waste Generation Rates in City of Lomita**

Year	Waste Generation Rate (pounds/person/day)		Total Disposal Tonnage (tons/year)
	Per Resident	Per Employee	
2016	2.8	16.7	14,038.00
2017	3.5	20.9	17,475.47
2018	2.9	14.9	15,055.40
2019	2.9	15.7	14,305.10
2020	2.8	15.3	12,994.45
2021	3.2	18.8	14,690.38
2022	2.9	16.3	11,988.16
Cal Recycle Target Rate	<3.4	<21.1	--
Source: California Department of Resources Recycling and Recovery (CalRecycle), <i>Jurisdiction Per Capita Disposal Trends</i> , <a href="https://www2.calrecycle.ca.gov/LGCentral/AnnualReporting/ReviewReports">https://www2.calrecycle.ca.gov/LGCentral/AnnualReporting/ReviewReports</a> , accessed April 15, 2024f.			

The City has complied with state requirements to reduce the volume of solid waste through recycling and reuse of solid waste. As shown in [Table 4.16-5](#), the City's per capita disposal rates have consistently satisfied the target rate established by California's Department of Resources Recycling and Recovery CalRecycle of 3.4 pounds per person per day for residents (except for the year 2017) and 21.1 pounds per person per day for employees. The per capita disposal rate is used as one of several factors that CalRecycle considers in determining a jurisdiction's compliance with the intent of AB 939. It allows CalRecycle and jurisdictions to focus on successful implementation of diversion programs. CalRecycle data also shows that the City of Lomita has increased landfill diversion programs for solid waste, from 34 diversion programs in 2007 to 35 in 2022.

#### Hazardous Waste Disposal

Household hazardous waste (HHW) is any hazardous waste generated incidental to owning or maintaining a residence, including: antifreeze; automotive fluids; cleaning products; compressed gas cylinders (full or empty); fertilizers, herbicides, and pesticides; paint; pharmaceuticals; pool chemicals; sharps waste; solvents; and more. Residents in the Planning Area may dispose of these waste products by taking them to a temporary collection event hosted by Los Angeles County's Clean LA program or to the nearest Household Hazardous Waste Collection Center, the Gaffey Street S.A.F.E. Center (1400 N. Gaffey Street in San Pedro).

Separately, as of October 19, 2012, AB 1343 established the PaintCare program. The PaintCare program makes proper paint disposal more convenient for the public by setting up hundreds of new paint drop-off sites at retailers throughout the state. Electronic waste ("e-waste") is anything with a circuit board or battery. It is illegal to dispose of e-waste in any of the regular carts. Residents can legally dispose of these items at designated collection facilities or e-waste recycling events. Universal wastes are hazardous wastes that contain mercury, lead, cadmium, copper, and other substances hazardous to human and environmental health. In general, universal waste may not be discarded in solid waste landfills. Residents



and businesses can generally contact a waste disposal service to arrange a pick-up of e-waste or universal waste.

## ELECTRIC POWER, NATURAL GAS, AND TELECOMMUNICATIONS

Infrastructure to deliver electricity and natural gas service throughout the Planning Area is currently in place, and can generally provide these services to new development on request.

### Electric Power

Southern California Edison (“SCE”) is a regulated public utility that provides energy service to 15 million people across a 50,000 square mile service area in Los Angeles County, including electricity for the Planning Area. SCE obtains electricity from a variety of sources, including SCE-owned facilities and other private and publicly owned facilities that provide electricity through contracts and agreements. A variety of energy sources generate electricity, including coal, natural gas, nuclear, hydroelectric, and a mix of other renewable resources. Smaller voltage overhead transmission lines (less than 110 kilovolts [“kV”]) run north to south along Pennsylvania Avenue, Cypress Street, and Narbonne Avenue, and east to west on 255<sup>th</sup> Street.

### Natural Gas

The Southern California Gas Company (“SoCalGas”) is the primary provider of natural gas to the region of Southern California, including the Planning Area. Sempra Energy, a regulated public utility that provides clean, safe, and reliable energy to 21.8 million consumers across a 24,000 square mile service area, owns and obtains its supply of natural gas from 552 diverse suppliers. No transmission lines or high-pressure distribution lines run through the Planning Area.

### Telecommunications

Multiple telecommunications providers serve the Planning Area, including Spectrum, T-Mobile, AT&T, Viasat, Earthlink, and Sonic. (Hightspeedinternet.com 2023).

## 4.16.3 REGULATORY SETTING

### WATER SUPPLIES

#### State

#### California Department of Health Services

The California Department of Health Services, Division of Drinking Water and Environmental Management, oversees the Drinking Water Program. The Drinking Water Program regulates public water systems and certifies drinking water treatment and distribution operators. It provides support for small water systems and for improving their technical, managerial, and financial capacity. It provides subsidized funding for water system improvements under the State Revolving Fund and Proposition 50 programs. The Drinking Water Program also oversees water recycling projects, permits water treatment devices, supports and promotes water system security, and oversees the Drinking Water Treatment and Research Fund for methyl tertiary butyl ether (“MTBE”) and other oxygenates.



### California Code of Regulations

California Code of Regulations (“CCR”) Title 22, Chapter 15, Article 20 requires all public water systems to prepare a Consumer Confidence Report for distribution to its customers and to the Department of Health Services. The Consumer Confidence Report provides information regarding the quality of potable water provided by the water system. It includes information on the sources of the water, any detected contaminants in the water, the maximum contaminant levels set by regulation, violations and actions taken to correct them, and opportunities for public participation in decisions that may affect the quality of the water provided.

### Consumer Confidence Report Requirements

CCR Title 22, Chapter 15, Article 20 requires all public water systems to prepare a Consumer Confidence Report for distribution to its customers and to the Department of Health Services. The Consumer Confidence Report provides information regarding the quality of potable water provided by the water system. It includes information on the sources of the water, any detected contaminants in the water, the maximum contaminant levels set by regulation, violations and actions taken to correct them, and opportunities for public participation in decisions that may affect the quality of the water provided.

### Sustainable Groundwater Management Act

The Sustainable Groundwater Management Act (Water Code Section 10720 et seq.) enacted in 2014, and related amendments to California law, require that all groundwater basins designated as high- or medium-priority in the California Department of Water Resources’ (“DWR”) California Statewide Groundwater Elevation Monitoring (“CASGEM”) program and that are subject to critical overdraft conditions must be managed under a new Groundwater Sustainability Plan (“GSP”), or a coordinated set of GSPs, by January 31, 2020. High- and medium-priority basins that are not subject to critical overdraft conditions must be managed under a GSP by January 31, 2022. Where GSPs are required, one or more local groundwater sustainability agencies (“GSAs”) must be formed to cover the basin and prepare and implement applicable GSPs. The Sustainable Groundwater Management Act does not apply to basins that are managed under a court-approved adjudication, or to low-or very-low-priority basins.

A GSA has the authority to require registration of groundwater wells, measure and manage extractions, require reports and assess fees, and to request revisions of basin boundaries, including establishing new subbasins. The preparation of a GSP by a GSA is exempt from the CEQA. Each GSP must include a physical description of the covered basin, such as groundwater levels, groundwater quality, subsidence, information on groundwater-surface water interaction, data on historical and projected water demands and supplies, monitoring and management provisions, and a description of how the plan would affect other plans, including city and county general plans.

The Sustainable Groundwater Management Act defines groundwater as “water beneath the surface of the earth within the zone below the water table in which the soil is completely saturated with water but does not include water that flows in known and definite channels.” A groundwater extraction facility is defined as “a device or method for extracting groundwater from within a basin” Water Code Section 10721(g-h). GSPs are reviewed by the DWR to ensure that, over a period of 20 years, “sustainable groundwater management” is achieved. As defined by the Sustainable Groundwater Management Act,



sustainable groundwater management means that groundwater uses within basins managed by a GSP would not cause any of the following “undesirable results”:

- Chronic lowering of groundwater levels (not including overdraft during a drought, if a basin is otherwise managed);
- Significant and unreasonable reductions in groundwater storage;
- Significant and unreasonable seawater intrusion;
- Significant and unreasonable degradation of water quality;
- Significant and unreasonable land subsidence; and
- Surface water depletions that have significant and unreasonable adverse impacts on beneficial uses (Water Code Section 10721(w)).

#### Water Conservation Act of 2009

Water Code Sections 10800, et seq. create a framework for future planning and actions by urban (and agricultural) water suppliers to reduce California’s water use. The Water Code requires urban water suppliers to reduce statewide per capita water consumption by 20 percent by 2020. Additionally, the State is required to make incremental progress towards this goal by reducing per capita water use by at least 10 percent by 2015. Each urban retail water supplier was required to develop water use targets and an interim water use target by July 1, 2011. Each urban retail water supplier was required, by July 2011, to include in their water management plan the baseline daily per capita water use, water use target, interim water use target, and compliance daily per capita water use.

#### Efficiency Standards

CCR Title 24 contains the California Building Standards, including the California Plumbing Code (Part 5), which promotes water conservation. CCR Title 20 addresses Public Utilities and Energy and includes appliance efficiency standards that promote water conservation. In addition, several California laws listed below require water-efficient plumbing fixtures in structures:

- CCR Title 20 Section 1604(g) establishes efficiency standards that give the maximum flow rate of all new showerheads, lavatory faucets, sink faucets, and tub spout diverters;
- CCR Title 20 Section 1606 prohibits the sale of fixtures that do not comply with established efficiency regulations;
- CCR Title 24 Sections 25352(i) and (j) address pipe insulation requirements, which can reduce water used before hot water reaches equipment or fixtures. Insulation of water-heating systems is also required; and
- Health and Safety Code Section 17921.3 requires low-flush toilets and urinals in virtually all buildings.

#### Urban Water Management Planning Act

The Urban Water Management Planning Act has as its objectives the management of urban water demands and the efficient use of urban water. Under its provisions, every urban water supplier is required



to prepare and adopt a UWMP. An “urban water supplier” is a public or private water supplier that provides water for municipal purposes either directly or indirectly to more than 3,000 customers or supplying more than 3,000 AF of water annually. The UWMP must identify and quantify the existing and planned sources of water available to the supplier, quantify the projected water use for a period of 20 years, and describe the supplier’s water demand management measures. The urban water supplier should make every effort to ensure the appropriate level of reliability in its water service sufficient to meet the needs of its various categories of customers during normal, dry, and multiple dry years. The California Department of Water Resources (“DWR”) must receive a copy of an adopted UWMP.

#### [Senate Bill 610 and Assembly Bill 901](#)

The California State Legislature passed SB 610 and AB 901 in 2001. Both measures modified the Urban Water Management Planning Act.

SB 610 requires additional information in a UWMP if groundwater is identified as a source of water available to an urban water supplier. It also requires that the UWMP include a description of all water supply projects and programs that may be undertaken to meet total projected water use. SB 610 requires a city or county that determines a project is subject to CEQA to identify any public water system that may supply water to a project and to request identified public water systems to prepare a specified water supply assessment. The assessment must include, among other information, an identification of existing water supply entitlements, water rights, or water service contracts relevant to the identified water supply for the proposed project, and water received in prior years pursuant to these entitlements, rights, and contracts.

AB 901 requires a UWMP to include information, to the extent practicable, relating to the quality of existing sources of water available to an urban water supplier over given time periods. AB 901 also requires information on the manner in which water quality affects water management strategies and supply reliability. AB 901 requires a plan to describe plans to supplement a water source that may not be available at a consistent level of use, to the extent practicable, and requiring additional findings and declarations relating to water quality.

#### [Senate Bill 221](#)

SB 221 includes additional measures to Government Code Section 66455.3, requiring that the local water agency be sent a copy of any proposed residential subdivision of more than 500 dwelling units within five days of the subdivision application being accepted as complete for processing by the city or county. It also includes additional measures Government Code Section 66473.7, establishing detailed requirements for establishing whether a “sufficient water supply” exists to support any proposed residential subdivisions of more than 500 dwellings, including any such subdivision involving a development agreement. When approving a qualifying subdivision tentative map, the city or county must include a condition requiring availability of a sufficient water supply. The applicable public water system must provide proof of availability. If there is no public water system, the city or county must undertake the analysis described in Government Code Section 66473.7. The analysis must include consideration of effects on other users of water and groundwater.



## Local

### Greater Los Angeles County Integrated Regional Water Management Plan (IRWMP)

The 2014 Greater Los Angeles County Integrated Regional Water Management Plan (“IRWMP”) is a regional plan designed to improve collaboration in water resources management. The IRWMP identifies a comprehensive set of solutions to: reduce the region’s reliance on imported water; comply with water quality regulations by improving the quality of urban runoff, stormwater, and wastewater; protect, restore and enhance natural processes and habitats; increase watershed friendly recreational space for all communities; reduce flood risk in flood prone areas by either increasing protection or decreasing needs using integrated flood management approaches; and adapt to and mitigate against climate change vulnerabilities.

### City of Lomita 2020 Urban Water Management Plan

Established in 1983, the UWMP was prepared in compliance with the Urban Water Management Planning Act, and codified into the California Water Code sections 10610 through 10657. The UWMP must be filed with the DWR every five years, describing and evaluating reasonable and practical efficient water uses, reclamation, and conservation activities. The Water Code mandates that each water supplier shall update its plan at least once every five years. The UWMP describes and evaluates reasonable and practical efficient water uses, recycling and conservation activities to ensure adequate and reliable water supplies. Factors considered while developing the URMP include current and projected land uses, potential water supply projects, seismic risk assessments, five-year drought projections and more.

### City of Lomita Municipal Code

The City of Lomita Municipal Code Section 10-6, *Water Facilities Fee*, imposes a fee for each developer to pay before a building permit can be issued.

Municipal Code Section 12-4, *Water Conservation*, allows the City Council to declare voluntary and mandatory water restrictions, as appropriate to water supply conditions. This section discusses conservation practices and drought management.

Municipal Code Title 10, *Building and Safety*, adopts various uniform building and construction codes. Lomita Municipal Code Section 10-8, *Green Building Standards*, adopts the 2022 California Green Building Standards Code, also referred to as CALGreen. CALGreen includes regulations to improve water efficiency and conservation.

### City of Lomita General Plan Safety Element

The existing City of Lomita General Plan Safety Element contains the following goals, policies, and actions that are relevant to water supply resources:

**Goal 2:** A city designed to minimize risks from hazards.

**Policy 2.1:** Seismic retrofit essential facilities to minimize damage in the event of seismic or geologic hazards.

**Policy 2.4:** Maximize fire resistance of existing and planned development and infrastructure.





**Action 2.1b:** Coordinate with relevant utility service providers to develop a plan for temporary bypasses for all major utility systems (water, sewer, gas) in accordance with anticipated seismic event damage, as identified in the Lomita Hazard Mitigation Plan.

**Action 2.4a:** Identify areas vulnerable to fire due to inadequate water supply for firefighting and implement improvements (e.g., expansion of water supply, storage hydrants).

## WASTEWATER

### Federal

#### Clean Water Act

The CWA (33 United States Code Section 1251 et seq.) is the cornerstone of water quality protection in the United States. The statute employs a variety of regulatory and non-regulatory tools to sharply reduce direct pollutants discharges into waterways, finance municipal wastewater treatment facilities, and manage polluted runoff. These tools are employed to achieve the broader goal of restoring and maintaining the chemical, physical, and biological integrity of the nation's waters so that they can support "the protection and propagation of fish, shellfish, and wildlife and recreation in and on the water" (United States Environmental Protection Agency n.d.).

The CWA regulates discharges from "non-point source" and traditional "point source" facilities, such as municipal sewage plants and industrial facilities. The CWA makes it illegal to discharge pollutants from a point source to the waters of the United States. CWA Section 402 creates the NPDES regulatory program. Point sources must obtain a discharge permit from the proper authority. NPDES permits cover industrial and municipal discharges, discharges from storm sewer systems in larger cities, storm water associated with numerous kinds of industrial activity, runoff from construction sites disturbing more than one acre, mining operations, and animal feedlots and aquaculture facilities above certain thresholds.

All so-called "indirect" dischargers are not required to obtain NPDES permits. An indirect discharger is one that sends its wastewater into a city sewer system, so it eventually goes to a sewage treatment plant. Although not regulated under NPDES, "indirect" discharges are covered by the CWA "pretreatment" program.

### State

#### State Water Resources Control Board/Regional Water Quality Control Board

In California, all wastewater treatment and disposal systems fall under the overall regulatory authority of the State Water Resources Control Board ("SWRCB") and the nine California Regional Water Quality Control Boards ("RWQCBs"), who are charged with the responsibility of protecting beneficial uses of State waters (ground and surface) from a variety of waste discharges, including wastewater from individual and municipal systems. The Planning Area falls within the jurisdiction of the Los Angeles RWQCB.

The RWQCB's regulatory role often involves the formation and implementation of basic water protection policies. These are reflected in the individual RWQCB's Basin Plan, generally in the form of guidelines, criteria and/or prohibitions related to the siting, design, construction, and maintenance of on-site sewage



disposal systems. The SWRCB's role has historically been one of providing overall direction, organizational and technical assistance, and a communications link to the State legislature.

The RWQCBs may waive or delegate regulatory authority for on-site sewage disposal systems to counties, cities or special districts. Although not mandatory, this is a common practice that has proven to be administratively efficient. In some cases, this is accomplished through a Memorandum of Understanding ("MOU"), whereby the local agency commits to enforcing the Basin Plan requirements or other specified standards that may be more restrictive. The RWQCBs generally elect to retain permitting authority over large and/or commercial or industrial on-site sewage disposal systems, depending on the volume and character of the wastewater.

#### Local

##### [Los Angeles County Sanitation Districts Master Connection Fee Ordinance](#)

The LACSD Master Connection Fee Ordinance imposes fees for connecting to the LACSD wastewater system, or for increasing the strength or quantity of wastewater discharged from connected facilities, and to provide for the collection of those fees. Revenue from the LACSD Master Connection Fee Ordinance is used to fund LACSD's capital facilities and the Joint Outfall System ("JOS") capital facilities.

##### [Los Angeles County Sanitation Districts Wastewater Treatment Surcharge Program](#)

The LACSD charges an annual fee for wastewater collection, treatment, and disposal services for all companies that discharge more than one million gallons of wastewater to the public sewerage system during the fiscal year or have high strength waste.

##### [City of Lomita Sewer System Management Plan \(2016\)](#)

The City of Lomita's Sewer System Management Plan contains policies and procedures related to the design and maintenance of the City's sewer system to prevent sanitary sewer overflows. The Sewer System Management Plan describes responsibilities, preventive maintenance activities, conditions assessments, and standards for construction and design of sanitary sewers within the city.

##### [City of Lomita Municipal Code](#)

Lomita Municipal Code Section 5-2, *Sanitary Sewers and Industrial Waste*, adopts Title 20, Division 2 of the Los Angeles County Code as the Sanitary Sewer and Industrial Waste Ordinance for the City of Lomita, which regulates discharges of wastewater, including industrial waste discharges, into sanitary sewers within the city.

## STORMWATER AND FLOOD CONTROL FACILITIES

#### Federal

##### [Clean Water Act](#)

The CWA, initially passed in 1972, regulates the discharge of pollutants into watersheds throughout the nation. CWA Section 402(p) of the act establishes a framework for regulating municipal and industrial stormwater discharges under the NPDES Program. CWA Section 402(p) requires that stormwater



associated with industrial activity that discharges either directly to surface waters or indirectly through municipal separate storm sewers must be regulated by an NPDES permit.

The SWRCB is responsible for implementing the CWA and does so through issuing NPDES permits to cities and counties through regional water quality control boards. Federal regulations allow two permitting options for storm water discharges (individual permits and general permits). Pursuant to CWA Section 402 and the Porter-Cologne Water Quality Control Act, municipal stormwater discharge in the Planning Area is subject to the Waste Discharge Requirements (“WDRs”) of the MS4 Permit (R4-2012-0175).

#### National Pollutant Discharge Elimination System (NPDES)

Discharges to navigable waters of the United States require NPDES permits, including any discharge to surface waters, including lakes, rivers, streams, bays, oceans, dry stream beds, wetlands, and storm sewers that are tributary to any surface water body. NPDES permits are issued under the CWA, Title IV, Permits and Licenses, Section 402 (33 USC 466 et seq.).

The RWQCB issues these permits in lieu of direct issuance by the Environmental Protection Agency (EPA), subject to review and approval by the EPA Regional Administrator (“EPA Region 9”). The terms of these NPDES permits implement pertinent provisions of the CWA and its implementing regulations, including pre-treatment, sludge management, effluent limitations for specific industries, and anti-degradation. In general, the discharge of pollutants is to be eliminated or reduced as much as practicable so as to achieve the CWA’s goal of “fishable and swimmable” navigable (surface) waters. Technically, all NPDES permits issued by the RWQCB are also WDRs issued under the authority of the CWA.

These NPDES permits regulate discharges from publicly owned treatment works, industrial discharges, stormwater runoff, dewatering operations, and groundwater cleanup discharges. NPDES permits are issued for five years or less, and therefore must be updated regularly. To expedite the permit issuance process, the RWQCB has adopted several general NPDES permits, each of which regulates numerous discharges of similar types of wastes. The SWRCB has issued general permits for stormwater runoff from construction sites statewide. Stormwater discharges from industrial and construction activities in the Planning Area can be covered under these general permits, which are administered jointly by the SWRCB and RWQCB.

Construction throughout the Planning Area could disturb more than one acre of land surface for centralized and regional structural BMPs (and possibly for those distributed structural BMPs larger than one acre), affecting the quality of stormwater discharges into waters of the United States. The City would therefore be subject to the NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Order 2009-0009-DWQ, NPDES No. CAS000002, Construction General Permit, as amended by Order 2010-0014-DWQ and Order 2012-0006-DWQ). The Construction General Permit regulates discharges of pollutants in stormwater associated with construction activity to waters of the United States from construction sites that disturb one or more acres of land surface, or that are part of a common plan of development or sale that disturbs more than one acre of land surface.

The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (“SWPPP”) that includes specific Best Management Practices (“BMPs”) designed



to prevent pollutants from contacting stormwater and keep all products of erosion from moving off-site into receiving waters. The SWPPP BMPs aim to protect surface water quality by preventing the off-site migration of eroded soil and construction-related pollutants from the construction area.

### State

#### California Water Code

California's primary statute governing water quality and water pollution issues with respect to both surface waters and groundwater is the Porter-Cologne Water Quality Control Act of 1970 (Water Code Division 7) ("Porter-Cologne Act"). The Porter-Cologne Act grants the SWRCB and each of the RWQCBs power to protect water quality and is the primary vehicle for implementation of California's responsibilities under the Federal CWA. The Porter-Cologne Act grants the SWRCB and the RWQCBs authority and responsibility to adopt plans and policies, to regulate discharges to surface and groundwater, to regulate waste disposal sites, and to require cleanup of discharges of hazardous materials and other pollutants. The Porter-Cologne Act also establishes reporting requirements for unintended discharges of any hazardous substance, sewage, or oil or petroleum product.

Each RWQCB must formulate and adopt a Water Quality Control Plan ("Basin Plan") for its region. The regional plans are to conform to the policies set forth in the Porter-Cologne Act and established by the SWRCB in its State water policy. The Porter-Cologne Act also provides that a RWQCB may include within its regional plan water discharge prohibitions applicable to particular conditions, areas, or types of waste.

#### State Water Resource Control Board Storm Water Strategy

Founded on the results of the Storm Water Strategic Initiative, which served to direct the SWRCB's role in storm water resources management, the Storm Water Strategy developed guiding principles to serve as the foundation of the storm water program, identified issues that support or inhibit the program from aligning with the guiding principles, and proposed and prioritized projects that the Water Boards could implement to address those issues. SWRCB staff created a strategy-based document called the Strategy to Optimize Management of Storm Water ("STORMS"). STORMS includes a program vision, missions, goals, objectives, projects, timelines, and consideration of the most effective integration of project outcomes into SWRCB's Storm Water Program.

### Local

#### Water Quality Control Plan (Basin Plan) for the Los Angeles Region

Designed to preserve and enhance water quality and protect the beneficial uses of all regional waters, the Basin Plan is a resource for the RWQCB and others who use water and/or discharge wastewater in the region that the Basin Plan is designed to cover. Other agencies and organizations involved in environmental permitting and resource management activities also use the Basin Plan. Finally, the Basin Plan provides valuable information to the public about local water quality issues.

The Los Angeles Region (Region 4) has jurisdiction over the coastal drainages between Rincon Point (on the coast of western Ventura County) and the eastern Los Angeles County. The Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties covers coastal Los Angeles County, including the Planning Area.



### Dominguez Channel Watershed Management Area – Enhanced Watershed Management Program

The Dominguez Channel Watershed Management Area Enhanced Watershed Management Program (“EWMP”) was developed pursuant to the requirements set forth by Order No. R4-2012-0175, Los Angeles County NPDES MS4 Permit). The EWMP identifies water quality priorities and watershed control measures for compliance with all Dominguez Channel Total Maximum Daily Loads (“TMDLs”). The EWMP Plan, along with a Coordinated Monitoring Plan, serves as a guiding document for implementing water quality improving infrastructure, policies, and programs. The City of Lomita is a participating member in the EWMP.

### City of Lomita Municipal Code

Lomita Municipal Code Section 5-9 contains a number of requirements to control stormwater pollution, including post-construction runoff pollution reduction BMPs, such as Low Impact Development (“LID”) structural and non-structural BMPs to effectively reduce the amount of impervious area of a completed project site; promoting the use of infiltration and other controls that reduce runoff; source control BMPs to prevent runoff contact with pollutant materials that would otherwise be discharged to the MS4; and structural and non-structural BMPs for specific types of uses. Lomita Municipal Code Section 5-9.180 requires all development or redevelopment projects not requiring a LID plan to submit a site-specific plan to mitigate post development stormwater quality if the project has any one or more of the listed characteristics. Lomita Municipal Code Section 5-9.070, *Control of Erosion of Slopes and Channels*, requires the use of BMPs on slopes or channels in subject new development or redevelopment projects. Lomita Municipal Code Section 5-9.110, *Maintenance of Best Management Practices*, requires ongoing maintenance of structural or treatment control BMPs by subject development and redevelopment projects. Other existing regulatory requirements that manage water quality include requirements to obtain approval from the RWQCB for NPDES permits, other discharge permits, and to implement BMPs.

## SOLID WASTE

### Federal

#### Resource Conservation and Recovery Act

Enacted in 1976, the Resource Conservation and Recovery Act (“RCRA”), addressed the huge volumes of municipal and industrial solid waste generated nationwide. After several amendments, RCRA as it stands today, governs the management of solid and hazardous waste and underground storage tanks (“USTs”). RCRA, enacted in 1976, is an amendment to the Solid Waste Disposal Act of 1965. RCRA has been amended several times, most significantly by the Hazardous and Solid Waste Amendments of 1984. RCRA is a combination of the first solid waste statutes and all subsequent amendments. RCRA authorizes the EPA to regulate waste management activities, authorizing states to develop and enforce their own waste management programs, in lieu of the federal program, if a state's waste management program is substantially equivalent to, consistent with, and no less stringent than the federal program.



## State

### California Integrated Waste Management Act (AB 939 and SB 1322)

The California Integrated Waste Management Act of 1989 (AB 939 and SB 1322) requires every city and county to prepare a Source Reduction and Recycling Element to its Solid Waste Management Plan that identifies how each jurisdiction will meet the mandatory State waste diversion goals of 25 percent by 1995 and 50 percent by 2000. The purpose of AB 939 and SB 1322 is to “reduce, recycle, and re-use solid waste generated in the state to the maximum extent feasible.” The term “integrated waste management” refers to the use of a variety of waste management practices to safely and effectively handle the municipal solid waste stream with the least adverse impact on human health and the environment. RCRA has established a waste management hierarchy, as follows: Source Reduction; Recycling; Composting; Transformation; and Disposal.

### California Integrated Waste Management Board Model Ordinance

Subsequent to the Integrated Waste Management Act, additional legislation was passed to assist local jurisdictions in accomplishing the goals of AB 939. The California Solid Waste Re-use and Recycling Access Act of 1991 (Section 42900-42911 of the Public Resources Code) directs the California Integrated Waste Management Board to draft a “model ordinance” relating to adequate areas for collecting and loading recyclable materials in development projects. The model ordinance requires that any new development project, for which an application is submitted on or after September 1, 1994, include “adequate, accessible, and convenient areas for collecting and loading recyclable materials.” For subdivisions of single-family detached homes, recycling areas are required to serve only the needs of the homes within that subdivision.

### California Mandatory Commercial Recycling Law (AB 341)

AB 341 directed 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 Office of Administrative Law approved the final regulation on May 7, 2012. The purpose of AB 341 is to reduce GHG emissions by diverting commercial solid waste to recycling efforts and to expand the opportunity for additional recycling services and recycling manufacturing facilities in California.

Beginning on July 1, 2012, businesses have been required to recycle, and each jurisdiction has implemented programs that include education, outreach, and monitoring. Jurisdictions were required to start reporting on their 2012 Electronic Annual Report (due August 1, 2013) on their initial education, outreach, and monitoring efforts, and, if applicable, on any enforcement activities or exemptions implemented by the jurisdiction.

In addition to Mandatory Commercial Recycling, AB 341 sets a statewide goal for 75 percent disposal reduction by the year 2020. This is not written as a 75 percent diversion mandate for each jurisdiction. The 50 percent disposal reduction mandate still stands for cities, counties, and State agencies (including community colleges) under AB 939.



#### [Assembly Bill 1826 Mandatory Commercial Organics Recycling](#)

In October 2014 Governor Brown signed AB 1826, requiring businesses to recycle their organic waste on and after April 1, 2016, depending on the amount of waste they generate per week. AB 1826 also requires that on and after January 1, 2016, local jurisdictions across the state implement an organic waste recycling program to divert organic waste generated by businesses, including multifamily residential dwellings that consist of five or more units (however multi-family dwellings are not required to have a food waste diversion program). Organic waste (also referred to as organics) means food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste mixed in with food waste. AB 1826 phases in the mandatory recycling of commercial organics over time, while also offering an exemption process for rural counties. In particular, the minimum threshold of organic waste generation by businesses decreases over time, which means an increasingly greater proportion of the commercial sector will be required to comply.

Starting on January 1, 2019, businesses that generate four cubic yards or more of commercial solid waste per week shall arrange for organic waste recycling services. By Summer/Fall 2021, if CalRecycle determines that the statewide disposal of organic waste in 2020 has not been reduced by 50 percent of the level of disposal during 2014, the organic recycling requirements on businesses will expand to cover businesses that generate two cubic yards or more of commercial solid waste per week. Additionally, certain exemptions may no longer be available if this target is not met.

#### [Senate Bill 1383 Short-lived Climate Pollutants: Organic Waste Methane Emissions Reductions](#)

In September 2016, Governor Brown signed SB 1383, establishing methane emissions reduction targets in a statewide effort to reduce emissions of short-lived climate pollutants (“SLCP”) in various sectors of California’s economy. SB 1383 codifies the California Air Resources Board’s Short-Lived Climate Pollutant Reduction Strategy, established pursuant to SB 605, in order to achieve reductions in the statewide emissions of short-lived climate pollutants. Actions to reduce short-lived climate pollutants are essential to address the many impacts of climate change on human health, especially in California’s most at-risk communities, and on the environment.

As it pertains to solid waste, SB 1383 establishes targets to achieve a 50 percent reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025. SB 1383 grants CalRecycle the regulatory authority required to achieve the organic waste disposal reduction targets and establishes an additional target that not less than 20 percent of currently disposed edible food is recovered for human consumption by 2025.

#### [Local](#)

##### [City of Lomita Municipal Code](#)

The City of Lomita Municipal Code Section 5-3, *Integrated Waste Management*, establishes regulations for solid waste collection of residential and non-residential uses, and construction/demolition waste.





## ELECTRICAL POWER, NATURAL GAS, AND TELECOMMUNICATIONS

### Federal

#### Federal Energy Regulation Commission

The Federal Energy Regulatory Commission duties include the regulation of the transmission and sale of electricity and natural gas in interstate commerce, licensing of hydroelectric projects, and oversight of related environmental matters.

### State

#### California Public Utilities Commission

Established in 1911, the California Public Utilities Commission (“CPUC”) regulates privately owned electric, natural gas, telecommunications, water, railroad, rail transit, and passenger transportation companies. CPUC is organized into several advisory units, an enforcement division, and a strategic planning group. CPUC also regulates Edison and SoCalGas.

### Local

#### City of Lomita Municipal Code

The City of Lomita Municipal Code Title 12, *Public Utilities*, details the regulations associated with community antenna television systems and underground utilities.

## 4.16.4 SIGNIFICANCE CRITERIA AND THRESHOLDS

CEQA Guidelines Appendix G contains the Initial Study Environmental Checklist, which includes questions related to utilities and service systems. The issues presented in the Initial Study Environmental Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant environmental impact if it would:

- Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects (refer to Impact Statement USS-1);
- Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years (refer to Impact Statement USS-2);
- Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments (refer to Impact Statement USS-3);
- Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals (refer to Impact Statement USS-4); and/or
- Not comply with federal, state, and local management and reduction statutes and regulations related to solid waste (refer to Impact Statement USS-5).



#### 4.16.5 IMPACTS AND MITIGATION MEASURES

**USS-1: Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?**

**Impact Analysis:**

##### **WATER**

With respect to water facilities, the General Plan Update is expected to result in population and employment growth within the Planning Area, and thus, an overall increase in demand on water supply, which would necessitate construction of future water supply infrastructure. Based on the anticipated growth, as described in Section 2.0, Project Description, and summarized in Table 2-3, General Plan 2045 Buildout by Land Use Designation, buildout under the General Plan Update could yield a net change over existing conditions of an additional 2,885 housing units, an additional population of 7,616 people, an additional 583,431 square feet of non-residential building square footage, and an additional 853 jobs within the Planning Area. This increased demand for water infrastructure would be located within areas that are already developed and serviced by the City's Water Division.

Since no specific development projects are proposed as part of the General Plan Update, the environmental effects from constructing or expanding facilities are unknown at this time. All water infrastructure construction activities associated with future development would be subject to compliance with existing local, State, and federal laws, ordinances, and regulations, which would ensure impacts are reduced to less than significant levels. The City's Water Division would continue to ensure adequate water distribution facilities are available to serve future development. Lomita Municipal Code Section 10-6, *Water Facilities Fee*, imposes a fee for each developer to pay before a building permit can be issued.

Furthermore, these future water facilities would be subject to General Plan Update policies and actions intended to ensure the provision of water and that potential environmental impacts associated with the implementation of new or expanded infrastructure would be reduced. Proposed Resource Management Element Policy RM-6.1 directs the City to coordinate with the Los Angeles RWQCB to help maintain and improve the quality of both surface water and groundwater resources. Proposed Resource Management Element Policy RM-6.2 directs the City to promote water conservation and efficiency through education, innovation, regulation, and incentives that target all aspects of water consumption. Proposed Resource Management Element Policy RM-6.4 encourages the City to collaborate with community partners to promote water conservation and to cultivate an understanding and appreciation of water conservation practices. Proposed Resource Management Element Policy RM-6.6 instructs the City to invest and devote resources toward the City's Water Division to minimize reliance on imported water and strive to develop a more effective water production and distribution system in the city. Action RM-6a directs the City to work closely with the California State Division of Drinking Water, the Los Angeles RWQCB, and other agencies to identify the potential source of benzene contamination detected at Well No. 5 through extensive testing. Action RM-6b directs the City to implement regular monitoring and reporting procedures to track water consumption trends, identify inefficiencies, and gauge the impact of water



conservation measures. Action RM-6d directs the City to conduct feasibility studies to evaluate the potential for expanding recycled water infrastructure within the city. Action RM-6f directs the City to conduct a comprehensive assessment of the current water distribution system and identify areas in need of improvement to guide the development of a more efficient water distribution system. The implementation of existing regulations and General Plan Update policies and actions would reduce impacts associated with the relocation or construction of new or expanded water facilities to a less than significant level.

## WASTEWATER

With respect to wastewater, the General Plan Update is expected to result in increased population and employment growth within the Planning Area, and thus, an overall increase in demand on the existing sewer system associated with increased sewage flows.

The Planning Area is urbanized and contains existing wastewater infrastructure. As discussed above, the City and LACSD provide wastewater services to the Planning Area. The City owns and operates local wastewater transmission lines within City limits. The City does not directly provide any wastewater treatment services. The city's local gravity sewer lines discharge into LACSD's facilities for conveyance, treatment, and disposal. LACSD's Warren Water Resource Facility treats all sewage produced within the city. The Warren Water Resource Facility has a design capacity of up to 400 MGD and is currently treating an average of 260 MGD and currently has capacity to serve the Planning Area. The Warren Water Resource Facility serves a population of approximately 4.8 million people throughout Los Angeles County, including the city. The City's proposed land use changes will produce an estimated sewer flow increase of 850 AFY (758,500 GPD) (Fusco Engineering, Inc. 2024). The LACSD continues to monitor and adjust its projected flows and would expand treatment capacity as needed based on these updates. No currently planned plant expansion, as ongoing water conservation efforts throughout the region continue to lower current wastewater flows.

The General Plan Update does not include specific development proposals; therefore, the environmental effects of future wastewater collection systems are unknown at this time. At the time future projects are proposed, they would be required to ensure sufficient local and trunk sewer capacity exists to serve the specific development. Pursuant to Lomita Municipal Code Section 5-2, *Sanitary Sewers and Industrial Waste*, adopts Title 20, Division 2 of the Los Angeles County Code as the Sanitary Sewer and Industrial Waste Ordinance for the City of Lomita. The ordinance regulates discharges of wastewater, including industrial waste discharges, into sanitary sewers within the city.

The General Plan Update includes policies and actions to ensure adequate wastewater services and facilities are available, and that potential environmental impacts associated with the implementation of new or expanded infrastructure would be reduced. Proposed Resource Management Element Policy RM-6.1 directs the City to coordinate with the Los Angeles RWQCB to help maintain and improve the quality of both surface water and groundwater resources. Action RM-6a directs the City to work closely with the California State Division of Drinking Water, the Los Angeles RWQCB, and other agencies to identify the potential source of benzene contamination detected at Well No. 5 through extensive testing. The implementation of existing regulations and General Plan Update policies and actions would reduce impacts associated with the relocation or construction of new or expanded water facilities to a level that



is less than significant. The implementation of existing regulations and General Plan Update policies and actions would reduce impacts associated with the relocation or construction of new or expanded wastewater facilities to a less than significant level.

## STORMWATER

The Planning Area is generally developed and served by existing stormwater drainage and conveyance facilities. As described above, storm drain infrastructure in the city is jointly owned and operated by the City and the LACFCD. The Planning Area is primarily developed, with limited areas of pervious surfaces. Although future development activities have the potential to slightly increase impervious areas within the Planning Area, the majority of development activities under the proposed General Plan Update would consist of infill and redevelopment on currently urbanized sites. Therefore, implementation of the Project would not substantially increase the rate or amount of surface runoff. Federal, State and local regulations would require individual projects to provide necessary on-site storm drain infrastructure and any off-site infrastructure improvements. Although lot coverage may increase, new stormwater drainage infrastructure would be installed as part of future development projects, thereby providing improved drainage in the Planning Area in the future. The specific impacts of providing new and expanded drainage facilities cannot be determined at this time, as the Project does not propose or approve any specific development project nor does it designate specific sites for new or expanded public facilities.

Stormwater drainage and conveyance facilities would be evaluated at the project-level in association with subsequent development projects. However, the facilities would be primarily provided on sites with land use designations that allow such uses and the environmental impacts of constructing and operating the facilities would likely be similar to those associated with new development, redevelopment, and infrastructure projects under the General Plan Update. As future development and infrastructure projects are considered by the City, each project would be evaluated for conformance with the General Plan, Municipal Code, and other applicable regulations. Subsequent development and infrastructure projects would also be analyzed for potential environmental impacts, consistent CEQA requirements. As such, impacts would be less than significant.

The General Plan Update policies and actions would further ensure that there is adequate stormwater drainage and flood control infrastructure to serve future development under the General Plan Update and would ensure that future drainage and flood control infrastructure projects do not result in adverse environmental impacts. Proposed Resource Management Element Policy RM-6.3 requires the City to continue the coordination with local water agencies to ensure efficient and effective management of stormwater runoff and to protect stormwater quality, in accordance with the NPDES permit. Proposed Resource Management Element Policy RM-6.5 encourages the City to develop drought resistant landscaping for new residential and nonresidential development projects to decrease water demand, prevent erosion, reduce flooding, and limit pollutants. Action RM-6c encourages the City to conduct outreach to inform residents and businesses about the importance of stormwater management, including providing practical tips and resources to reduce local runoffs. Action RM-6e encourages the City to consider adoption of drought resistant landscape guidelines in the Zoning Code. The implementation of existing regulations and General Plan Update policies and actions would reduce impacts associated with



the relocation or construction of new or expanded stormwater facilities to a level that is less than significant.

### ELECTRICAL, NATURAL GAS, AND TELECOMMUNICATIONS

In regard to electrical, natural gas, and telecommunication facilities and services, the Planning Area is within the service areas of SCE, SoCalGas, and various telecommunication providers. SCE is a regulated public utility that provides energy service to 15 million people across a 50,000 square mile service area in Los Angeles County, including electricity for the Planning Area. SCE obtains electricity from a variety of sources, including SCE-owned facilities and other private and publicly owned facilities that provide electricity through contracts and agreements. A variety of energy sources generate electricity, including coal, natural gas, nuclear, hydroelectric, and a mix of other renewable resources. Smaller voltage overhead transmission lines (less than 110 kV) run north/south along Pennsylvania Avenue, Cypress Street, and Narbonne Avenue, and east/west on 255th Street. SoCalGas is the primary provider of natural gas to the region of Southern California, including the Planning Area. Sempra Energy, a regulated public utility that provides clean, safe, and reliable energy to 21.8 million consumers across a 24,000 square mile service area, owns SoCalGas. SoCalGas obtains its supply of natural gas from 552 diverse suppliers. No transmission lines or high-pressure distribution lines run through the Planning Area. The telecommunication providers serving the Planning Area include Spectrum, T-Mobile, AT&T, Viasat, Earthlink, and Sonic. (Highspeedinternet.com 2023).

New growth anticipated by the General Plan Update would require increased electrical, natural gas, and telecommunications facilities and services, potentially resulting in the new construction or relocation of facilities through 2045. The environmental effects of future expansions of electrical, natural gas, and telecommunication facilities would be evaluated with each development proposal and would require a separate environmental review related to the construction and operation of new electrical, natural gas, and telecommunications infrastructure. Future implementing projects under the General Plan Update would have to coordinate with each utility provider to establish service, provide any necessary extensions of facilities, and comply with regulations in existence at that time.

As future development and infrastructure projects are considered by the City, each project will be evaluated for conformance with the General Plan, Municipal Code, and other applicable regulations. Furthermore, these future facilities would be subject to General Plan Update policies and actions intended to ensure adequate provision of services and facilities and that potential environmental impacts associated with the implementation of new or expanded electrical, natural gas, and telecommunications infrastructure would be reduced. Proposed Resource Management Element Policy RM-5.1 directs the City to promote the development and use of renewable energy sources for city, residential, and business facilities. Proposed Resource Management Element Policy RM-5.2 directs the City to promote home energy audits with regional programs, such as Energy Upgrade California or other State programs. Proposed Resource Management Element Policy RM-5.3 directs the City to coordinate with the South Bay Cities Council of Governments and other organizations for outreach events to promote energy awareness and existing programs and incentives that are offered for energy efficiency. Proposed Resource Management Element Policy RM-5.4 requires the City to ensure that residential and nonresidential development projects comply with the most current version of CALGreen. Proposed Resource



Management Element Policy RM-5.5 encourages property owners to participate in solar retrofit and other energy-efficient home improvement projects to reduce reliance on traditional energy sources. Action RM-5a directs the City to use renewable energy sources at City facilities, as feasible. Action RM-5b directs the City to organize and conduct educational workshops with utility companies informing the public of the benefits of home energy audits and energy saving practices. Action RM-5d directs the City to review development projects to ensure that all new residential and nonresidential development complies with local and state regulations regarding energy efficiency. Action RM-5e encourages the City consider adopting minimum energy efficiency requirements in the Zoning Code.

The implementation of existing regulations and General Plan Update policies and actions would reduce impacts associated with the relocation or construction of new or expanded electrical, natural gas, and telecommunications facilities to a less than significant level.

**Proposed General Plan Update Goals, Policies, and Actions:**

**RESOURCE MANAGEMENT ELEMENT**

**Policy RM-5.1: Renewable Energy Production.** Promote the development and use of renewable energy sources for city, residential, and business facilities.

**Policy RM-5.2: Energy Audits.** Promote home energy audits with regional programs such as Energy Upgrade California or other state programs.

**Policy RM-5.3: Regional Partnerships.** Coordinate with the South Bay Cities Council of Governments and other organizations for outreach events to promote energy awareness and existing programs and incentives that are offered for energy efficiency.

**Policy RM-5.4: Green Building Standards.** Ensure that residential and nonresidential development projects comply with the most current version of the California Green Building Standards Code.

**Policy RM-5.5: Energy Upgrades.** Encourage property owners to participate in solar retrofit and other energy-efficient home improvement projects to reduce reliance on traditional energy sources.

**Action RM-5a:** As feasible, use renewable energy sources at City facilities.

**Action RM-5b:** Organize and conduct educational workshops with utility companies informing the public of the benefits of home energy audits and energy saving practices.

**Action RM-5c:** Conduct outreach events with the SBCCOG to inform residents and businesses about existing programs and incentives that are offered for energy efficiency.

**Action RM-5d:** Continue to review development projects to ensure that all new residential and nonresidential development complies with local and state regulations regarding energy efficiency.

**Action RM-5e:** Consider adopting minimum energy efficiency requirements in the Zoning Code.





- Policy RM-6.1: Regional Coordination.** Continue to coordinate with the Los Angeles Regional Water Quality Control Board (RWQCB) to help maintain and improve the quality of both surface water and groundwater resources.
- Policy RM-6.2: Conservation Management.** Promote water conservation and efficiency through education, innovation, regulation, and incentives that target all aspects of water consumption.
- Policy RM-6.3: Stormwater.** Coordinate with local water agencies to ensure efficient and effective management of stormwater runoff and to protect stormwater quality, in accordance with the National Pollutant Discharge Elimination System (NPDES).
- Policy RM-6.4: Education.** Collaborate with community partners to promote water conservation and to cultivate an understanding and appreciation of water conservation practices.
- Policy RM-6.5: Landscaping.** Encourage drought resistant landscaping for new residential and nonresidential development projects to decrease water demand, prevent erosion, reduce flooding, and limit pollutants.
- Policy RM-6.6: Water Division.** Continue to invest and devote resources toward the City's Water Division to minimize reliance on imported water, and strive to develop a more effective water production and distribution system in the city.
- Action RM-6a:** Continue to work closely with the California State Division of Drinking Water, the Los Angeles Regional Water Quality Control Board, and other agencies to identify the potential source of benzene contamination detected at Well No.5 through extensive testing. This testing may include identification and investigation of potential sources both inside and outside the city, extensive sampling, boring, and monitoring of likely sources in the area, and ongoing monitoring of soil and water levels.
- Action RM-6b:** Implement regular monitoring and reporting procedures to track water consumption trends, identify inefficiencies, and gauge the impact of water conservation measures.
- Action RM-6c:** Conduct public outreach to inform residents and businesses about the importance of stormwater management, including providing practical tips and resources to reduce local runoffs.
- Action RM-6d:** Conduct feasibility studies to evaluate the potential for expanding recycled water infrastructure within the city.
- Action RM-6e:** Consider adopting the drought resistant landscape guidelines in the Zoning Code.
- Action RM-6f:** Conduct a comprehensive assessment of the current water distribution system, and identify areas in need of improvement to guide the development of a more efficient water distribution system.
- Action RM-1i:** Establish minimum open space and/or maximum lot coverage standards in the Zoning Code for new development in the city.
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**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

**USS-2: Would the Project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?**

**Impact Analysis:** While no specific development projects are proposed as part of the General Plan Update, implementation of the General Plan Update would result in new development and intensification of existing urban uses primarily in the new mixed-use zones MU30, MU40, and MU70. As such, the Project would pose an increase in the demand for additional water supplies.

As described in Section 2.0, Project Description, and summarized in Table 2-3, General Plan 2045 Buildout by Land Use Designation, General Plan 2045 Buildout by Land Use Designation, buildout under the General Plan Update could yield a net change over existing conditions of an additional 2,885 housing units, an additional population of 7,616 people, an additional 583,431 square feet of non-residential building square footage, and an additional 853 jobs within the Planning Area.

As discussed above, water service is provided by the City's Water Division, along with California Water Service ("CWS") for a small portion at the southwest corner of the city (Fuscoe Engineering Inc. 2024). According to the City's 2020 UWMP, the city's water supply sources include local groundwater and imported water purchased from the MWD. The City's 2020 UWMPs concluded they will be able to meet projected future water demands under normal, dry, and multiple dry water years through 2045. Further, the City's 2020 UWMP indicates it will have sufficient supplies under normal, dry, and multiple dry water years for its service area through 2045. Additionally, the City has included Water Shortage Contingency Plans within the 2020 UWMP, to better ensure there will be an adequate water supply for the next two decades. As such, it is expected that residents and businesses in the Planning Area will have a sufficient water supply throughout the duration of the General Plan Update horizon.

For future qualifying projects, a water supply assessment would be required pursuant to SB 610 for inclusion in the project's CEQA analysis. The water supply assessment discerns whether the expected demand from the project has been accounted for in the forecasted demands in the most recent UWMP. A Written Verification of Supply per SB 221 is prepared as a condition of approval for a subdivision map of 500 units or more. Considered a fail-safe mechanism to provide sufficient evidence that adequate water supplies are available before construction begins, the Written Verification of Supply is also prepared/adopted by the water supplier and approved by the land use authority. Depending on the project, one or both of these analyses may be required. Development proposals that may not warrant a water supply assessment and/or Written Verification of Supply but meet the definition of a project under CEQA would still require an analysis of sufficient water supplies in the CEQA process.

Additionally, the General Plan Update includes goals, policies, and actions to ensure that adequate water supply, treatment, and distribution capacity is available to meet the needs of the proposed development without negatively impacting the existing community. Proposed Resource Management Element Policy RM-6.1 directs the City to coordinate with the Los Angeles RWQCB to help maintain and improve the quality of both surface water and groundwater resources. Proposed Resource Management Element



Policy RM-6.2 directs the City to promote water conservation and efficiency through education, innovation, regulation, and incentives that target all aspects of water consumption. Proposed Resource Management Element Policy RM-6.4 encourages the City to collaborate with community partners to promote water conservation and to cultivate an understanding and appreciation of water conservation practices. Proposed Resource Management Element Policy RM-6.6 instructs the City's to invest and devote resources toward the City's Water Division to minimize reliance on imported water and strive to develop a more effective water production and distribution system in the city. Action RM-6a directs the City to work closely with the California State Division of Drinking Water, the Los Angeles RWQCB, and other agencies to identify the potential source of benzene contamination detected at Well No. 5 through extensive testing. Action RM-6b directs the City to implement regular monitoring and reporting procedures to track water consumption trends, identify inefficiencies, and gauge the impact of water conservation measures. Action RM-6d directs the City to conduct feasibility studies to evaluate the potential for expanding recycled water infrastructure within the city. Action RM-6f directs the City to conduct a comprehensive assessment of the current water distribution system, and identify areas in need of improvement to guide the development of a more efficient water distribution system. Through implementation of existing federal, State, and local regulations and the General Plan Update goals, policies, and actions, the environmental impacts related to water supplies would be less than significant.

**Proposed General Plan Update Goals, Policies, and Actions:**

**RESOURCE MANAGEMENT ELEMENT**

**Policy RM-6.1: Regional Coordination.** Continue to coordinate with the Los Angeles Regional Water Quality Control Board (RWQCB) to help maintain and improve the quality of both surface water and groundwater resources.

**Policy RM-6.2: Conservation Management.** Promote water conservation and efficiency through education, innovation, regulation, and incentives that target all aspects of water consumption.

**Policy RM-6.4: Education.** Collaborate with community partners to promote water conservation and to cultivate an understanding and appreciation of water conservation practices.

**Policy RM-6.6: Water Division.** Continue to invest and devote resources toward the City's Water Division to minimize reliance on imported water, and strive to develop a more effective water production and distribution system in the city.

**Action RM-6a:** Continue to work closely with the California State Division of Drinking Water, the Los Angeles Regional Water Quality Control Board, and other agencies to identify the potential source of benzene contamination detected at Well No.5 through extensive testing. This testing may include identification and investigation of potential sources both inside and outside the city, extensive sampling, boring, and monitoring of likely sources in the area, and ongoing monitoring of soil and water levels.

**Action RM-6b:** Implement regular monitoring and reporting procedures to track water consumption trends, identify inefficiencies, and gauge the impact of water conservation measures.



**Action RM-6d:** Conduct feasibility studies to evaluate the potential for expanding recycled water infrastructure within the city.

**Action RM-6f:** Conduct a comprehensive assessment of the current water distribution system, and identify areas in need of improvement to guide the development of a more efficient water distribution system.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

**USS-3: Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

**Impact Analysis:** As discussed above, the City's local sewers discharge into the LACSD facilities and are conveyed for treatment at LACSD's Warren Water Resource Facility, with a design capacity of 400 MGD. The Warren Water Resource Facility serves a population of approximately 4.8 million people throughout Los Angeles County, including the City. The City's proposed land use changes will produce an estimated sewer flow increase of 850 AFY (758,500 GPD) (Fusco Engineering, Inc. 2024). The LACSD continues to monitor and adjust its projected flows and would expand treatment capacity as needed based on these updates. There are no current plans for plant expansion, as ongoing water conservation efforts throughout the region continue to lower current wastewater flows.

Based on the anticipated growth under the General Plan Update, as described in [Section 2.0](#), and summarized in [Table 2-3](#), buildout under the General Plan Update could yield a net change over existing conditions of an additional population of 7,616 people within the Planning Area.

As noted above, the General Plan Update enables additional development but does not include specific development proposals. At the time future projects are proposed, they would require environmental review and compliance with regulations in existence at that time to ensure adequate wastewater treatment capacity exists. LACSD charges annual wastewater sewer fees through its Wastewater Treatment Surcharge Program, as well as sewer connection fees through its Connection Fee Program, in order to maintain and expand LACSD's wastewater services. Additionally, the General Plan Update includes goals, policies, and actions to ensure adequate wastewater facilities capacity to serve the Project's projected demand. Proposed Land Use Element Policy LU-4.1 directs the city to coordinate capital improvement projects and prioritize infrastructure investments that best meet the City's critical needs. Proposed Land Use Element Policy LU-4.3 directs the City to maintain and implement public facility master plans, in collaboration with appropriate regional, State, and federal laws, to identify infrastructure needs, funding sources, and to implement improvements for public facilities and services in Lomita. The implementation of existing federal, State, and local regulations and the General Plan Update policies and actions would ensure adequate wastewater treatment capacity and impacts would be less than significant.

**Proposed General Plan Update Goals, Policies, and Actions:**

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## LAND USE ELEMENT

**Policy LU-4.1: Capital Improvements.** Coordinate capital improvement projects and prioritize infrastructure investments that best meet the city's most critical needs and add value to the community.

**Policy LU-4.3: Public Facility Plans.** Maintain and implement public facility master plans, in collaboration with appropriate regional, state, and federal laws, to identify infrastructure needs, funding sources, and to implement improvements for public facilities and services in Lomita.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

### **USS-4: Would the Project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?**

**Impact Analysis:** Future development of projects as contemplated under the General Plan Update may increase the population within the Planning Area by an additional 7,616 people. As shown in [Table 4.16-5](#), the City has achieved a disposal rate of 2.9 pounds per day ("PPD") per resident in 2022. Assuming the 2022 disposal rate of 2.9 PPD remain constant throughout the life of the General Plan Update, the new growth under General Plan buildout (7,616 persons) would result in a net increase of approximately 22,086.4 PPD of solid waste over existing conditions, which equals 11.0 net TPD or 4,029.6 net tons of solid waste per year.

Lomita Municipal Code Section 5-5.05, *WMP Compliance Report*, lists the diversion requirements for construction and demolition debris that will ensure the city to be compliant with CALGreen and allow the city to better document diversion efforts in compliance with AB 939. As discussed in the regulatory settings section, Lomita Municipal Code Section 5-3, *Integrated Waste Management*, establishes regulations for solid waste collection of residential and non-residential uses, and construction/demolition waste to comply with the requirements of AB 939. The City has also established disposal and mandatory recycling requirements for commercial facilities, single family residential and multifamily residential premises to comply with State law diversion requirements. As permitted by AB 939, the City authorizes a private solid waste franchisee (i.e., Athens Services) to handle the city's solid waste and requires Athens Services to cooperate in the preparation of solid waste disposal characterization studies and the preparation of waste stream audits. Athens Services and the City work together to submit information to meet the reporting requirements of AB 939, local diversion requirements, or any other law or regulation, to reach the solid waste and recycling goals mandated by AB 939. Lomita's per capita disposal target rate in 2021 was 5.3 pounds/person/day; hence, the city's per capita disposal rate in 2021 of 3.2 pounds/person/day successfully satisfied the target reduced disposal rate.

The city's projected increase in solid waste generation associated with 2045 buildout under the General Plan Update is within the permitted capacity of the Olinda Alpha Landfill and El Sobrante Landfill, where the vast majority of waste from the city was disposed of in 2019. Olinda Alpha Landfill has a remaining



capacity of approximately 17.5 million cubic yards as of 2020, has a permitted a maximum throughput of 8,000 TPD, and has enough projected capacity to serve residents and businesses until approximately 2036. El Sobrante Landfill has a remaining capacity of approximately 143,977,170 cubic yards as of 2018, has a permitted a maximum throughput of 16,054 TPD and has enough projected capacity to serve residents and businesses until approximately 2051, beyond the 20-year planning horizon of the General Plan Update. In addition, the City disposes solid waste to a number of other landfills. Conservatively assuming the Olinda Alpha Landfill reach full capacity during the 20-year planning horizon of the General Plan Update, the El Sobrante Landfill would have adequate capacity to accommodate the City's projected solid waste generation of approximately 11 TPD through the planning horizon. Further, it is more likely that future solid waste would be distributed to the other landfills serving the City.

The General Plan Update includes policies and actions to responsibly manage and reduce solid waste. Proposed Resource Management Element Policy RM- 7.1 directs the City to comply with local, regional, and State regulations regarding waste diversion, source reduction, recycling, and composting. Proposed Resource Management Element Policy RM-7.2 directs the City to provide adequate solid waste disposal, recycling, and refuse services for current and future residents and businesses. Proposed Resource Management Element Policy RM-7.4 encourages development projects to divert most of their construction waste debris away from landfills. Proposed Resource Management Element Policy RM-7.5 directs the City to work with appropriate service providers to collect and compost green waste. Proposed Resource Management Element Policy RM-7.6 encourages collaboration with community partners to promote waste reduction strategies to the community. Action RM-7a directs the City to comply with State law to ensure solid waste collection activities, operation of waste reduction and recycling programs, and household hazardous waste disposal and education programs are consistent with the Los Angeles Countywide Integrated Waste Management Plan. Action RM-7b directs the City to regularly monitor the level of services provided by waste and recycling collection contractors to ensure that service levels meet the terms of the contract. Action RM-7d encourages the City to coordinate with developers and contractors to identify opportunities for waste diversion and recycling during the project construction phase. Action RM-7e encourages the City to work with the school district, community organizations, and businesses to develop educational programs on waste reduction strategies.

Through compliance with applicable regulations, including those related to recycling and solid waste diversion, as well as implementation of regulations and policies included in the General Plan Update, Project implementation would be consistent with solid waste reduction statutes and regulations. Therefore, impacts would be less than significant impact, and no mitigation measures are required.

#### **Proposed General Plan Update Goals, Policies, and Actions:**

##### **RESOURCE MANAGEMENT ELEMENT**

**Policy RM-7.1: Compliance.** Ensure compliance with local, regional, and state regulations regarding waste diversion, source reduction, recycling, and composting.

**Policy RM-7.2: Solid Waste Collection.** Ensure adequate solid waste disposal, recycling, and refuse services for current and future residents and businesses.



**Policy RM-7.4: Construction Waste Reduction.** Encourage development projects to divert most of their construction waste debris away from landfills.

**Policy RM-7.5: Organic Waste.** Work with appropriate service providers to collect and compost green waste.

**Policy RM-7.6: Education.** Collaborate with community partners to promote waste reduction strategies to the community.

**Action RM-7a:** Continue to comply with state law to ensure solid waste collection activities, operation of waste reduction and recycling programs, and household hazardous waste disposal and education programs are consistent with the Los Angeles Countywide Integrated Waste Management Plan.

**Action RM-7b:** Regularly monitor the level of services provided by waste and recycling collection contractors to ensure that service levels meet the terms of the contract.

**Action RM-7d:** Coordinate with developers and contractors to identify opportunities for waste diversion and recycling during the project construction phase.

**Action RM-7e:** Work with the school district, community organizations, and businesses to develop educational programs on waste reduction strategies.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

**USS-5: Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?**

**Impact Analysis:** Lomita Municipal Code Section 5-5.05, *WMP Compliance Report*, lists the diversion requirements for construction and demolition debris that will ensure the City to be compliant with CALGreen and allow the City to better document diversion efforts in compliance with AB 939. Additionally, Lomita Municipal Code Section 5-3, *Integrated Waste Management*, establishes mandatory solid waste and recycling collection to comply with the requirements of AB 939. The City has also established disposal and mandatory recycling requirements for commercial facilities, single family residential, and multifamily residential premises to comply with State law diversion requirements. As permitted by AB 939, the City authorizes a private solid waste franchisee (i.e., Athens Services) to handle the city's solid waste and requires Athens Services to cooperate in the preparation of solid waste disposal characterization studies and the preparation of waste stream audits. Athens Services and the City work together to submit information to meet the reporting requirements of AB 939, local diversion requirements, or any other law or regulation, to reach the solid waste and recycling goals mandated by AB 939.

The General Plan Update includes policies and actions to responsibly manage and reduce solid waste in compliance with federal, State, and local regulations. Proposed Resource Management Element Policy RM- 7.1 directs the City comply with local, regional, and State regulations regarding waste diversion, source reduction, recycling, and composting. Proposed Resource Management Element Policy RM-7.2





directs the City to provide adequate solid waste disposal, recycling, and refuse services for current and future residents and businesses. Proposed Resource Management Element Policy RM-7.3 encourages the City to promote the proper disposal of hazardous waste through education, monitoring, and enforcement of proper use, storage, handling, and disposal. Proposed Resource Management Element Policy RM-7.4 encourages development projects to divert most of their construction waste debris away from landfills. Proposed Resource Management Element Policy RM-7.5 directs the City to work with appropriate service providers to collect and compost green waste. Proposed Resource Management Element Policy RM-7.6 encourages collaboration with community partners to promote waste reduction strategies to the community. Action RM-7a directs the City to comply with State law to ensure solid waste collection activities, operation of waste reduction and recycling programs, and household hazardous waste disposal and education programs are consistent with the Los Angeles Countywide Integrated Waste Management Plan. Action RM-7b directs the City to regularly monitor the level of services provided by waste and recycling collection contractors to ensure that service levels meet the terms of the contract. Action RM-7c directs the City to use educational flyers and workshops to inform residents of the proper method to dispose hazardous waste that includes paint, tires, medications, medical sharps, infectious waste, asbestos waste, construction waste, and electronic waste. Action RM-7d encourages the City to coordinate with developers and contractors to identify opportunities for waste diversion and recycling during the project construction phase. Action RM-7e encourages the City to work with the school district, community organizations, and businesses to develop educational programs on waste reduction strategies.

Through compliance with existing regulations and the General Plan Update policies and actions, future development implemented by the General Plan Update would be required to comply with management and reduction statutes and regulations related to solid waste, and impacts would be less than significant.

#### **Proposed General Plan Update Goals, Policies, and Actions:**

##### **RESOURCE MANAGEMENT ELEMENT**

**Policy RM-7.1: Compliance.** Ensure compliance with local, regional, and state regulations regarding waste diversion, source reduction, recycling, and composting.

**Policy RM-7.2: Solid Waste Collection.** Ensure adequate solid waste disposal, recycling, and refuse services for current and future residents and businesses.

**Policy RM-7.3: Hazardous Waste.** Promote the proper disposal of hazardous waste through education, monitoring, and enforcement of proper use, storage, handling, and disposal.

**Policy RM-7.4: Construction Waste Reduction.** Encourage development projects to divert most of their construction waste debris away from landfills.

**Policy RM-7.5: Organic Waste.** Work with appropriate service providers to collect and compost green waste.

**Policy RM-7.6: Education.** Collaborate with community partners to promote waste reduction strategies to the community.





**Action RM-7a:** Continue to comply with state law to ensure solid waste collection activities, operation of waste reduction and recycling programs, and household hazardous waste disposal and education programs are consistent with the Los Angeles Countywide Integrated Waste Management Plan.

**Action RM-7b:** Regularly monitor the level of services provided by waste and recycling collection contractors to ensure that service levels meet the terms of the contract.

**Action RM-7c:** Use educational flyers and workshops to inform residents of the proper method to dispose hazardous waste that includes paint, tires, medications, medical sharps, infectious waste, asbestos waste, construction waste, and electronic waste.

**Action RM-7d:** Coordinate with developers and contractors to identify opportunities for waste diversion and recycling during the project construction phase.

**Action RM-7e:** Work with the school district, community organizations, and businesses to develop educational programs on waste reduction strategies.

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

#### 4.16.6 CUMULATIVE IMPACTS

Section 3.0, *Basis of Cumulative Analysis*, identifies the methodology used to determine the potential for cumulative growth and development to interact with the proposed Project to the extent that a significant cumulative effect relative to utilities and service systems may occur. The geographic setting for utilities and service systems considers development within the city as well as the service areas specific to water, wastewater conveyance and treatment, and solid waste, which serve the larger region.

**Would the project, combined with other related cumulative projects, require or result in the relocation or construction of new or expanded water facilities, the construction or relocation of which could cause significant environmental effects, or have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?**

**Impact Analysis:** As discussed, the City's Water Division provides water service in the Project Area. In addition to the Project, cumulative projects within the city would receive water service from the City's Water Division. Similar to future development associated with Project implementation, cumulative development projects would be located within areas that are already developed and serviced by the City's Water Division. Additionally, Lomita Municipal Code Section 10-6, *Water Facilities Fee*, imposes a fee for each developer to pay before a building permit can be issued. The specific impacts of providing new and expanded facilities cannot be determined at this time, as the Project does not propose or authorize any specific development projects, nor does it designate specific sites for new or expanded water facilities. Cumulative development projects are anticipated to occur gradually as development occurs in the Project Area and would be required to pay applicable development impact fees to ensure water facilities can be



constructed/expanded, if necessary. Further, the General Plan Update includes policies and actions related to the provision of utilities and water conservation. The policies and actions included within the General Plan Update and compliance with the Municipal Code would reduce the cumulative effect of the General Plan Update on water facilities to a less than significant level. Thus, the Project's incremental impacts to water facilities would not be cumulatively considerable.

Project implementation may result in increased population growth in the Project Area and a corresponding increase in the demand for additional water supplies. Similar to future development associated with Project implementation, cumulative development projects would also be required to demonstrate the availability of sufficient water supplies through provisions in SB 610 and/or the CEQA process. Additionally, future development associated with the Project and cumulative projects would be required to comply with existing federal, State, and local regulations, including the Municipal Code, to conserve water and ensure the efficient use of available water supplies. Further, the General Plan Update includes policies and actions related to the provision of utilities and water conservation which cumulative projects would also be required to comply with. The policies and actions included within the General Plan Update and compliance with the Zoning Code would reduce the cumulative effect of the General Plan Update on water supplies to a less than significant level. Thus, the Project's incremental impacts to water supplies would not be cumulatively considerable.

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

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

**Would the project, combined with other related cumulative projects, require or result in the relocation or construction of new or expanded wastewater facilities, the construction or relocation of which could cause significant environmental effects, or result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

**Impact Analysis:** As discussed, the City and LACSD provide wastewater services to the Project Area. In addition to the Project, cumulative projects within the city would be provided with wastewater services by the City and LACSD. Similar to future development associated with Project implementation, cumulative development projects would be located within areas that are already developed and serviced by the City and LACSD. The City would review each site to determine if sufficient local and trunk sewer capacity exists to serve each specific development project. Pursuant to Lomita Municipal Code Section 5-2, *Sanitary Sewers and Industrial Waste*, adopts Title 20, Division 2 of the Los Angeles County Code as the Sanitary Sewer and Industrial Waste Ordinance for the City of Lomita. The Sanitary Sewer and Industrial Waste Ordinance regulates discharges of wastewater, including industrial waste discharges, into sanitary sewers within the city. The specific impacts of providing new and expanded facilities cannot be determined at this time, as the Project does not propose or authorize any specific development project, nor does it



designate specific sites for new or expanded wastewater facilities. Cumulative development projects are anticipated to occur gradually as development occurs in the Project Area and would be required to pay applicable development impact fees to ensure wastewater facilities can be constructed/expanded, if necessary, to ensure adequate capacity to serve the proposed development. Further, the General Plan Update includes policies and actions related to the provision of utilities. The policies and actions included within the General Plan Update and compliance with the Zoning Code would reduce the cumulative effect of the General Plan Update on wastewater facilities to a less-than-significant level. Thus, the Project's incremental impacts to wastewater facilities would not be cumulatively considerable.

Project implementation may result in increased population growth in the Project Area, and a corresponding increase in the flow of wastewater requiring treatment. As noted above, the Project enables additional development but does not include specific development proposals. At the time future projects are proposed, they would be required to ensure their own adequate wastewater treatment capacity. Additionally, LACSD charges annual wastewater sewer fees through its Wastewater Treatment Surcharge Program, as well as sewer connection fees through its Connection Fee Program, in order to maintain and expand wastewater services, including wastewater treatment. Thus, the Project's incremental impacts to wastewater would not be cumulatively considerable.

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

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

**Would the project, combined with other related cumulative projects, require or result in the relocation or construction of new or expanded stormwater facilities, the construction or relocation of which could cause significant environmental effects?**

**Impact Analysis:** As discussed, the City and the LACFCD own and operate storm drain infrastructure in the Project Area. The Project Area is primarily developed, with limited areas of pervious surfaces. Similar to the Project, cumulative projects have the potential to slightly increase impervious areas within specific areas of the Project Area. However, due to the urbanized nature of the Project Area, the majority of development activities associated with cumulative development would consist of infill and redevelopment on currently urbanized sites and would not substantially increase the rate or amount of surface runoff. Federal, State and local regulations would require individual projects to provide necessary on-site storm drain infrastructure and any off-site infrastructure improvements.

The specific impacts of providing new and expanded drainage facilities cannot be determined at this time, as the Project does not propose or approve any specific development project, nor does it designate specific sites for new or expanded public facilities. Stormwater drainage and conveyance facilities would be evaluated at the project-level, in association with subsequent development projects. However, the environmental impacts of constructing and operating the facilities would likely be similar to those associated with new development under the proposed Project. As future development and cumulative development projects are considered by the City, each project would be evaluated for conformance with



the Municipal Code and other applicable regulations. Further, the General Plan Update includes policies and actions related to the provision of public facilities. General Plan Update policies and actions, including compliance with the Zoning Code, would reduce the cumulative effect of the General Plan Update on stormwater facilities to a less than significant level. Thus, the Project's incremental impacts to stormwater would not be cumulatively considerable.

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

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

**Would the project, combined with other related cumulative projects, require or result in the relocation or construction of new or expanded electrical, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?**

**Impact Analysis:** As discussed, the city is within the service areas of SCE, SoCalGas, and various telecommunication providers. The Project Area is primarily developed and includes existing electrical, natural gas, and telecommunications infrastructure. Similar to the Project, cumulative projects have the potential to increase demand for electrical, natural gas, and telecommunications services, potentially resulting in the new construction or relocation of facilities. The specific impacts of providing new and expanded electrical, natural gas, and telecommunications services cannot be determined at this time, as the Project does not propose or approve any specific development project, nor does it designate specific sites for new or expanded public facilities. The environmental effects of future expansions of electrical, natural gas, and telecommunication facilities would be evaluated with each development proposal and would require a separate environmental review, as required, related to the construction and operation of new electrical, natural gas, and telecommunications infrastructure. Future development associated with the Project, in addition to cumulative projects, would have to coordinate with each utility provider to establish service, provide any necessary extensions of facilities, and comply with regulations in existence at that time. As future development and cumulative development projects are considered by the City, each project would be evaluated for conformance with the Municipal Code and other applicable regulations, including the General Plan Update, which includes policies and actions related to the provision of utilities. Compliance with General Plan Update policies and actions, including compliance with the Zoning Code, would reduce the cumulative effect of the General Plan Update on natural gas, electrical, and telecommunications facilities to a less than significant level. Thus, the Project's incremental impacts to electrical, natural gas, or telecommunications would not be cumulatively considerable.

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

**Mitigation Measures:** No measures are required.

**Level of Significance:** Less Than Significant Impact.



**Would the project, combined with other related cumulative projects, generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals, and comply with federal, state, and local management and reduction statutes and regulations related to solid waste?**

**Impact Analysis:** Similar to the Project, cumulative projects have the potential to increase solid waste generated within the Project Area. As described above, Lomita Municipal Code Section 5-5.05, *WMP Compliance Report*, lists the diversion requirements for construction and demolition debris that will ensure the City to be compliant with CALGreen and allow the City to better document diversion efforts in compliance with AB 939. Additionally, Lomita Municipal Code Section 5-3, *Integrated Waste Management*, establishes mandatory solid waste and recycling collection to comply with the requirements of AB 939. As permitted by AB 939, the City authorizes a private solid waste franchisee (i.e., Athens Services) to handle the city's solid waste and cooperate in the preparation of solid waste disposal characterization studies and the preparation of waste stream audits. Athens Services and the City work together to submit information to meet the reporting requirements of AB 939, local diversion requirements, or any other law or regulation, to reach the solid waste and recycling goals mandated by the AB 939. All future development associated with the Project and cumulative projects would be required to comply with existing solid waste diversion requirements, including the Municipal Code, related to solid waste, thereby further reducing cumulative solid waste in the Planning Area. Further, the General Plan Update includes policies and actions related to solid waste, including source reduction. The policies and actions included within the General Plan Update and compliance with the Zoning Code would reduce the cumulative effect of the General Plan Update on solid waste to a less than significant level. Thus, the Project's incremental impacts to solid waste would not be cumulatively considerable.

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

**Mitigation Measures:** No mitigation measures are required.

**Level of Significance:** Less Than Significant Impact.

#### 4.16.7 SIGNIFICANT UNAVOIDABLE IMPACTS

Impacts to utilities and service systems associated with the implementation of the General Plan Update would be less than significant. No significant unavoidable impacts to utilities and service systems would occur as a result of the General Plan Update.

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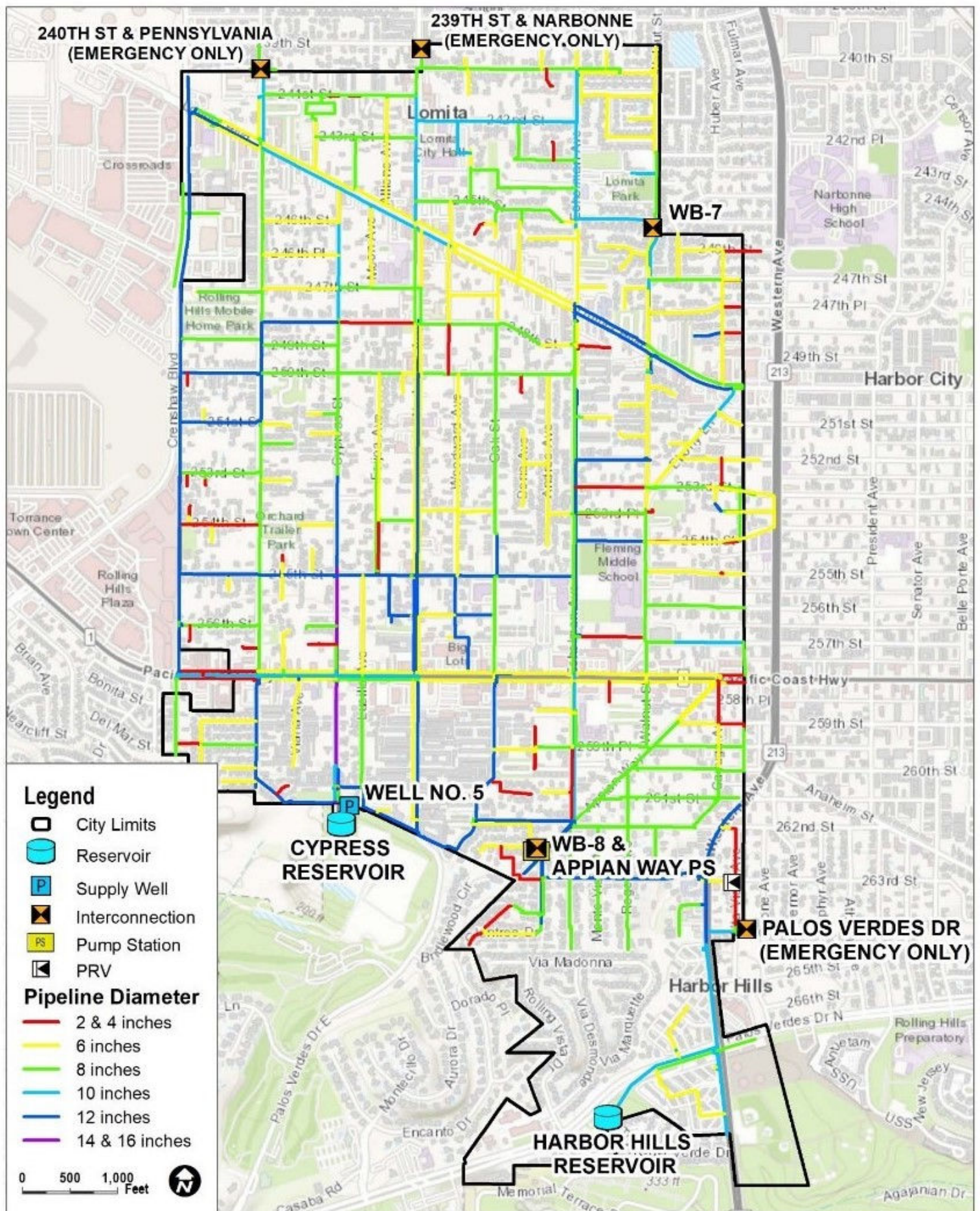
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**Figure 4.16-1. Existing Water Infrastructure**



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## 5.0 OTHER CEQA CONSIDERATIONS

### 5.1 LONG-TERM IMPLICATIONS OF THE PROPOSED PROJECT

Pursuant to CEQA Guidelines Section 15126.2, *Consideration and Discussion of Significant Environmental Impacts*, an EIR is required to consider: (a) The Significant Environmental Effects of the Proposed Project; (b) Energy Impacts; (c) Significant Environmental Effects Which Cannot be Avoided if the Proposed Project is Implemented; (d) Significant Irreversible Environmental Changes Which Would be Caused by the Proposed Project Should it be Implemented; and (e) Growth-Inducing Impact of the Proposed Project.

In response to CEQA Guidelines, Section 15126.2(a), *Significant Environmental Effects of the Proposed Project*, and Section 15126.2(c), *Significant Environmental Effects Which Cannot be Avoided if the Proposed Project is Implemented*, are considered and identified in Section 4.0, Environmental Analysis, of this EIR. Section 4.5, Energy, analyzes energy impacts, pursuant to CEQA Guidelines Section 15126.2(b).

### 5.2 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

According to CEQA Guidelines Sections 15126(c) and 15126.2(d), an EIR is required to address any significant irreversible environmental changes that would occur should the proposed Project be implemented. As stated in CEQA Guidelines Section 15126.2(d):

*“Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.”*

Determining whether the proposed Project would result in significant irreversible effects requires a determination of whether key resources would be degraded or destroyed such that there would be little possibility of restoring them. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

### CONSUMPTION OF NONRENEWABLE RESOURCES

The environmental impacts associated with implementation of the General Plan Update are analyzed in Section 4.0. Future development would consume limited, slowly renewable and non-renewable resources. This consumption would occur during each individual project’s construction phase and would continue throughout its operational lifetime.

Construction associated with future development would require a commitment of resources that would include: (1) building materials; (2) fuel and operational materials/resources; and (3) the transportation of goods and persons to and from individual development sites. Construction would require the consumption of resources that are not renewable or which may renew so slowly as to be considered non-





renewable. These resources would include the following construction supplies: lumber and other forest products; aggregate materials used in concrete and asphalt; metals; and water. Fossil fuels such as gasoline and oil would also be consumed to power construction vehicles and equipment.

The operational activities of new development accommodated through implementation of the General Plan Update would consume resources which would be similar to those currently consumed within the Planning Area (i.e., energy resources such as electricity and natural gas, petroleum-based fuels required for vehicle-trips, fossil fuels, and water). Fossil fuels would represent the primary energy source associated with both construction and ongoing operation, and the existing, finite supplies of these natural resources would reduce incrementally. Future development operations would occur in accordance with California Code of Regulations (“CCR”) Title 24, Part 6, which sets forth conservation practices that would limit energy consumption. Nonetheless, the proposed Project’s energy requirements would represent a long-term commitment of essentially non-renewable resources.

Construction activities associated with implementation of the General Plan Update could release hazardous materials into the environment through reasonably foreseeable upset and accident conditions; refer to [Section 4.8, \*Hazards and Hazardous Materials\*](#). All potential demolition, grading, and excavation activities would be subject to the established regulatory framework to ensure that hazardous materials are not released into the environment. Compliance with the established regulatory framework and mitigation measures would protect against a significant and irreversible environmental change resulting from the accidental release of hazardous materials.

In addition, there is the potential that individual future development projects would use and store limited amounts of potentially hazardous materials typical; refer to [Section 4.8](#). All future development activities requiring the routine use, storage, transport, or disposal of hazardous materials would be subject to all applicable federal, State, and local regulations and standards in place for hazardous materials. Compliance with these regulations and standards would protect against significant and irreversible environmental changes due to the accidental release of hazardous materials.

In conclusion, future construction and operations would result in the irretrievable commitment of limited, slowly renewable, and nonrenewable resources, which would limit the availability of these resource quantities for future generations or for other uses during the life of the individual developments. It is noted that the continued use of such resources would be on a relatively small scale in a regional context.

#### IRRETRIEVABLE COMMITMENTS/IRREVERSIBLE PHYSICAL CHANGES

Implementation of the General Plan Update would result in a commitment of land uses designated for the foreseeable future. Land use and development consistent with the Project would result in irretrievable commitments by designating land for development that is more intense, in some instances, than current designations allow. Additionally, residential development would be allowed on land not currently designated for residential development. Development would physically change the environment in terms of aesthetics, air emissions, noise, and traffic. These physical changes are irreversible after development occurs. Therefore, the Project would result in changes in land use within the Planning Area that would commit future generations to these uses.



In summary, the General Plan Update includes an extensive policy framework designed to address land use and environmental issues to the greatest extent feasible, while allowing growth and economic prosperity for Lomita. Construction and operation of future development projects associated with Project implementation would result in the irretrievable commitment of limited, slowly renewable, and nonrenewable resources that would limit the availability of these resource quantities for future generations or for other uses during the life of the Project. However, the Planning Area is an urbanized area and already uses such resources. Additionally, the continued use of such resources would be on a relatively small scale in a regional context. As such, although irreversible environmental changes would result from the Project, such changes would not be considered significant.

### 5.3 GROWTH-INDUCING IMPACTS

Section 15126.2(e) of the CEQA Guidelines requires that an EIR evaluate the growth-inducing impacts of a proposed action. A growth-inducing impact is defined by the CEQA Guidelines as:

*“The way in which a proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (a major expansion of a waste water treatment plant might, for example, allow for more construction in service areas). Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.”*

The CEQA Guidelines do not provide specific criteria for evaluating growth inducement. Growth-inducing impacts fall into two general categories: direct or indirect. Direct growth-inducing impacts are generally associated with new residences or businesses that could induce population growth directly. Indirect growth-inducing impacts provide urban services, such as the extension of roads or other infrastructure, to an undeveloped area that could induce population growth indirectly.

In general, a project may foster spatial, economic, or population growth in a geographic area if it results in any of the following:

- Removal of an impediment to growth (e.g., establishment of an essential public service and provision of new access to an area);
- Fostering of economic expansion or growth (e.g., changes in revenue base and employment expansion);
- Fostering of population growth (e.g., construction of additional housing), either directly or indirectly;
- Establishment of a precedent-setting action (e.g., an innovation, a change in zoning and general plan amendment approval); or



- Development of or encroachment on an isolated or adjacent area of open space (being distinct from an infill project).

A project may be considered growth inducing if it meets any one of the above-listed criteria. Generally, growth-inducing projects are either located in isolated, undeveloped, or underdeveloped areas, necessitating the extension of major infrastructure such as sewer and water facilities or roadways, or encourage premature or unplanned growth. Note that the CEQA Guidelines require an EIR to “discuss the ways” a project could be growth inducing and to “discuss the characteristics of some projects that may encourage... activities that could significantly affect the environment.” However, the CEQA Guidelines do not require that an EIR predict (or speculate) specifically where such growth would occur, in what form it would occur, or when it would occur. The answers to such questions require speculation, which CEQA discourages (refer to CEQA Guidelines Section 15145).

In accordance with the CEQA Guidelines and based on the above-listed criteria, the Project’s potential growth-inducing impacts are evaluated below.

Removal of an Impediment to Growth: The Planning Area and surrounding area are fully developed and urbanized. Transportation and infrastructure exist to serve the range of residential and non-residential uses within the surrounding area. The General Plan Update does not introduce new roadways or new or significantly expanded infrastructure that would provide for additional development within the surrounding area. Potential infrastructure improvements associated with future site-specific development would not remove obstacles to growth since the Planning Area and surrounding areas are already served by existing utility providers and potential improvements would be to serve the specific development being proposed. As the General Plan Update would not establish an essential public service or provide new access to an area, the proposed Project would not be considered growth-inducing.

Economic Expansion or Growth: In addition to residential uses, the Project anticipates the development of commercial uses within the Planning Area. The construction of future development projects would result in construction-related jobs. However, construction activities and durations would vary depending upon the specific development and would be temporary in respect to each individual development site and therefore, would not be considered growth-inducing.

Project operations would introduce new residents and jobs to the Planning Area. Future development associated with implementation of the General Plan Update would primarily consist of infill development and redevelopment of already developed sites. New residential development could occur at greater densities, providing additional housing opportunities that would further support commercial and retail uses within the city. Additional non-residential development would provide for new employment opportunities. Residents and employees would seek shopping, entertainment, employment, and other economic opportunities in the city and surrounding area. This could create an increased demand for goods and services that would encourage the creation of new businesses or the expansion of existing businesses. Although economic growth is anticipated within the Planning Area, significant economic growth resulting in the potential to significantly affect the environment is not anticipated as the surrounding area is urbanized.



Population Growth: A project could induce population growth in an area either directly or indirectly. More specifically, the development of new residences or businesses could induce population growth directly, whereas the extension of roads or other infrastructure could induce population growth indirectly. The Planning Area is located within an urbanized area served by existing roads, transit, and infrastructure. The Project does not involve the extension of roads or infrastructure into undeveloped areas; refer to the “Removal of an Impediment to Growth” discussion above.

As shown in Table 2-4, General Plan Update Growth Assumptions, buildout of the General Plan Update through 2045 could yield up to 11,159 housing units and 3,110,728 square feet of non-residential building square footage within the Planning Area. The General Plan Update is intended, in part, to accommodate the City’s fair share of statewide housing needs, based on regional numbers provided by the California Department of Housing and Community Development on a regular basis (every five to eight years). The City of Lomita 2021-2029 Housing Element was adopted in December 2021 and accommodates the city’s share of the regional housing need for the 2021-2029 RHNA period of 829 units. The Project has the potential to yield an additional 2,885 dwelling units and 7,616 residents over existing conditions. This would be an approximately 35 percent increase over existing conditions and an approximately 39 percent increase over SCAG’s projected future conditions of 21,200 residents (2045). Thus, Project implementation would exceed the population projections anticipated by SCAG’s growth forecasts.

SCAG is the responsible agency for developing and adopting regional housing, population, and employment growth forecasts for local Los Angeles County governments, among other counties. SCAG provides household, population, and employment projection estimates in five-year increments through 2045. SCAG’s projections are compiled using a number of sources including adopted plans, historical trends, and interviews with local jurisdictions. While Project growth projections are anticipated to exceed SCAG’s 2045 population projections, SCAG’s projections tend to be more accurate on a regional level than on a local or city level. It is likely that through a combination of market changes, catalytic projects, updated land use direction in the General Plan, and other factors, Lomita could capture either more or less of expected regional growth than forecasted by SCAG. Discrepancies between Project and regional forecasts can also be attributed to the RHNA process. The General Plan Update is intended to implement the City of Lomita 2021-2029 Housing Element; SCAG’s Connect SoCal growth forecasts through 2045 do not consider the regional housing need for the 2021-2029 period, as jurisdictional allocations were not known at the time of SCAG’s Connect SoCal adoption. The regional housing needs and associated General Plan growth projections will be included as part of SCAG’s future growth forecasts.

Although the Project would allow for currently unplanned population growth anticipated in the existing General Plan and by SCAG, this Draft EIR identifies General Plan Update goals, policies, and actions that would serve to reduce or eliminate potentially significant impacts associated with specific environmental issues associated with growth. Sections 4.1 through 4.16 provide a discussion of environmental effects associated with development allowed under the General Plan Update.

With implementation of General Plan Update goals, policies, and actions intended to guide growth to appropriate areas and provide services necessary to accommodate growth, the land uses allowed under the General Plan Update, the infrastructure anticipated to accommodate proposed land uses, and the goal and policy framework would not induce growth that would exceed adopted thresholds. Therefore,



population and housing growth associated with the General Plan Update would result a less than significant impact.

Establishment of a Precedent-Setting Action: The General Plan is a long-term plan intended to accommodate projected population, housing, and employment growth, including the appropriate balance among these factors with the necessary public services and infrastructure. The proposed General Plan Update would serve as a comprehensive, long-term plan for the physical development of Lomita. The proposed General Plan Update would only regulate future land development within the Planning Area and would not induce growth within areas outside of the City's jurisdiction. Any future development within the Planning Area would be reviewed in light of the General Plan and this General Plan Update EIR, pursuant to CEQA, on a project-by-project basis. Future development would be required to comply with the goals, policies, and actions intended to reduce potential environmental impacts associated with future site-specific development. Thus, Project implementation would not involve a precedent-setting action that could significantly impact the environment.

Development or Encroachment of Open Space: As stated, the Planning Area is located within an urbanized area. Park and open space resources within the city are limited and primarily associated with parks and schools. The Project does not propose modifications to these existing resources and would not result in encroachment into these areas. The Project would not be growth-inducing with respect to development or encroachment into an isolated or adjacent area of an existing open space.

## 5.4 SIGNIFICANT AND UNAVOIDABLE IMPACTS

CEQA Guidelines Section 15125.2(b) requires an EIR to discuss unavoidable significant environmental effects, including those that can be mitigated but not reduced to a level of insignificance. The following significant and unavoidable impacts of the General Plan Update are discussed in Section 4.0. Refer to those discussions for further details and analysis of the significant and unavoidable impacts identified below:

### Air Quality

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

### Greenhouse Gas Emissions

- General Plan implementation would generate greenhouse gas emissions that would not satisfy the Greenhouse Gas reduction targets established by federal and State law and may have a significant effect on the environment.



- General Plan implementation would contribute to global climate change through a cumulatively considerable contribution of greenhouse gases. The Project would result in a cumulatively considerable and significant adverse GHG emissions impact.

#### Transportation

- General Plan implementation would result in a significant and unavoidable VMT impact.
- General Plan implementation would result in a significant and cumulative VMT impact.



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## 6.0 ALTERNATIVES

### 6.1 INTRODUCTION

CEQA Guidelines Section 15126.6 requires the identification and evaluation of a range of reasonable alternatives designed to feasibly achieve the most basic objectives of the project, while avoiding or substantially lessening any of the significant environmental effects of the project. In addition, CEQA requires a comparative evaluation of the merits of the alternatives.

Pursuant to CEQA Guidelines Section 15126.6(f)(1), factors that may be taken into account when addressing the feasibility of alternatives include, site suitability, economic viability, availability of infrastructure, general plan consistency, other plan or regulator limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent). Although these factors do not present a strict limit on the scope of reasonable alternatives considered, they help establish the context in which “the rule of reason” is measured against when determining an appropriate range of alternatives sufficient to establish and foster meaningful public participation and informed decision-making.

### 6.2 ALTERNATIVES CONSIDERED IN THIS EIR

#### FACTORS GUIDING SELECTION OF ALTERNATIVES

The City circulated a Notice of Preparation (“NOP”) to the public and held a public scoping meeting during the public review period to solicit recommendations for a reasonable range of alternatives to the proposed project. Commenting agencies or the general public did not recommend specific alternatives during the NOP public review and comment period.

An EIR must only discuss in detail an alternative that is capable of feasibly attaining most of the basic objectives associated with an action, while at the same time avoiding or substantially lessening any of the significant effects associated with the proposed project. As described in [Section 2.0, \*Project Description\*](#), the following objectives are for the proposed Project:

1. Preserve, protect, and enhance the city’s existing residential neighborhoods;
2. Celebrate and enhance Downtown Lomita;
3. Expand the range of housing choices to allow more people to live and work in Lomita;
4. Encourage new desirable uses in Lomita and expand the local economy;
5. Promote walkability to everyday uses;
6. Expand the range of high-quality housing options;
7. Create pedestrian-scaled environments;
8. Target housing growth to support commercial activity;



9. Reinforce corridors with memorable places;
10. Create a fiscally-sustainable land use plan with balanced residential and nonresidential development; and
11. Address new requirements of State law.

## SIGNIFICANT AND UNAVOIDABLE IMPACTS

The General Plan Update would result in the following significant and unavoidable impacts, as described in Sections 4.1 through 4.16:

### Air Quality

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

### Greenhouse Gas Emissions

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

### Transportation

- General Plan implementation would result in a significant and unavoidable vehicle miles traveled (VMT) impact.
- General Plan implementation would result in a significant and cumulative VMT impact.

Implementation of the proposed General Plan goals, policies, and actions can reduce all other potentially significant impacts to less than significant levels. This section considers alternatives that could otherwise avoid or minimize these significant and unavoidable impacts. Below is a description of each alternative and a comparative environmental evaluation of the impacts identified for the General Plan Update.

An EIR must identify an “environmentally superior” alternative and where the No Project Alternative is environmentally superior, the EIR must identify as environmentally superior an alternative from among the others evaluated. By comparing each alternative’s environmental impacts to the proposed Project, a determination occurs as to whether the Alternative is environmentally superior, inferior, or neutral. However, consideration of only those impacts found to be significant and unavoidable for the proposed



Project are used in making the final determination of whether an alternative is environmentally superior or inferior to the proposed Project.

## ALTERNATIVES TO THE GENERAL PLAN UPDATE

This discussion considers two alternatives to the General Plan Update based on the analysis performed to identify the environmental effects of the Project. The alternatives analyzed in this EIR include the following:

### Alternative 1: No Project Alternative/Existing General Plan

As required by CEQA Guidelines Section 15126.6(e), under Alternative 1, the City would not adopt the General Plan Update. The existing Lomita General Plan would continue to be in effect and no changes to the General Plan, including the Land Use Map, goals, policies, or actions would occur. This Alternative assumes that ultimate development of the 1998 General Plan, with subsequent amendments including the updated Safety Element (adopted 2021) and Housing Element (adopted 2021), would occur and the 1998 General Plan would continue to provide outdated information regarding several issues, including projections and policy direction identified in the 1990s that are not reflective of the existing socioeconomic data and anticipated development patterns. Subsequent projects, such as amending the Municipal Code (including the zoning map), would not occur. Furthermore, under Alternative 1, the City would not be in compliance with California Department of Housing and Community Development requirements regarding the implementation of the City's Housing Element and the Regional Housing Needs Assessment ("RHNA"). Figure 2-3 in Section 2.0, *Project Description* shows the existing General Plan Land Use Map

### Alternative 2: Reduced Growth Alternative

Under Alternative 2, the City would adopt the updated General Plan policy document, but with less residential and mixed-use growth than reflected in the proposed General Plan Update. This Alternative reflects the following changes from the General Plan Update:

1. Alternative 2 would not include the proposed land use designation of Mixed-Use 70, which permits residential development densities of 20 to 70 units per net acre.
2. Reduction in the amount of residential development anticipated along major corridors including Crenshaw Boulevard, Pacific Coast Highway, Palos Verdes Drive North and Western Avenue; in Alternative 2, the parcels along these corridors would remain designated for non-residential uses, and no action to increase the residential development capacity of the area by redesignating the parcels residential mixed-use would occur.

Under Alternative 2, non-residential development potential and anticipated job growth would be less compared to the General Plan Update, due to the reduction in allowed development intensity. This alternative continues to allow for mixed-use opportunities with less residential development potential than allowed under the General Plan Update. This alternative's purpose is to potentially reduce the severity of potential impacts related to air quality, greenhouse gas emissions, and total vehicle miles traveled, as overall development of residential uses would be less than what could develop under the Project.



## 6.3 ENVIRONMENTAL ANALYSIS

Table 6-1, *Growth Projections by Alternative*, provides a summary of the growth projections, including population growth, housing units, jobs, and the resultant job/housing balance for the Project and each alternative.

**Table 6-1**  
**Growth Projections by Alternative**

Alternative	Housing Units	Population	Non-Residential Development (Square Feet)	Jobs	Jobs per Housing Unit
<b>Existing Conditions</b>					
Planning Area	8,274	21,843	2,527,297	3,035	0.37
<b>New Growth</b>					
Proposed General Plan	2,885	7,616	583,431	853	-
Alternative 1: No Project/Existing General Plan	671	1,773	107,861	182	-
Alternative 2: Reduced Growth Alternative	1,211	3,197	205,834	380	-
<b>Buildout Growth: Existing plus New Growth</b>					
Proposed General Plan	11,159	29,459	3,110,728	3,888	0.35
Alternative 1: No Project/Existing General Plan	8,945	23,616	2,635,158	3,217	0.36
Alternative 2: Reduced Growth Alternative	9,485	25,040	2,733,131	3,415	0.36

The alternatives analysis provides a summary of the relative impact level of significance associated with each alternative for each of the environmental issue areas analyzed in this EIR. Following the analysis of each alternative, Table 6-4, *Comparison of Alternatives*, summarizes the comparative effects of each alternative with the Project.

The primary difference between the Project and Alternative 2 is that Alternative 2 would result in approximately 1,674 fewer housing units and 4,419 fewer residents within the Planning Area compared to the Project; refer to Table 6-3, *Alternative 2: Reduced Growth Alternative Compared to the Proposed Project*.

### ALTERNATIVE 1 – NO PROJECT/EXISTING GENERAL PLAN

Under Alternative 1, the City would continue to implement the existing General Plan and no changes to address updated OPR General Plan Guidelines, or the requirements of State law, would occur. Since



adoption of the existing General Plan, the State has passed legislation requiring the city to address new circulation requirements in the General Plan and to further address greenhouse gas emissions. Additionally, the City recently updated its 2021-2029 Housing Element (adopted in 2021), and the existing General Plan does not conform to State requirements regarding planning for future housing growth. In the 2021-2029 Housing Element, the City included a Rezone Program to facilitate the development of multi-family housing, which included rezoning to accommodate the City's RHNA and by increasing the allowable density of the existing Mixed-Use Overlay. Updates to the General Plan goals, policies, and actions, as well as the Land Use Map, would not occur to address the vision and concerns of the city's residents, property owners, decision-makers, and other stakeholders that actively participated in the visioning and goal and policy development process.

Alternative 1 would result in the continuation of existing conditions and development levels, as described in [Section 4.10, Land Use and Planning](#), and as shown in [Table 2-1 in Section 2.0, Project Description](#). New growth would continue as envisioned under the existing General Plan, with land uses required to be consistent with the existing General Plan Land Use Map as shown on [Figure 2-3 in Section 2.0, Table 6-2, Alternative 1: No Project/Existing General Plan Alternative Compared to the Proposed Project](#), compares the assumed development potential associated with the 1998 General Plan and the General Plan Update 2045 buildout.

**Table 6-2**  
**Alternative 1: No Project/Existing General Plan Alternative Compared to the Proposed Project**

Alternative	Housing Units	Population	Non-Residential Development (Square Feet)	Jobs	Jobs per Housing Unit
Alternative 1: Existing General Plan/No Project	8,945	23,616	2,635,158	3,217	0.36
General Plan Update (Proposed Project) *	11,159	29,459	3,110,728	3,888	0.35
<b>Difference</b>	<b>-2,214</b>	<b>-5,843</b>	<b>-475,570</b>	<b>-671</b>	<b>-</b>

As shown in [Table 6-2](#), Alternative 1 (No Project/Existing General Plan Alternative) allows for less development potential within the Planning Area compared to the Project. Under Alternative 1, the existing General Plan policy framework would still be in effect, which would constitute a status quo approach to land use regulation in the city.

The proposed Land Use Map, along with the policy framework proposed by the General Plan Update, provides for a development and resource conservation pattern that preserves and protects Lomita's small-town character while promoting opportunities for expanded housing options, economic development, and local job growth. The land uses allowed under the General Plan Update provide opportunities for cohesive new growth at infill locations along the city's major arterials, including Pacific Coast Highway, Lomita Boulevard, Narbonne Avenue, Western Avenue, and Palos Verdes Drive North. The General Plan Update carries forward and enhances policies and measures from the City's existing General



Plan intended for environmental protection. The General Plan Update was prepared in conformance with State laws and regulations associated with the preparation of general plans, including requirements for environmental protection.

Alternative 1 would not include updated policies, particularly those related to housing, greenhouse gases, complete streets, and environmental justice, to address environmental health concerns for disadvantaged communities, as required by State law. This alternative would not include policies proposed in the General Plan Update to ensure protection of environmental resources, both at a project level and under cumulative conditions, consistent with the objectives of CEQA.

Alternative 1 fails to meet nearly any of the basic Project objectives, including the following:

- Celebrate and enhance Downtown Lomita;
- Expand the range of housing choices to allow more people to live and work in Lomita;
- Encourage new desirable uses in Lomita and expand the local economy;
- Promote walkability to everyday uses;
- Expand the range of high-quality housing options;
- Create pedestrian-scaled environments;
- Target housing growth to support commercial activity;
- Reinforce corridors with memorable places;
- Create a fiscally-sustainable land use plan with balanced residential and nonresidential development; and
- Address new requirements of State law.

#### Aesthetics

As described in [Section 4.1, \*Aesthetics\*](#), impacts related to Aesthetics would be less than significant. Both the General Plan Update and No Project/Existing General Plan Alternative anticipate increased development within the city through future development that would result in densification of the city. Alternative 1 would result in decreased densities and intensities in the Planning Area compared to the General Plan Update.

Future projects under both development scenarios would be subject to applicable Municipal Code requirements. Although buildout of this Alternative would result in 2,214 fewer housing units and 475,570 fewer square feet of nonresidential uses, overall, the Planning Area would experience significant development compared to existing conditions which would change the character and image of the area under both Alternative 1 and the Project. Generally, the existing General Plan would not address the visual character of future development to the extent of the General Plan Update, which includes goals and policies to ensure that future residential and non-residential development in the Planning Area: occurs along major corridors; protects established residential neighborhoods by requiring new development be



sensitive to low density housing; and requires residential and nonresidential portions of mixed-use buildings and sites to be well-integrated through site and building design. As such, Alternative 1 would be environmentally inferior to the General Plan Update.

#### Agricultural Resources

As described in Section 7.0, *Effects Found Not to be Significant*, the General Plan Update would result in no impacts to agriculture and forestry resources. Like the General Plan Update, Alternative 1 would accommodate development generally in the same, already urbanized areas. Given that no agriculture and forestry resources would be impacted by the Project, impacts associated with Alternative 1 would be the same and no impacts would occur. As such, Alternative 1 would be neither environmentally superior nor inferior to the General Plan Update.

#### Air Quality

As described in Section 4.2, *Air Quality*, construction and operation of future developments would occur within close proximity to sensitive receptors, and there is the potential for localized emissions to exceed regulatory levels. The following may significantly impact air quality.

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

When compared to Alternative 1 (No Project/Existing General Plan), the General Plan Update includes a range of goals and policies that would reduce air quality emissions, including policies to encourage mixed-use development, complete streets, and multi-modal improvements that would further reduce air quality impacts. Additionally, the General Plan Update presents substantially more opportunities for trip internalization and increased opportunities for walking and bicycling than Alternative 1 due to the proposed mix of higher density residential and commercial development. While land uses and development under Alternative 1 would adhere to the same policy guidance and local, State, and regional air quality measures as the General Plan Update, the decrease in residential units and non-residential building square footage and the corresponding reduction in construction emissions, operational emissions, and potential reductions in overall traffic volumes would result in reductions in air emissions compared to the General Plan Update, although impacts to air quality would continue to be significant and unavoidable. As such, Alternative 1 may be environmentally superior to the General Plan Update.

#### Biological Resources

The Planning Area is urbanized and developed with residential and non-residential uses. The Planning Area consists primarily of developed and/or disturbed land with existing vegetation consisting primarily of ornamental and/or nonnative plant species. As described in Section 4.3, *Biological Resources*, the





General Plan Update does not include any specific development proposals and therefore would not result in significant direct impacts to existing biological resources. However, subsequent development projects under the General Plan Update could result in direct impacts to certain species found present on an individual project site. Future development projects must adhere to applicable federal, State, and local regulations that provide for sensitive species as part of the discretionary approval process for site-specific development projects. Compliance with federal, State, and local regulations and implementation of General Plan Update policies and actions would reduce potential impacts to sensitive species to a less than significant level.

Alternative 1 would result in similar development patterns to the General Plan Update, which could result in a less than significant impact to biological resources. The General Plan Update would also include updated biological policies and actions aimed at protecting biological resources (as described in detail in [Section 4.3](#)), which Alternative 1 does not. As such, Alternative 1 would be environmentally inferior to the General Plan Update.

#### Cultural Resources

As described in [Section 4.4, \*Cultural Resources\*](#), while the General Plan Update does not directly propose site-specific development with the potential to directly impact cultural resources, future development associated with implementation of the General Plan Update could cause a substantial adverse change in the significance of known or unknown historic or archaeological resources. As the City considers future development and infrastructure projects, each project would be evaluated for conformance with the City's General Plan, Municipal Code, and other applicable state and local regulations relative to historic and potentially historic resources. The General Plan Update Resource Management Element includes goals, policies, and actions addressing heritage resources, including historical and archaeological resources. Compliance with the General Plan Update policies and actions and existing regulations would not cause a substantial adverse change in the significance of a historical and/or cultural resource and impacts would be less than significant.

Alternative 1 would result in similar development patterns and a similar development footprint to the General Plan Update. However, because Alternative 1 would not update cultural resource policies to include new policies and actions related to agency coordination, consultation, and monitoring that is in the General Plan Update, impacts to cultural resources would be greater compared to the General Plan Update. As such, Alternative 1 would be environmentally inferior to the General Plan Update.

#### Energy

As described in [Section 4.5, \*Energy\*](#), buildout of the General Plan Update would use energy resources for the operation of buildings (electricity and natural gas), on-road vehicle trips (e.g., gasoline and diesel fuel), and off-road construction activities (e.g. diesel fuel) associated with 2045 buildout of the General Plan Update. Buildout of the General Plan Update would comply all applicable federal, State, and local regulations regulating energy usage. Energy use impacts associated with implementation of the General Plan Update would be less than significant.

In comparison to Alternative 1 (No Project/Existing General Plan), the General Plan Update includes a range of goals and policies that would reduce energy usage, including policies to encourage mixed-use



development, complete streets, and multi-modal improvements that would further reduce per capita energy usage. Additionally, the General Plan Update presents substantially more opportunities for trip internalization and increased opportunities for walking and bicycling to the proposed mix of higher density residential and commercial development than Alternative 1. While land uses and development under Alternative 1 would be required to adhere to the same local, State, and regional measures regulating energy usage as the General Plan Update, the decrease in residential units and non-residential building square footage and the corresponding reduction in electricity and gas for the operation of buildings, diesel fuel for off-road construction activities, and potential reductions in gasoline due to a decrease in the overall traffic volumes would result in reductions in energy usage under Alternative 1. As such, Alternative 1 may be environmentally superior to the General Plan Update.

#### Geology and Soils

As described in Section 4.6, *Geology and Soils*, geology and soils impacts associated with the implementation of the General Plan Update would be less than significant. It is possible that future ground-disturbing activities could encounter undiscovered paleontological resources within the Planning Area. Future project applicants would assess the potential for development proposals to significantly impact paleontological resources pursuant to CEQA. If the project involves earthworks, the City may require a study conducted by a professional paleontologist to determine if paleontological assets are present, and if the project will significantly impact the resources. If the potential for significant impacts exists, the City may require modification of the project to avoid impacting the paleontological materials, require monitoring of rock units with high potential to contain significant nonrenewable paleontological resources, or require mitigation measures to mitigate the impacts, such as recovering the paleontological resources for preservation. With implementation of the General Plan Update policies and actions, potential impacts to paleontological resources associated with future development anticipated by the General Plan Update would be less than significant.

Alternative 1 would result in similar development patterns as the General Plan Update. Since the Planning Area is the same under both development scenarios, similar physical constraints related to geology and soils exist. The potential for new development to expose people or structures to adverse effects associated with seismic ground shaking and geologic instabilities would be similar under this Alternative and the General Plan Update. Further, future development projects would comply with the California Building Code and applicable Municipal Code requirements. However, compared to the General Plan Update, this Alternative would not include the updated policies related to geologic hazards, including requirements for project reviews and standards for construction and building practices (as described in detail in Section 4.6). Additionally, compared to the General Plan Update, this Alternative would not update paleontological resource policies to include new policies and actions related to agency coordination, consultation, and monitoring. Therefore, impacts to paleontological resources would be greater than the General Plan Update which does not include additional and updated policies related to paleontological resources. As such, Alternative 1 would be environmentally inferior to the General Plan Update.



### Greenhouse Gas Emissions

As described in Section 4.7, *Greenhouse Gas Emissions*, future development projects would comply with regulations imposed by the State of California and the SCAQMD aimed at the reduction of air pollutant emissions. Implementation of the General Plan Update's goals, policies and actions, would reduce GHG emissions. However, development projects associated with implementation of the Project would potentially generate emissions inconsistent with the State's long-term goals for reducing GHG emissions in the State of California, particularly the net-zero target as promulgated under AB 1279. As such, the City cannot state with certainty whether implementation of the General Plan Update would meet the state's community emissions target. Therefore, the Project would have a cumulatively significant and unavoidable adverse impact related to greenhouse gas emissions.

The General Plan Update includes a range of goals and policies that would reduce GHG emissions, including policies to encourage mixed-use development, complete streets, and multi-modal improvements that would further reduce per capita GHG impacts. Additionally, compared to Alternative 1 (No Project/Existing General Plan), the General Plan Update presents more opportunities for trip internalization and walking and bicycling due to the proposed mix of higher density residential and commercial development. While land uses and development under Alternative 1 would be required to adhere to the same policy guidance and local, State, and regional air quality measures as the General Plan Update, the decrease in residential units and non-residential building square footage together with the corresponding reduction in construction emissions, operational emission, and potential reductions in overall traffic volumes would result in reductions in greenhouse gas emissions under Alternative 1 compared to the General Plan Update, although GHG impacts would continue to be significant and unavoidable. As such, Alternative 1 would be environmentally superior to the General Plan Update.

### Hazards and Hazardous Materials

As described in Section 4.8, *Hazards and Hazardous Materials*, all impacts related to hazardous materials, aircraft hazards, and emergency response would be less than significant.

The Project proposes an update of the City's existing General Plan; however, no updates to the Safety Element are necessary at this time. The existing General Plan Safety Element includes goals, policies, and actions to address potential impacts associated with hazardous materials. The existing General Plan Safety Element also includes goals, policies, and actions to ensure that the City has adequate emergency response plans and measures to respond in the event of an accidental release of a hazardous substance. Additionally, the General Plan Update includes policies and actions to address potential impacts associated with hazardous materials sites in the proposed Land Use Element (as described in detail in Section 4.8). The General Plan Update also includes goals, policies, and actions to address potential impacts associated with safety hazards and noise from the Torrance Municipal Airport.

Similar to the General Plan Update, Alternative 1 would result in additional urban uses including commercial and residential development. However, Alternative 1 would not include the updated policies and actions aimed at protecting the public from hazardous materials included as part of the General Plan Update, specifically in the proposed Land Use and Noise elements. As such, Alternative 1 would be environmentally inferior to the General Plan Update.



### Hydrology and Water Quality

As described in Section 4.9, *Hydrology and Water Quality*, under all impact areas, implementation of the General Plan Update would result in less than significant impacts related to Hydrology and Water Quality.

While Alternative 1 would result in less dense and intense development compared to the General Plan Update, all new development would be subject to applicable stormwater and water quality requirements per the Los Angeles RWQCB. The variation in intensity and land use designation changes would not substantially alter impacts from or to flooding, water quality, or on groundwater supplies because existing federal, State, and local regulations guard against flood hazards, water quality contamination, or impact on groundwater supplies. Potential hydrology and water quality impacts under this Alternative, like the Project, would be less than significant.

Alternative 1 would result in slightly reduced development of housing units and non-residential square feet compared to the General Plan Update, and the potential water quality impacts related to construction and operation would be similar. As described in Section 4.9, implementation of the General Plan Update would not result in construction or long-term impacts to surface water quality from urban stormwater runoff. Future development under all alternatives must submit a SWPPP with BMPs to the RWQCB and comply with all storm water sewer system (MS4) requirements. Impacts related to water quality would be similar under Alternative 1, as compared to the General Plan Update. As such, Alternative 1 would be neither environmentally superior nor inferior to the General Plan Update.

### Land Use and Planning

The General Plan Update and Alternative 1 are long-range land use plans. As described in Section 4.10, *Land Use and Planning*, all impacts related to land use and planning would be less than significant under the General Plan Update. As described previously, the General Plan Update would include adoption of the updated policy document. Under Alternative 1, the existing Land Use Element would continue to provide outdated information that does not reflect the current conditions or goals of the City. This Alternative would prevent the City from achieving some of the core objectives of the General Plan Update to meet new State requirements, provide a range of high-quality housing options, and accommodate new growth along the community's transportation corridors. In addition, the General Plan Update would allow for greater consistency with applicable State and regional plans related to the provision of housing options at varying densities and income levels within an area served by transit, retail, and services to provide opportunities to reduce VMT and associated GHG emissions compared to Alternative 1. As such, Alternative 1 would be environmentally inferior to the General Plan Update.

### Mineral Resources

As described in Section 7.0, *Effects Found Not to be Significant*, the General Plan Update would result in no impacts relating to mineral resources. Like the General Plan Update, Alternative 1 would accommodate development generally in the same urbanized areas. Given that no mineral resources would be impacted by the Project, impacts associated with Alternative 1 would be the same and would remain less than significant. As such, Alternative 1 would be neither environmentally superior nor inferior to the General Plan Update.



### Noise

As described in Section 4.11, *Noise*, while the General Plan Update does not directly propose site-specific development, future development associated with implementation of the General Plan Update could generate additional noise from construction and operational activities associated with future projects. Where exposure to noise levels that exceed the land use compatibility criteria may occur, such as future residential developments along major arterials, impacts could be mitigated to a level that is less than significant with implementation of noise control measures, such as relocating residential outdoor recreational areas away from 60 dBA community noise equivalent level (“CNEL”) or shielding outdoor areas using noise barriers. Additionally, the General Plan Update Noise Element includes policies and actions intended to minimize exposure to excessive noise, including noise associated with traffic, stationary noise sources, and construction noise.

Alternative 1 would result in similar development patterns and a similar development footprint as the General Plan Update. Alternative 1 would allow for less development (2,214 fewer housing units and 475,570 square feet less non-residential uses), resulting in a corresponding reduction in construction and operational noise. The decrease in residential units and non-residential building square footage and the corresponding reduction in overall traffic volumes would result in reductions in roadway noise under Alternative 1 compared to the General Plan Update. As such, Alternative 1 would be environmentally superior to the General Plan Update.

### Population and Housing

As shown in Table 6-2, Alternative 1 would allow for 2,214 fewer residential units which would result in 5,843 less residents compared to the General Plan Update. Alternative 1 would not establish updated goals and policies intended to reduce potential growth-related impacts compared to the General Plan Update. The Existing General Plan does not reflect the most current population, employment, nor housing numbers or projections, nor does it provide quantitative population, employment, and housing projections for the year 2045. In contrast, the General Plan Update reflects existing population, employment, and housing conditions and provides projections to 2045. As such, this Alternative would be environmentally inferior to the General Plan Update.

### Public Services and Recreation

As described in Section 4.13, *Public Services and Recreation*, the General Plan Update would result in less than significant impacts relating to public services, parks and recreation. New development would place increased demands on public services such as police, fire, schools, parks, libraries, and other governmental services. The General Plan Update includes policies and actions and compliance with the Municipal Code would require payment of impact fees to the City and other public agencies to ensure that additional development does not have adverse impacts on these services and agencies.

Under Alternative 1, the development area and development types would remain similar, however, there would be a reduction in jobs, housing units, and population increase compared to the General Plan Update, yielding a slight reduction in impacts to public services (the demand for police, fire and other public services). Overall, Alternative 1 would have a slightly reduced impact to public services compared to the Project. As such, Alternative 1 would be environmentally superior to the General Plan Update.



### Transportation

As described in Section 4.14, *Transportation*, the Project would result in a significant VMT impact. The following significant impacts would occur:

- General Plan implementation would result in a significant and unavoidable VMT impact.
- General Plan implementation would result in a significant and cumulative VMT impact.

All other transportation impacts associated with implementation of the General Plan Update would be less than significant. The Project would not conflict with policies, plans, or programs regarding roadways, bicycle, pedestrian, or transit facilities nor the performance or safety of the facilities. The Project includes goals, policies, and actions to encourage new and improved facilities to support multi-modal transportation and access within the Planning Area. Similarly, Alternative 1 would provide for increased density and development within the Planning Area and would not conflict with policies, plans, or programs regarding roadways, bicycle, pedestrian, or transit facilities nor the performance or safety of those facilities.

The General Plan land use patterns and intensities, as well as its proposed policies, include a multitude of components that would reduce VMT. Future conditions with the Project would result in decreased VMT per employee and increased VMT per capita in comparison to existing conditions. The 2045 Project VMT per capita is approximately two percent higher than existing conditions and the 2045 Project VMT per employee would be three percent lower than existing conditions. Thus, the General Plan Update would exceed 15 percent below the existing Los Angeles countywide average VMT per capita and VMT per employee and therefore would result in a significant Project VMT impact. Similarly, Alternative 1 would provide for increased density and development within the Planning Area, however, Alternative 1 would not establish updated goals and policies intended to reduce potential VMT impacts compared to the General Plan Update.

The Project VMT impacts would be cumulatively considerable, since the Project would exceed the VMT threshold. However, the General Plan Update includes goals, policies, and actions that are consistent with SCAG's 2020-2045 RTP/SCS goals (as described in detail in Section 4.14), while Alternative 1 would not. Alternative 1 would also eliminate the proposed mixed-use development, which would provide more opportunities for Lomita residents and employees to access jobs and services within shorter distances. As such, this Alternative would be environmentally inferior to the General Plan Update.

### Tribal Cultural Resources

As described in Section 4.15, *Tribal Cultural Resources*, while the General Plan Update does not directly propose site-specific development with the potential to directly impact tribal cultural resources, future development associated with implementation of the General Plan Update could cause a substantial adverse change in the significance of known or unknown tribal cultural resources. Reduction of potential impacts to tribal cultural resources associated with future development would occur through implementation of General Plan Update policies and actions. Analysis of potential environmental impacts associated with subsequent development and infrastructure projects would occur, consistent with the requirements of CEQA and pursuant to the City's entitlement review process. Subsequent discretionary projects implemented in accordance with the General Plan Update would be subject to the provisions of





AB 52 and may require tribal consultation with California Native American tribes that are traditionally and culturally affiliated with the Planning Area and who have previously requested AB 52 consultations with the City. Future AB 52 consultation may identify tribal cultural resources not yet found and formally recorded. Compliance with the General Plan Update policies and actions and existing regulations would not cause a substantial adverse change in the significance of a tribal cultural resource and impacts would be less than significant.

Alternative 1 would result in similar development patterns and a similar development footprint as the General Plan Update. However, Alternative 1 would not update tribal cultural resource policies to include new policies and actions related to agency coordination, consultation, and monitoring compared with the General Plan Update. As such, Alternative 1 would be environmentally inferior to the General Plan Update.

#### Utilities and Service Systems

As described in Section 4.16, *Utilities and Service Systems*, the General Plan Update would result in less than significant impacts relating to utilities and service systems.

New development would place increased demands on utilities. Under Alternative 1, the Planning Area would be developed with similar development patterns and uses as the General Plan Update; however, it presents less residential intensity/density and job opportunities. The quantity of infrastructure installed would not be substantially reduced, as this Alternative 1 would require similar development patterns and footprints, but the demand for utility services, including wastewater and solid waste services, would be less than that required under the General Plan Update. However, both Alternative 1 and the Project would likely require the construction or expansion of new utilities to serve the site-specific development that could occur. The quantity of infrastructure installed would not be substantially reduced, as this alternative would require similar development patterns and footprints, but the demand for utility services, including wastewater and solid waste services would be less than would be required under the General Plan Update. The potential environmental effects associated with infrastructure projects would be similar under Alternative 1 and the Project.

Similarly, storm drainage runoff under Alternative 1 would be approximately the same compared to the Project, due to the general development footprint remaining the same for this alternative compared to the General Plan Update. Since demand for utilities would be slightly less under Alternative 1, due to the lower densities and associated development potential, Alternative 1 would be environmentally superior to the General Plan Update.

#### Wildfire

As described in Section 7.0, *Effects Found Not to be Significant*, the Planning Area is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones; the General Plan Update would result in no impacts related to wildfire. Like the General Plan Update, Alternative 1 would accommodate development generally in the same urbanized areas. Given that the Planning Area is not located in an area of high fire hazard potential, impacts associated with Alternative 1 would be the same and no impacts would occur. As such, Alternative 1 would be neither environmentally superior nor inferior to the General Plan Update.





### Irreversible Effects

The Project would have a less than significant impact associated with irreversible environmental effects as described in Section 5.0, Other CEQA Considerations. Implementation of the General Plan Update would result in a commitment of land uses designated for the foreseeable future. Land use and development consistent with the Project would result in irretrievable commitments by designating land for development that is more intense, in some instances, than current designations allow. Additionally, residential development could occur on land not currently designated for residential development. Development would physically change the environment in terms of aesthetics, air emissions, noise, and traffic. Therefore, the Project would result in changes in land use within the Planning Area that would commit future generations to these uses. Construction and operation of future development projects associated with Project implementation would result in the irretrievable commitment of limited, slowly renewable, and nonrenewable resources that would limit the availability of these resource quantities for future generations or for other uses during the life of the Project. However, the Planning Area is an urbanized area and already uses such resources. Additionally, the continued use of such resources would be on a relatively small scale in a regional context. As such, although irreversible environmental changes would result from the Project, such changes would not be significant.

During the planning horizon, development potential under Alternative 1 would be less in comparison to the General Plan Update. Under cumulative conditions, Alternative 1 would result in less residential and less non-residential floor area (see Table 7-1). Alternative 1 would use nonrenewable resources, including metals, stone, and other materials related to construction, and result in on-going demand for fossil fuels and other resources associated with energy production at levels lower than the Project. Alternative 1 would have slightly reduced impacts in comparison to the General Plan Update due to reduced development potential. As such, Alternative 1 would be environmentally superior to the General Plan Update.

### **ALTERNATIVE 2 – REDUCED GROWTH ALTERNATIVE**

Alternative 2 (Reduced Growth Alternative) continues to allow for new development of residential and non-residential development, like those included in the Project, but with less anticipated mixed-use growth than reflected in the General Plan Update. Table 6-3, Alternative 2: Reduced Growth Alternative Compared to the Proposed Project, compares the assumed development potential associated with the Reduced Growth Alternative and the General Plan Update 2045 buildout.



**Table 6-3**  
**Alternative 2 Compared to the Proposed Project**

Alternative	Housing Units	Population	Non-Residential Development (Square Feet)	Jobs	Jobs per Housing Unit
Alternative 2: Reduced Growth Alternative	9,485	25,040	2,733,131	3,415	0.36
General Plan Update (Proposed Project)	11,159	29,459	3,110,728	3,888	0.35
<b>Difference</b>	<b>-1,674</b>	<b>-4,419</b>	<b>-377,597</b>	<b>-473</b>	<b>-</b>

The goals, policies, and actions of the General Plan Update would apply to subsequent development, planning, and infrastructure projects under this alternative. This Alternative reduces the severity of potential impacts related to air quality, greenhouse gas emissions, and total vehicle miles traveled, as overall development potential within the Planning Area would be less than under the Project.

As shown in [Table 6-3](#), Alternative 2 would result in approximately 1,674 fewer housing units and 4,419 fewer residents, as well as 377,597 less square feet of non-residential development and 473 fewer jobs within the Planning Area compared to the proposed General Plan Land Use Map.

Alternative 2 fails to meet several of the basic Project objectives, including the following:

- Expand the range of housing choices to allow more people to live and work in Lomita;
- Promote walkability to everyday uses;
- Target housing growth to support commercial activity; and
- Reinforce corridors with memorable places.

#### Aesthetics

As described in [Section 4.1, Aesthetics](#), impacts related to Aesthetics would be less than significant. Both the General Plan Update and Reduced Growth Alternative anticipate increased development and associated densification within the City. The General Plan Update and Alternative 2 would allow for an increase in density of existing land uses. Future projects under both development scenarios would be subject to applicable Municipal Code requirements. Although buildout of this Alternative would result in 1,674 fewer housing units, overall, the Planning Area would experience significant development compared to existing conditions which would change the character and image of the area under both Alternative 2 and the Project.

Similar to the General Plan Update, Alternative 2 would provide guidance as to the intensity and density of development. Future projects under both development scenarios would be subject to applicable Municipal Code requirements and guided by relevant General Plan Update policies. Neither Alternative 2



nor the Project would conflict with applicable zoning and other regulations governing scenic quality. As such, Alternative 2 would be neither environmentally superior nor inferior to the General Plan Update.

#### Agricultural Resources

As described in Section 7.0, *Effects Found Not to be Significant*, the General Plan Update would result in no impacts to agriculture and forestry resources. Like the General Plan Update, Alternative 2 would accommodate development generally in the same urbanized areas. Given that no agriculture and forestry resources would be impacted by the Project, impacts of Alternative 2 would be the same, and no impacts would occur. As such, Alternative 2 would be neither environmentally superior nor inferior to the General Plan Update.

#### Air Quality

As described in Section 4.2, *Air Quality*, construction and operation of future developments would occur within close proximity to sensitive receptors and there is the potential for localized emissions to exceed regulatory levels. Significant impacts related to air quality are as follows:

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

Both Alternative 2 and the General Plan Update would provide opportunities for trip internalization and increased opportunities for walking and bicycling due to the proposed mix of higher density residential and commercial development. While land uses and development under Alternative 2 would adhere to the same policy guidance and local, State, and regional air quality measures as the General Plan Update, the decrease in residential units and the corresponding reduction in construction emissions, operational emission, and overall traffic volumes would result in reductions in air emissions under Alternative 2 compared to the proposed General Plan Update. As such, Alternative 2 would be environmentally superior to the General Plan Update, although air quality impacts would remain significant and unavoidable.

#### Biological Resources

The Planning Area is urbanized and developed with residential and non-residential uses and consists primarily of developed and/or disturbed land with existing vegetation, primarily of ornamental and/or nonnative plant species. As described in Section 4.3, *Biological Resources*, the General Plan Update does not include any specific development proposals and would not result in significant direct impacts to existing biological resources. However, subsequent development projects under the General Plan Update could result in direct impacts to certain species found present on an individual project site. Future development projects would adhere to applicable federal, State, and local regulations that provide for sensitive species as part of the discretionary approval process for site-specific development projects.



Compliance with federal, State, and local regulations, coupled with implementation of General Plan Update policies and actions, would reduce potential impacts to sensitive species to a less than significant level.

Alternative 2 would result in similar development patterns to the General Plan Update, which could result in a less than significant impact to biological resources. The General Plan Update and Alternative 2 would also include updated biological policies and actions aimed at protecting biological resources (as described in detail in [Section 4.3](#)). Therefore, impacts to biological resources under Alternative 2 would remain the same compared to the General Plan Update. As such, Alternative 2 is neither environmentally superior nor inferior to the General Plan Update.

#### Cultural Resources

As described in [Section 4.4, \*Cultural Resources\*](#), while the General Plan Update does not directly propose site-specific development with the potential to directly impact cultural resources, future development associated with implementation of the General Plan Update could cause a substantial adverse change in the significance of known or unknown historic or archaeological resources. As the City considers future development and infrastructure projects, each project would be evaluated for conformance with the City's General Plan, Municipal Code, and other applicable State and local regulations relative to cultural and potentially cultural resources. The General Plan Update Resource Management Element includes goals, policies, and actions addressing heritage resources, including historical and archaeological resources. Compliance with the General Plan Update policies and actions and existing regulations would not cause a substantial adverse change in the significance of a historical and/or cultural resource and impacts would be less than significant.

Alternative 2 would result in similar development patterns and a similar development footprint to the proposed Project. Additionally, Alternative 2 would update cultural resource policies to include new policies and actions related to agency coordination, consultation, and monitoring consistent with the General Plan Update. The impact under Alternative 2 would remain the same compared to the Project. As such, Alternative 2 is neither environmentally superior nor inferior to the General Plan Update.

#### Energy

As described in [Section 4.5, \*Energy\*](#), buildout of the General Plan Update would use energy resources for the operation of buildings (electricity and natural gas), on-road vehicle trips (e.g., gasoline and diesel fuel), and off-road construction activities (e.g. diesel fuel). Buildout of the General Plan Update would comply with all applicable federal, State, and local regulations regulating energy usage. Energy use impacts associated with the implementation of the General Plan Update would be less than significant.

While land uses and development under Alternative 2 would adhere to the same policy guidance and local, State, and regional measures regulating energy usage as the General Plan Update, the decrease in residential and non-residential development potential, together with the corresponding reduction in electricity and gas usage for the operation of buildings, diesel fuel for off-road construction activities, and potential reductions in gasoline due to a decrease in the overall traffic volumes, would result in reductions in energy usage under Alternative 2 compared to the General Plan Update. As such, Alternative 2 would be environmentally superior to the General Plan Update.



### Geology and Soils

As described in Section 4.6, *Geology and Soils*, geology and soils impacts associated with the implementation of the General Plan Update would be less than significant. It is possible that future ground-disturbing activities could encounter undiscovered paleontological resources within the Planning Area. Future project applicants would assess the potential for development proposals to significantly impact paleontological resources pursuant to CEQA. If the project involves earthworks, the City may require a study conducted by a professional paleontologist to determine if paleontological assets are present, and if the project will significantly impact the resources. If the potential for significant impacts exists, the City may require modifications to the project to avoid impacting the paleontological materials, monitoring of rock units with high potential to contain significant nonrenewable paleontological resources, or measures to mitigate the impacts, such as recovering the paleontological resources for preservation. With implementation of the General Plan Update policies and actions, potential impacts to paleontological resources associated with future development anticipated by the General Plan Update would be less than significant.

Alternative 2 would result in similar development patterns to the General Plan Update. Since the Planning Area is the same under both development scenarios, similar physical constraints related to geology and soils exist. The potential for new development to expose people or structures to adverse effects associated with seismic ground shaking and geologic instabilities would be similar under this Alternative and the General Plan Update. Further, new development would comply with the California Building Code and applicable Municipal Code requirements. The General Plan Update and Alternative 2 would also include updated policies related to geologic hazards, including updated geologic hazard maps, as well as updated policies related to mitigating potential impacts to paleontological resources (as described in detail in Section 4.6). Therefore, impacts under Alternative 2 related to Geology and Soils would generally remain the same as the General Plan Update. As such, Alternative 2 is neither environmentally superior nor inferior to the General Plan Update.

### Greenhouse Gas Emissions

As described in Section 4.7, *Greenhouse Gas Emissions*, the Project would comply with regulations imposed by the State of California and the SCAQMD aimed at the reduction of air pollutant emissions and implementation of the General Plan Update's goals, policies, and actions would reduce GHG emissions. However, development projects associated with implementation of the Project would potentially generate emissions inconsistent with the State's long-term goals for reducing GHG emissions, particularly the net-zero target as promulgated under AB 1279. As such, the City cannot state with certainty whether implementation of the General Plan Update would meet the State's community emissions target. Therefore, the Project would have a cumulatively significant and unavoidable adverse impact related to greenhouse gas emissions.

Under Alternative 2, development within the Planning Area would occur with similar uses as the General Plan Update, but with an overall reduction in development potential. The reduced development potential and resulting population and jobs may decrease total greenhouse gas emissions compared to the General Plan Update. The General Plan Update and Alternative 2 include a range of goals and policies that would reduce GHG emissions, including policies to encourage mixed-use development, complete streets, and



multi-modal improvements that would further reduce per capita and per employee GHG impacts. Both the General Plan Update and Alternative 2 present more opportunities for trip internalization and increased opportunities for walking and bicycling due to the proposed mix of higher density residential and commercial development. However, compared to the proposed General Plan Update, Alternative 2 would experience reduced greenhouse gas emissions, reducing the overall impact. As such, Alternative 2 would be environmentally superior to the General Plan Update, although GHG impacts would remain significant and unavoidable.

#### Hazards and Hazardous Materials

As described in Section 4.8, *Hazards and Hazardous Materials*, all impacts related to hazardous materials, aircraft hazards, and emergency response would be less than significant.

The Project proposes an update of the City's existing General Plan; however, no updates would occur to the Safety Element. The existing General Plan Safety Element includes goals, policies, and actions to address potential impacts associated with hazardous materials. The existing General Plan Safety Element also includes goals, policies, and actions to ensure that the City has adequate emergency response plans and measures to respond in the event of an accidental release of a hazardous substance. Additionally, the General Plan Update includes policies and actions to address potential impacts associated with hazardous materials sites in the proposed Land Use Element (as described in detail in Section 4.8). The General Plan Update also includes goals, policies, and actions to address potential impacts associated with safety hazards and noise from the Torrance Municipal Airport.

Similar to the General Plan Update, Alternative 2 would result in additional urban uses including commercial and residential development. Impacts related to hazards and hazardous materials and emergency response under Alternative 2 would remain the same compared to the General Plan Update. As such, Alternative 2 is neither environmentally superior nor inferior to the General Plan Update.

#### Hydrology and Water Quality

As described in Section 4.9, *Hydrology and Water Quality*, under all impact areas, implementation of the General Plan Update would result in less than significant impacts related to Hydrology and Water Quality.

While this Alternative would result in less development potential compared to the General Plan Update, all new development would be subject to applicable stormwater and water quality requirements per the Los Angeles RWQCB. The variation in intensity would not substantially alter impacts from or to flooding, water quality, or on groundwater supplies because existing federal, State, and local regulations would apply to guard against flood hazards, water quality contamination, or impact on groundwater supplies. Potential hydrology and water quality impacts for this alternative, like the Project, would be less than significant.

Alternative 2 would result in slightly reduced development potential compared to the General Plan Update as the potential water quality impacts related to construction and operation would be similar. As described in Section 5.9, implementation of the General Plan Update would not result in construction nor long-term impacts to surface water quality from urban stormwater runoff. Future development under all alternatives must submit a Stormwater Pollution Prevention Plan ("SWPPP") with Best Management



Practices (“BMPs”) to the Regional Water Quality Control Board (“RWQCB”) and comply with all storm water sewer system (“MS4”) requirements. Impacts related to water quality would be similar under Alternative 2, as compared to the General Plan Update. As such, Alternative 2 would be neither environmentally superior nor inferior to the General Plan Update.

#### Land Use and Planning

The General Plan Update and Alternative 2 are long-range land use plans. As described in Section 4.10, Land Use and Planning, all impacts related to land use and planning would be less than significant under the General Plan Update. As described previously, the General Plan Update and Alternative 2 would include adoption of the updated policy document. Therefore, Alternative 2 would result in similar development and impacts as the General Plan Update. Alternative 2 would update current land use designations and, similar to the City’s General Plan Update, would be more effective in promoting and encouraging more compact urban development and revitalization through mixed use development. In addition, numerous programs and policies within the General Plan Update’s policy document allow for greater consistency with applicable State and regional plans versus the existing General Plan and would also promote efficiency in the delivery of urban services and local agency coordination. Therefore, impacts related to land use and planning would generally remain the same under Alternative 2 as compared to the General Plan Update. As such, Alternative 2 is neither environmentally superior nor inferior to the General Plan Update.

#### Mineral Resources

As described in Section 7.0, Effects Found Not to be Significant, the General Plan Update would result in no impacts relating to mineral resources. Like the General Plan Update, Alternative 2 would accommodate development generally in the same urbanized areas. Given that no mineral resources would be impacted by the Project, impacts associated with Alternative 2 would be the same and would remain less than significant. As such, Alternative 2 would be neither environmentally superior nor inferior to the General Plan Update.

#### Noise

As described in Section 4.11, Noise, while the General Plan Update does not directly propose site-specific development, future development associated with implementation of the General Plan Update could generate additional noise from construction and operational activities associated with future projects. Where exposure to noise levels that exceed the land use compatibility criteria may occur, such as future residential developments along major arterials, impacts could be mitigated to a level that is less than significant with implementation of noise control measures, such as relocating residential outdoor recreational areas away from 60 dBA CNEL or shielding outdoor areas using noise barriers. Additionally, the General Plan Update Noise Element includes policies and actions intended to minimize exposure to excessive noise, including noise associated with traffic, stationary noise sources, and construction noise.

Alternative 2 would result in similar development patterns and a similar development footprint as the General Plan Update. This alternative would allow for less development (1,674 fewer housing units and 377,597 less square feet of non-residential development), resulting in a corresponding reduction in construction and operational noise. The decrease in residential units and non-residential building square





footage, coupled with the corresponding reduction in overall traffic volumes, would reduce roadway noise under Alternative 2 compared to the General Plan Update. As such, Alternative 2 would be environmentally superior to the General Plan Update.

#### Population and Housing

Similar to the General Plan Update, this Alternative would update the City's environmental baseline conditions and development projections through 2045. As shown in Table 6-3, Alternative 2 anticipates 1,674 fewer residential units than the General Plan Update, which could result in 4,419 less residents than the General Plan Update. Both the General Plan Update and Alternative 2 account for population growth and establish goals and policies to reduce potential growth-related impacts. The net increase in population and housing is nominal and would similarly yield less than significant impacts. As such, Alternative 2 is neither environmentally superior nor inferior to the General Plan Update.

#### Public Services and Recreation

As described in Section 4.13, *Public Services and Recreation*, the General Plan Update would result in less than significant impacts relating to public services, parks, and recreation. New development would place increased demands on public services such as police, fire, schools, parks, libraries, and other governmental services. The General Plan Update includes policies and actions and compliance with the Municipal Code would require payment of impact fees to the City and other public agencies to ensure that additional development does not have adverse impacts on these services and agencies.

Under Alternative 2, the development area and development types would remain similar, however, there would be slightly less development potential compared to the General Plan Update and thus, impacts to public services (the demand for police, fire and other public services) would be slightly reduced. Overall, Alternative 2 would have a slightly reduced impact to public services compared to the proposed Project. As such, Alternative 2 is environmentally superior to the General Plan Update.

#### Transportation

As described in Section 4.14, *Transportation*, the Project would result in a significant VMT impact. The following significant impacts related to transportation would occur:

- General Plan implementation would result in a significant and unavoidable VMT impact.
- General Plan implementation would result in a significant and cumulative VMT impact.

All other transportation impacts associated with implementation of the General Plan Update would be less than significant. The Project would not conflict with policies, plans, or programs regarding roadways, bicycle, pedestrian, or transit facilities or the performance or safety of those facilities. The Project includes goals, policies, and actions to encourage new and improved facilities to support multi-modal transportation and access within the Planning Area. Similarly, Alternative 2 would provide for increased density and development within the Planning Area and would not conflict with policies, plans, or programs regarding roadways, bicycle, pedestrian, or transit facilities or the performance or safety of those facilities.

The proposed General Plan land use patterns and intensities, as well as its proposed policies, include a multitude of components that would reduce VMT. Future conditions with the Project would result in



decreased VMT per employee and increased VMT per capita in comparison to existing conditions. The 2045 Project VMT per capita is approximately two percent higher than existing conditions and the 2045 Project VMT per employee would be three percent lower than existing conditions. Thus, the General Plan Update would exceed 15 percent below the existing Los Angeles countywide average VMT per capita and VMT per employee and therefore would result in a significant Project VMT impact. Similarly, Alternative 2 would provide for increased density and development within the Planning Area, with a similar impact on the VMT per capita.

Project VMT impacts would be cumulatively considerable, since the Project would exceed the VMT threshold. However, the General Plan Update includes goals, policies, and actions that are consistent with SCAG's 2020-2045 RTP/SCS goals (as described in detail in [Section 4.14](#)). Alternative 2 also includes a more balanced mix of uses and additional opportunities for increased densities as part of mixed-use developments which includes opportunities for trip internalization, walking, and bicycling. Overall, Alternative 2 would slightly reduce densities and provide for less mixed-use development than the General Plan Update, therefore this alternative would have slightly increased impacts relative to per capita VMT compared to the General Plan Update. As such, Alternative 2 is environmentally inferior to the General Plan Update.

#### [Tribal Cultural Resources](#)

As described in [Section 4.15, \*Tribal Cultural Resources\*](#), while the General Plan Update does not directly propose site-specific development with the potential to directly impact tribal cultural resources, future development associated with implementation of the General Plan Update could cause a substantial adverse change in the significance of known or unknown tribal cultural resources. Reduction of potential impacts to tribal cultural resources associated with future development would occur through implementation of General Plan Update policies and actions. Analysis of potential environmental impacts associated with subsequent development and infrastructure projects would occur, consistent with the requirements of CEQA and pursuant to the City's entitlement review process. Subsequent discretionary projects implemented in accordance with the General Plan Update would be subject to the provisions of AB 52 and may require tribal consultation with California Native American tribes that are traditionally and culturally affiliated with the Planning Area and who have previously requested AB 52 consultations with the City. Future AB 52 consultation may identify tribal cultural resources not yet found and formally recorded. Compliance with the General Plan Update policies and actions and existing regulations would not cause a substantial adverse change in the significance of a tribal cultural resource and impacts would be less than significant.

Alternative 2 would result in similar development patterns and a similar development footprint as the General Plan Update. Additionally, Alternative 2 would update tribal cultural resource policies to include new policies and actions related to agency coordination, consultation, and monitoring consistent with the proposed General Plan Update. Potential impacts to tribal cultural resources would be the same under Alternative 2 and the proposed General Plan Update. As such, Alternative 2 is neither environmentally superior nor inferior to the General Plan Update.



### Utilities and Service Systems

As described in Section 4.16, *Utilities and Service Systems*, the General Plan Update would result in less than significant impacts relating to utilities and service systems.

New development would place increased demands on utilities. Under Alternative 2, the Planning Area would be developed with similar development patterns and uses as the General Plan Update; however, the overall number of residential units and non-residential square footage would be reduced. The quantity of infrastructure installed would not be substantially reduced, as this alternative would require similar development patterns and footprints, but the demand for utility services, including wastewater and solid waste services, would be less than required under the General Plan Update. However, both Alternative 2 and the Project would likely require the construction or expansion of new utilities to serve the site-specific development that could occur. The quantity of infrastructure installed would not be substantially reduced, as this alternative would require similar development patterns and footprints, but the demand for utility services, including wastewater and solid waste services, would be less than required under the General Plan Update. The potential environmental effects associated with infrastructure projects would be similar under Alternative 2 and the proposed Project.

Similarly, storm drainage runoff under Alternative 2 would be approximately the same compared to the Project due to the general development footprint remaining the same for this alternative compared to the General Plan Update. Since demand for utilities would be slightly less under Alternative 2 due to the lower densities and associated development potential, Alternative 2 would be environmentally superior to the General Plan Update.

### Wildfire

As described in Section 7.0, *Effects Found Not to be Significant*, the Planning Area is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones; the General Plan Update would result in less than significant impacts related to wildfire. Like the General Plan Update, Alternative 2 would accommodate development generally in the same urbanized areas. Given that the Planning Area is not located in an area of high fire hazard potential, impacts associated with Alternative 2 would be the same, and no impacts would occur. As such, Alternative 2 would be neither environmentally superior nor inferior to the General Plan Update.

### Irreversible Effects

The Project would have a less than significant impact associated with irreversible environmental effects as described in Section 5.0, *Other CEQA Considerations*. Implementation of the General Plan Update would result in a commitment of land uses designated for the foreseeable future. Land use and development consistent with the Project would result in irretrievable commitments by designating land for development that is more intense, in some instances, than current designations allow. Additionally, residential development could occur on land not currently designated for residential use. Development would physically change the environment in terms of aesthetics, air emissions, noise, and traffic. Therefore, the Project would result in changes in land use within the Planning Area that would commit future generations to such uses. Construction and operation of future development projects associated with Project implementation would result in the irretrievable commitment of limited, slowly renewable,



and nonrenewable resources that would limit the availability of these resource quantities for future generations or for other uses during the life of the Project.

During the planning horizon, development under Alternative 2 would be less intense in comparison to the General Plan Update. Under cumulative conditions, Alternative 2 would result in less housing units (see [Table 6-1](#)). Alternative 2 would use nonrenewable resources, including metals, stone, and other materials related to construction, and result in ongoing demand for fossil fuels and other resources associated with energy production at levels lower than the Project. Alternative 2 would have slightly reduced impacts than the General Plan Update due to reduced development intensity levels. As such, Alternative 2 would be environmentally superior to the General Plan Update.

### ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires identification of an environmentally superior alternative among the alternatives analyzed in the EIR. If the No Project Alternative is the environmentally superior alternative, an EIR must also identify an environmentally superior alternative among the other alternatives (CEQA Guidelines Section 15126.6(e)(2)). The environmentally superior alternative is the alternative with the least adverse environmental impacts compared to the General Plan Update.

[Table 6-4, \*Comparison of Alternatives\*](#) provides a comparative analysis of the General Plan Update and each of the Project alternatives. As shown in [Table 6-4](#), Alternative 2 (Reduced Growth Alternative) is the environmentally superior alternative when considered in terms of all potential environmental impacts. While it would not eliminate the General Plan Update's significant and unavoidable impacts, Alternative 2 would reduce the majority of the environmental impacts associated with the Project. Both alternatives fail to reduce any significant and unavoidable impacts to a less than significant level.



**Table 6-4  
Comparison of Alternatives**

Environmental Issue	Alternative 1 (No Project)	Alternative 2 (Reduced Growth)
Aesthetics	▲	=
Agricultural Resources	=	=
Air Quality	▼*	▼*
Biological Resources	▲	=
Cultural Resources	▲	=
Energy	▼	▼
Geology and Soils	▲	=
Greenhouse Gas Emissions	▼*	▼*
Hazards and Hazardous Materials	▲	=
Hydrology and Water Quality	=	=
Land Use and Planning	▲	▼
Mineral Resources	=	=
Noise	▼	▼
Population and Housing	▲	=
Public Services and Recreation	▼	▼
Transportation	=	▲
Tribal Cultural Resources	▲	=
Utilities and Services Systems	▼	▼
Wildfire	=	=
Irreversible Effects	▼	▼
Notes: ▲ Indicates an impact that is greater than the Project (environmentally inferior). ▼ Indicates an impact that is less than the Project (environmentally superior). = Indicates an impact that is equal to the Project (neither environmentally superior nor inferior). * Indicates a significant and unavoidable impact.		



## 7.0 EFFECTS FOUND NOT TO BE SIGNIFICANT

### 7.1 INTRODUCTION

An analysis of the proposed Project's effect on specific environmental topic areas, included as part of the Environmental Checklist form presented in the California Environmental Quality Act ("CEQA") Guidelines Appendix G, was conducted as part of the preparation of this EIR. During this evaluation, certain Project impacts were found to have no impact or have a less than significant impact due to the inability of a project of this scope to create such impacts or the absence of Project characteristics producing effects of this type. The effects determined not to be significant are not required to be included in primary analysis sections of the Draft EIR. In accordance with CEQA Guidelines Section 15128, the following section provides a brief description of potential impacts found to have no impact or a less than significant impact.

#### AGRICULTURAL & FORESTRY RESOURCES

##### Would the Project:

- a) **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.** According to the California Department of Conservation, the Planning Area is primarily composed of Urban and Built-Up Land and does not contain any mapped Prime Farmland or Farmland of Statewide Significance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program (DOC 2024a). As such, the Project would not result in the conversion of the farmland to a non-agricultural use. No impact would occur.

**Mitigation Measures:** No mitigation measures are required.

- b) **Conflict with existing zoning for agricultural use, or a Williamson Act contract?**

**No Impact.** There are no lands within the Planning Area that are currently under a Williamson Act contract (DOC 2024b). As such, the Project would result in no impact to Williamson Act contracts.

The City allows for Agriculture, Non-Commercial ("A-1") zoning. The A-1 zoning is located on the western boundary of the Planning Area. The A-1 zoning designation is lower density in character and where the keeping of animals is permitted. Under the General Plan Update, the A-1 zoning would remain unchanged. Thus, the Project would not conflict with existing zoning for agricultural use or a Williamson Act contract. No impact would occur.

**Mitigation Measures:** No mitigation measures are required.

- c) **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))?**



**d) Result in the loss of forest land or conversion of forest land to non-forest use?**

**No Impact.** The Planning Area does not contain any land dedicated as, or zoned for, timberland use. The majority of the Planning Area is urbanized and developed. As such, the Project would result in no impact to timberland or timberland zoned Timberland Production.

**Mitigation Measures:** No mitigation measures are required.

**e) 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.** Refer to Agriculture and Forestry Resources Responses (a) through (d), above.

**Mitigation Measures:** No mitigation measures are required.

## MINERAL RESOURCES

### Would the Project:

**a) 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?**

**b) 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?**

**No Impact.** In accordance with California's Surface Mining and Reclamation Act of 1975 ("SMARA"), the State Geologist, through the California Department of Conservation, California Geological Survey (formerly Division of Mines and Geology), is responsible for identifying and mapping the non-fuel mineral resources of the State. The California Mineral Land Classification System classifies economically significant mineral deposits based on the known and inferred mineral resource potential of the land, including the following four mineral resource zones.

- MRZ-1: Areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.
- MRZ-2: Areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood exists for their presence.
- MRZ-3: Areas containing mineral deposits, the significance of which cannot be evaluated.
- MRZ-4: Areas where available information is inadequate for assignment to any other zone.

The Planning Area has three mineral resource zones ("MRZ-1", "MRZ-2", and "MRZ-3"), dominated by MRZ-3. Small portions along the northwestern edge and southwestern edge of the Planning Area are classified as MRZ-1 and MRZ-2. Therefore, the Project would not result in the loss of availability of a known mineral resource considered of value to the region or a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. No impact would occur in this regard.

**Mitigation Measures:** No mitigation measures are required.





## BIOLOGICAL RESOURCES

### Would the Project:

- f) **Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?**

**No Impact:** The Planning Area is urbanized and is not located within the boundaries of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, the Project would not conflict with such plans, and no impact would occur.

## WILDFIRE

### **If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:**

- a) **Substantially impair an adopted emergency response plan or emergency evacuation plan?**

**No Impact.** According to CAL FIRE FHSZ maps, the Planning Area is located within a Local Responsibility Area and the site of the Cypress Water Production Facility is within a recommended very high fire hazard severity zone (VHFHSZ). Likewise, the Los Angeles County General Plan Safety Element Fire Hazard Severity Zones Policy Map identifies the Cypress Water Production Facility as being the only VHFHSZ within the Planning Area due to the way that the site protrudes into the City of Rolling Hills Estates' VHFHSZ (Los Angeles County 2021). Note that the entirety of Rolling Hills Estates is within a VHFHSZ. While wildfires are not likely to originate within the Planning Area due to its urbanized and developed landscape, there is the potential for wildfires to occur in nearby Fire Hazard Severity Zones, such as in the City of Rolling Hills Estates or elsewhere on the highly vegetated Palos Verdes Peninsula, and spread to the Planning Area.

The Project proposes a comprehensive update to the City's existing General Plan, including a revised Land Use Map. Implementation of the General Plan Update would result in new development and intensification of existing urban uses primarily in the new mixed-use zones MU30, MU40, and MU70. Most arterials and major collector streets serve as primary evacuation and emergency access routes within and out of the City. Since no specific development projects are proposed as part of the General Plan Update, the environmental effects from constructing or expanding roadways are unknown at this time. There is the potential that During construction activities, traffic lanes located immediately adjacent to a development site may be temporarily closed or controlled by construction personnel. Permission from the traffic authority, in accordance with Lomita Municipal Code Section 8-6, *Closure of City Streets*, would be required for any temporary closure. However, this would be temporary and emergency access to the site and surrounding area would be required to be maintained at all times. Additionally, construction regulations would require development activities to not interfere with circulation along adjacent or any other nearby roadways. Thus, the Project would not substantially impair an adopted emergency response plan or emergency evacuation plan and no impact would occur.



- b) 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?**

**No Impact.** As discussed above, the Planning Area is not located within an State Responsibility Area (“SRA”) and is not located within a VHFHSZ within an Local Responsibility Area (“LRA”). The site of the Cypress Water Production Facility is within a recommended VHFHSZ. The Planning Area and surrounding area are relatively flat and do not contain any slopes or features that would exacerbate wildfire risks. No impact would occur in this regard.

- c) 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?**

**No Impact.** As discussed above, the Planning Area is not located within an SRA and is not located within a VHFHSZ within an LRA. The site of the Cypress Water Production Facility is within a recommended VHFHSZ. The Planning Area is urbanized and developed. Potential residential development would not require the installation or maintenance of infrastructure that may exacerbate fire risk or result in temporary or ongoing impacts to the environment.

- d) 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?**

**No Impact.** As discussed above, the Planning Area is not located within an SRA and is not located within a VHFHSZ within an LRA. The site of the Cypress Water Production Facility is within a recommended VHFHSZ. Further, the City and surrounding area are relatively flat. The Project would not expose people or structures to significant risk associated with wildfires.

**Mitigation Measures:** No mitigation is required.

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