

# GENERAL PLAN 2045: EXISTING CONDITIONS REPORT

*City of Lawndale*  
*The heart of the Southbay*



JULY 2023

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# Lawndale General Plan 2045: Existing Conditions Report

July 2023

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# EXISTING CONDITIONS REPORT

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# 1 INTRODUCTION

The City of Lawndale General Plan identifies the community’s vision for the future and provides a framework to guide decisions on growth, development, and conservation of open space and resources in a manner consistent with the quality of life desired by residents and businesses – the people that live, work, and play in the City. Concurrent with an update to its General Plan, the City is also preparing an update to the Hawthorne Boulevard Specific Plan (HBSP), which will serve to implement the General Plan and guide further growth and development along Hawthorne Boulevard in a manner concurrent with the community’s vision for the future of Lawndale.



This Existing Conditions Report prepared for the City’s General Plan and HBSP Update provides an overview of Lawndale’s physical, environmental, economic, and demographic setting as of mid-2020.

City staff, the project consultant (De Novo Planning Group), and its team of subconsultants have worked together to ensure that this is an accurate and reliable source of information. This document is intended to serve as a comprehensive reference for community members, policymakers, City staff, and the consultant team throughout the General Plan and Specific Plan Update process.



The City’s General Plan was adopted on December 17, 1991 and last comprehensively updated in 1992. The Safety Element was updated in 2016, the Housing Element was updated in 2022 (in accordance with State housing law), and the HBSP was adopted in 1999. The City of Lawndale’s General Plan and HBSP Update is a multi-year process that will include a comprehensive review and revision of the City’s existing General Plan, which establishes a vision for the future of the City, and HBSP, which implements this vision along Hawthorne Boulevard, as well as Artesia Boulevard and Redondo Beach Boulevard. This process also includes the preparation of an Environmental Impact Report (EIR), which investigates the possible impacts of the General Plan and Specific Plan Update policy changes to the surrounding physical environment. This Existing Conditions Report document represents a key initial step in the multi-year process of updating these planning documents.

This chapter provides a brief background of the City of Lawndale, summarizes the contents of this Existing Conditions Report, and provides an overview of the General Plan and Specific Plan Update process.

## 1.1 BACKGROUND

The City of Lawndale has a population of approximately 32,710, with an area of roughly 1.9 square miles (California Department of Finance, 2021). Lawndale is located in the South Bay area of Los Angeles County, approximately 10 miles southwest of downtown Los Angeles. Lawndale is bounded by the City of Hawthorne to the north and west, by unincorporated areas of Los Angeles County and the City of Gardena to the east, by the City of Torrance to the south, and by the City of Redondo Beach to the south and west. Regional access to the City is provided by Interstate 405, a major north-south highway which provides access to Lawndale and the greater Los Angeles region.

The City was incorporated in 1959, although the community's history dates back to the Rancho Era. The "town" of Lawndale was founded in 1905 and remained a predominantly agricultural community until major growth occurred after the conclusion of World War II. Lawndale incorporated in large part to fend off annexation attempts by adjoining cities and since that time it has essentially been a bedroom community, primarily of single-family homes. However, many older single-family homes have been replaced with duplexes and multi-family developments of three or more units resulting in the City having one of the highest population densities in Los Angeles County. Lawndale is also predominately a city of renters (63%). Overall, the land use pattern in the City has not changed significantly from the existing conditions described in the 1992 General Plan.





## 1.2 EXISTING CONDITIONS REPORT CONTENTS

To prepare meaningful planning documents, existing conditions must be understood and documented. The Existing Conditions Report identifies development patterns, socioeconomic conditions, natural resources, and environmental constraints in the City and identifies the regulatory environment for each topic. This report will be a resource for the City Council, Planning Commission, City staff, and the consultant team throughout the process of preparing the General Plan and HBSP Update and Environmental Impact Report (EIR). The Existing Conditions Report makes extensive use of maps, graphics, and user-friendly non-technical terms to help make it accessible to the general public.

The Existing Conditions Report provides background data and will serve as a technical framework, while the General Plan will focus on goals, policies, and implementation programs and the Hawthorne Boulevard Specific Plan will implement the City’s vision for Hawthorne Boulevard, Artesia Boulevard, and Redondo Beach Boulevard. The information collected for the Existing Conditions Report will also be used as the basis for the “existing setting” sections of the project’s EIR. The following topic areas are addressed in the Existing Conditions Report:

### Chapter 2 Land Use and Community Character

The Land Use and Community Character chapter addresses the community’s historical and current land use context, including issues related to the current General Plan, existing land use patterns, local planning context, and special community character; it is intended to assist the General Plan and HBSP Update process by providing a baseline of existing land use information. This information will be used when formulating and considering amendments to the City’s current land use pattern, or when considering alternate growth and land use scenarios for the City.

For the purposes of the Lawndale General Plan Update, the “Planning Area” studied is defined as the area within the City’s jurisdictional boundary and also within its Sphere of Influence (SOI), which is the City’s probable ultimate physical boundary and service area. **It is the Planning Area that is included in the analysis and planning for the approximate 20-year horizon of the City’s General Plan Update.** This is discussed further in Chapter 2.



## Chapter 3 Demographic, Socioeconomic, and Market Conditions and Trends

The Demographic, Socioeconomic, and Market Conditions and Trends chapter provides a baseline of existing demographic patterns and information about the City’s economic trends and conditions. The purpose of this information is to describe the City, its residents, and business activity from an economic market perspective. This section discusses the current economic base of the City, business in industrial and commercial core areas, and local employment conditions. This section identifies the employment and industry sectors present in the City, jobs by employment and industry sector, and employment trends. It also addresses fiscal considerations in the City, especially as they relate to the City’s current General Plan expenditures and revenues.

## Chapter 4 Mobility

The Mobility chapter describes the circulation network serving the City. Existing conditions are described for roadway operations, transit service, pedestrian-bicycle facilities, and multimodal operations. This chapter includes a review of relevant transportation planning documents describing the Lawndale area including the current Circulation Element. Federal, State, regional, and local regulations pertaining to traffic and circulation in Lawndale are also described.

## Chapter 5 Utilities and Community Services

The Utilities and Community Services chapter describes the existing conditions and regulatory context regarding community services and utilities, including water, wastewater, stormwater and drainage, public safety services, parks and recreational resources, and schools within the City’s Planning Area. These facilities and services provide a framework that supports growth and development in the City. This chapter describes existing service levels, available resources, and planned expansion of services and infrastructure.



## Chapter 6 Hazards, Safety, and Noise

The Hazards, Safety, and Noise chapter considers key significant issues that will ultimately guide the preparation of the Safety Element of the General Plan. This chapter provides a summary of the existing setting and conditions associated with natural and man-made hazards that may pose a danger to City residents, employees, and visitors including: dangers from hazardous materials sites (i.e. Superfund sites, pipelines, and sites with the potential for chemical explosion); fire hazards; flood hazards; aircraft hazards; and



emergency response. Known hazardous conditions listed in available State and County databases are also described.

Additionally, this chapter includes descriptions of the characteristics of sound and noise and a description of transportation, stationary, and construction noise sources within the City’s Planning Area. A description of the noise monitoring survey results, tabularized noise exposure contours, and an existing conditions noise contour map that reflects traffic and stationary noise sources are included. This section also summarizes current information on ground vibration thresholds and summarizes the existing vibration environment.

## Chapter 7 Conservation

The Conservation chapter discusses conservation issues related to cultural and historic resource preservation, air quality, greenhouse gases, biological resources, geologic and mineral resources, hydrology and water quality, and visual resources in and around the City. This chapter also discusses groundwater resources, hydrologic hazards, and geologic hazards. Federal, State, and local regulations that pertain to each of these topics are also described.

## Chapter 8 Community Health and Wellness

The Community Health and Wellness chapter addresses a wide range of topics related to the health and well-being of City residents and workers. A community’s overall health depends on many factors, including the environment in which people live and work. A healthy living environment reduces risks and facilitates healthy lifestyles. Critical indicators of healthy living environments, which will be used to develop a community health baseline, include:

- Public health indicators – vulnerable populations, asthma, obesity, diabetes, and chronic disease;
- Active lifestyle opportunities – walking or bicycling to services, and availability of recreational facilities;
- Community design – safe neighborhoods and public spaces, affordable housing, and sustainable development;
- Healthy lifestyle determinants – local foods, healthy shopping options, number of fast food restaurants, medical and mental health services; and
- Environmental quality – clean air and water.

Each indicator’s role in promoting healthy communities is described and supporting information is provided to evaluate existing



community health and wellness conditions in Lawndale. This chapter also includes a summary description of current efforts that the City is undertaking to promote healthy community strategies.

## Chapter 9 Environmental Justice

The Environmental Justice chapter addresses the presence of Disadvantaged Communities (DACs) and low-income communities in the Planning Area that are disproportionately burdened by environmental issues, in accordance with Senate Bill 1000 requirements. This chapter discusses existing health, socioeconomic, and environmental indicators, as well as public facility access, food access, housing conditions, physical activity and fitness, and community engagement.



## Chapter 10 Regulatory Environment

The vast range of topics addressed in the General Plan and Specific Plan are informed by, and respond to, existing regulatory structures at the federal, State, and local levels. This chapter presents an overview of the myriad of policies and programs that impact the way Lawndale addresses its General Plan and Hawthorne Boulevard Specific Plan topics.

### 1.3 GENERAL PLAN OVERVIEW

State law requires every city and county in California to prepare and maintain a planning document called a general plan. A general plan is a “constitution” or “blueprint” for the future physical and economic development of a city or county. All future planning decisions and project approvals must be consistent with the general plan, including, but not limited to: Area Plans, Specific Plans (like the Hawthorne Boulevard Specific Plan), Master Plans, subdivisions, public works projects, public services, and zoning decisions.

A general plan has four defining features:

- **General.** As the name implies, a general plan provides general guidance for future land use, transportation, infrastructure, environmental, and resource decisions.
- **Comprehensive.** A general plan covers a wide range of social, economic, infrastructure, and natural resource issues. There are seven State mandated topics that general plans must cover, including: land use, circulation/mobility, housing, conservation, open space, safety, and noise. Cities and counties that have identified disadvantaged communities must also address environmental justice in their general plans. The Lawndale General Plan Update will include goals, policies, and implementation programs to address all State mandated topics, including environmental justice.
- **Long-Range.** A general plan provides guidance on achieving a long-range vision of the future for a city or county. To reach this envisioned future, the general plan includes goals, policies, and implementation programs that address both near-term and long-term needs. The City of Lawndale General Plan Update will look ahead approximately 20 years.
- **Integrated and Coherent.** The goals, policies, and implementation programs in a general plan must present a comprehensive, unified program for development and resource conservation. A general plan uses a consistent set of assumptions and projections to assess future demands for housing, employment, public services, and infrastructure. A general plan has a coherent set of policies and implementation programs that enables citizens to understand the vision of the general plan, and enables landowners, businesses, and industries to be more certain about how future planning decisions will be made and implemented.



## 1.4 SPECIFIC PLAN OVERVIEW

A specific plan is a planning tool designed to implement the goals and policies of the general plan. It bridges the gap between the general policy-oriented language of a general plan and more detailed criteria guiding development of a particular geographic area within a city. A specific plan essentially provides a vision for the future of an area and contains detailed development standards, a distribution of land uses, infrastructure requirements, and implementation measures for development within the area. Any new development within the defined area must be consistent with the specific plan. While specific plans vary in their level of detail, from providing broad policy frameworks to guiding every aspect of development and design, the distinguishing feature of a specific plan is its focus on implementation.

Specific plans are often focused on downtowns and important areas that a jurisdiction wants to transform through a mix of uses, including housing. A specific plan becomes existing zoning policy with development standards, design guidelines, and descriptive maps for that area. Additionally, a specific plan often provides for creativity at the individual project level, while at the same time ensuring that developments will ultimately combine to create a cohesive and unique community.

## 1.5 USING THE GENERAL PLAN AND HBSP

The General Plan is used by the City Council, appointed commissions and committees, and City staff on a regular basis to make decisions with direct and indirect land use implications. It also provides a framework for inter-jurisdictional coordination of planning efforts among officials and staff of the City and other government agencies such as the County, State, and federal agencies.

The General Plan is the basis for a variety of regulatory mechanisms and administrative procedures. California Planning Law requires consistency between the General Plan and its implementation programs. They include zoning and subdivision ordinances, capital improvement programs, specific plans, environmental impact procedures, and building and housing codes.



Over time, the City's population will change, its goals will be redefined, and the physical environment in which its residents live and work will be altered. In order for the General Plan to be a useful document, it must be monitored and periodically revised to respond to and reflect changing conditions and needs. As such, a general plan should be comprehensively updated approximately every 15-20 years to reflect current conditions and emerging trends.

The City's General Plan should also be user-friendly. To this end, the Lawndale General Plan Update will be divided into two primary documents: 1) the Existing Conditions Report and 2) the General Plan Policy Document. The Policy Document is the essence of the General Plan. It contains the goals and policies that will guide future decisions within the City. It also identifies a full set of implementation programs that will ensure the goals and policies in the General Plan are carried out.

Similarly, the Hawthorne Boulevard Specific Plan (HBSP), which was originally adopted in June 1999, should be comprehensively updated, as conditions have changed over the past 20 years. Hawthorne Boulevard serves as the City's primary north-south transportation route, corridor of economic activity, and the community focal point. It has been, and continues to be, the City's central artery for circulation, commerce, employment, and social activity, and as such the updated HBSP will layout the new vision for the corridor for the next 10-15 years.



## Introduction

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## 2 LAND USE AND COMMUNITY CHARACTER

This chapter addresses land use, including issues related to the current General Plan, existing land use patterns, local planning context, and community character. The information in this chapter provides a current perspective on land use in Lawndale and is intended to assist the General Plan Update process by providing a baseline of existing land use information to be used when formulating and considering amendments to the City’s current land use pattern.

### 2.1 PLANNING AREA

The City Limits includes 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). An SOI may include both incorporated and unincorporated areas within which a city or special district will have primary responsibility for the provision of public facilities and services. Lawndale’s SOI extends beyond its City Limits, within an area of unincorporated Los Angeles County. For the purposes of the Lawndale General Plan Update, the Planning Area is defined as the area within the City’s Sphere of Influence/City Boundary that is included in the analysis and planning for the approximate 20-year horizon of the City’s General Plan Update. Figure 2-1 shows the Lawndale City Limits, the City’s SOI, and the Planning Area boundaries.

### 2.2 CURRENT GENERAL PLAN

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 City’s current General Plan was adopted in 1991 and has been amended periodically since that time. The Housing Element was updated in 2022 (6<sup>th</sup> Cycle) and the Safety Element was updated in 2015, as required by the State.

#### 2.2.1 Land Use Element

The Land Use Element of the General Plan establishes the planned land use pattern for the City based primarily on the community’s vision and goals for the future. Decision-makers and community members look to the Land Use Element to understand the type of development allowed across different locations within the City. The General Plan currently includes the following goals and policies that guide land use decisions in Lawndale.

Element	Topic Area	Goal	Policy
Land Use Element			

Land Use and Community Character

Land Use Element			

Land Use Element			

Land Use and Community Character

Land Use Element			
			<ul style="list-style-type: none"><li>•</li><li>•</li></ul>

Land Use Element			<ul style="list-style-type: none"><li>•</li><li>•</li><li>•</li><li>•</li> <li>•</li><li>•</li><li>•</li> <li>•</li><li>•</li> <li>•</li> <li>•</li></ul>

Land Use Element			
			<p><i>Refer to Inconsistency between General Plan and Zoning topical area. Policy statement 9f does not correspond to this goal or topic area.</i></p>
			<ul style="list-style-type: none"><li>•</li><li>•</li><li>•</li><li>•</li><li>•</li><li>•</li><li>•</li></ul>

Land Use Element			
		(Goal number is out of sequence in the existing Land Use Element)	

### 2.2.2 Housing Element

#### Regional Housing Needs Allocation (RHNA)

California housing element law requires each city and county to have adequate land zoned to accommodate its fair share of the regional housing need for the planning period. The share is known as the Regional Housing Needs Allocation (RHNA) and is based on a Regional Housing Needs Plan (RHNP) developed by Councils of Government. The Southern California Association of Governments (SCAG) is the lead agency for developing the RHNP for the area that includes Los Angeles County and the City of Lawndale; SCAG must allocate housing units within the region consistent with the development pattern included in the 2020 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS). Lawndale’s RHNA for the planning period of 2021-2029 (6<sup>th</sup> Cycle) was 2,497 units, as summarized in Table 2-1.

**Table 2-1: 2021-2029 Regional Housing Needs Allocation**

City	Number of Very Low-Income Households	Number of Low-Income Households	Number of Moderate-Income Households	Number of Above Moderate-Income Households	Total
Lawndale					2,497

SOURCE: CITY OF LAWDALE HOUSING ELEMENT, 2022.

The City of Lawndale is not required to ensure that there is adequate development to accommodate the RHNA; however, the City must ensure that land is available for housing development and that unnecessary development constraints have been removed. The City’s most recent Housing Element, adopted in February 2022, provides for the satisfactory accommodation of the City’s 6<sup>th</sup> Cycle RHNA of 2,497 units. Since Lawndale is built out and there is no vacant land to accommodate the RHNA for each income category, this will be accomplished by introducing two new mechanisms to allow for infill residential development on sites considered viable for housing development. The first is “Housing Overlay 100”, which will be applied to 16 nonresidential sites outside of the Hawthorne Boulevard Specific Plan area, totaling

7.62 acres. The second is “Housing Overlay 150” which will be applied to 68 nonresidential sites inside of the Hawthorne Boulevard Specific Plan area, totaling 32.36 acres. The Housing Element projects that the RHNA will be met through development of accessory dwelling units (ADUs) on existing residential uses and implementation of the Housing Overlay 100 and Housing Overlay 150.

### 2.2.3 Current General Plan Land Use Designations

The General Plan Land Use Map (Figure 2-2) identifies land uses within the Planning Area (i.e., the City and its SOI). Table 2-2 below summarizes land uses within the Planning Area based on their designation within the City’s General Plan Land Use Map (for areas within the City) or the Los Angeles County General Plan Land Use Map (for areas within the SOI). A description of each General Plan Land Use Designation that is applied within the Planning Area is provided below and summarized in Table 2-2. These land use designations identify the types and nature of development allowed in particular locations depicted on the Land Use Map.

**Table 2-2: Current General Plan Land Use Designations**

General Plan Designation	Within City Boundary		Within Sphere of Influence		Total Planning Area	
	Acres	Percentage	Acres	Percentage	Acres	Percentage
Single-Family Low Density						
Single-Family Medium Density						
Multi-Family Low Density						
Multi-Family Medium Density						
General Commercial						
Downtown Commercial						
Specialty Commercial						
Light Industrial						
Open Space						
Public Facilities						
Public Facilities Overlay						
Residential 9 (H9)						
Residential 18 (H18)						
Residential 30 (H30)						
General Commercial (CG)						
Public and Semi-Public (P)						
Water (W)						
Transportation/Utilities Related						
<b>Total</b>	<b>1,241.1</b>	<b>100%</b>	<b>314</b>	<b>100%</b>	<b>1,555.1</b>	<b>100%</b>

SOURCES: CITY OF LAWNSDALE GIS DATASET; DE NOVO PLANNING GROUP, 2020.

The table above displays the parcel specific acreage for land uses within the City of Lawndale and the Planning Area. As shown in the table, there are approximately 1,555 acres of land (2.43 square



miles) within the Planning Area. Of the designated land uses, the largest land use designation within the Planning Area is Multi-Family Low Density, with 444 acres of land designated for this type of development. Within the SOI, there is also a significant amount of land designated as Residential 9 within the Los Angeles County General Plan land use designations.

### **Current General Plan Land Use Designations (City of Lawndale)**

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

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

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

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

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

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

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

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

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

**Public Facilities:** This category includes Public School Sites; Atchison, Topeka and Santa Fe Railroad Right-of-Way; Civic Center; Public Maintenance Yards; Utility Easements; Library; and Prairie Avenue Recreation Center.

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

### **Applicable Los Angeles County General Plan Land Use Designations (SOI)**

**Residential 9 (H9):** Single family residences, 0-9 du/net ac.

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

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

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

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

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

#### **2.2.4 Hawthorne Boulevard Specific Plan**

A city will often have neighborhoods or areas that are unique and/or important in ways that require special consideration. A specific plan is a major planning document that includes land use and development policies specific to an area. For Lawndale, the Hawthorne Boulevard Specific Plan (HBSP) oversees the development of the Hawthorne Boulevard corridor and the north side of both Artesia Boulevard and Redondo Beach Boulevard (see Figure 2-3). The HBSP acts as a tool for implementing the goals and policies of the General Plan through the regulation of use, density, height, and other design standards to achieve the overall vision for the area. The Specific Plan was originally adopted in June 1999 and has undergone various amendments since its adoption.

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

The HBSP was developed with the overriding purpose of making the Hawthorne Boulevard a successful area of the City and to provide a clear vision for future development within the Hawthorne Boulevard corridor over a 10- to 15-year period. The HBSP is important to the City and its residents because it emphasizes commercial revitalization and economic growth along Hawthorne Boulevard and other significant commercial corridors, and focuses on the unique conditions along these corridors. However, the Specific Plan is now over 20 years old and as with the General Plan, conditions have changed. As part of the General Plan Update project, the City will complete a comprehensive update to the Hawthorne Boulevard Specific Plan to ensure that this planning document continues to support implementation of the community's vision for this special focus area of the City.

### 2.2.5 El Camino Village – Sphere of Influence

East of the City Limits (east of Prairie Avenue) is the Los Angeles County unincorporated community of El Camino Village, which is within the City's Sphere of Influence. El Camino Village is primarily a densely developed, single-family residential community with commercial uses along Crenshaw Boulevard. The area is approximately 314 acres and is entirely built-out. Although parts of El Camino Village share a Lawndale zip code (90260), the City has historically not provided services to the community.

## 2.3 EXISTING LAND USE PATTERNS (ON-THE-GROUND)

When discussing land use, it is important to distinguish between planned land uses and existing land uses that reflect existing on-the-ground development. 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's data does not always accurately reflect existing on-the-ground conditions. As part of this Existing Conditions Report, the Los Angeles County Assessor's data was used as a starting point for establishing baseline conditions and updated and modified, where possible, to reflect conditions more accurately.

Figure 2-4 shows a map of existing on-the-ground land uses in the Planning Area. As evident from the map, Lawndale is dominated by multi-family low density housing (e.g., single-family detached, duplex/double unit). Commercial uses are primarily located along Hawthorne Boulevard.

## 2.4 LOCAL PLANNING CONTEXT

As the City of Lawndale embarks on its General Plan Update, it must consider its relationship to other ongoing projects within the City and in neighboring jurisdictions. To assist with this consideration, the tables in this section present information on known projects that are currently under review in the City of Lawndale and in the cities of Hawthorne, Redondo Beach, and Torrance (note that there are currently no known projects under review in El Camino Village). For the purposes of this analysis, the tables below summarize projects which involve residential and nonresidential development, which includes the construction of new residential units or building square footage and/or significant expansion or redevelopment of a current project. Site permit applications and minor discretionary review projects are not included. Proximity to the Planning Area was taken into consideration for projects in neighboring jurisdictions.

### 2.4.1 City of Lawndale Projects Under Review

Table 2-3 provides a listing of Lawndale’s pending or recently completed projects. At the writing of this report, 12 development projects were identified by the City’s Planning Division.

Table 2-3: City of Lawndale Projects Under Review

Project Name/Applicant	Location	Description	Status
Anastasi Development			
3600 Torrance Management, LLC			
Ashook Patel			
17000 Hawthorne Blvd Opp. Fund LLC			
Konstro Construction			
Alan Nguyen			
Amir Sharghi			
Far Field Beer Company			
3600 Torrance Management, LLC			
3600 Torrance Management, LLC			

Project Name/Applicant	Location	Description	Status
Hamid Pournamdari			
Icon & Ikon			
Beach Front			
15801 Hawthorne			

SOURCE: DEVELOPMENT PROJECTS, CITY OF LAWDALE, APRIL 2020 (UPDATED JUNE 2023).

### 2.4.2 Projects Under Review in Surrounding Jurisdictions

Table 2-4 lists pending or recently completed projects near Lawndale in the adjacent cities of Hawthorne, Redondo Beach, and Torrance, and in El Camino Village (Los Angeles County).

Table 2-4: Projects Under Review in Surrounding Jurisdictions

Project Name	Location	Description	Status
<b>Projects Under Review</b>			
CUP 2020CU02 and Density Bonus 2020DB02			
CUP21-00030			
Catalina Village Project			
2412 Carnegie Ln			
CUP16-00004			

Land Use and Community Character

Project Name	Location	Description	Status
<b>CUP17-00013</b>			
<b>CUP19-00027</b>			
<b>CUP19-00031</b>			
<b>CUP20-01002</b>			
<b>CUP22-00001</b>			

SOURCES: CITY OF HAWTHORNE, CITY OF REDONDO BEACH WEBSITE, CITY OF TORRANCE WEBSITE, MAY 2020 (UPDATED JUNE 2023).

### 2.4.3 Land Uses Surrounding the Planning Area

The Planning Area is surrounded by several local jurisdictions including the cities of Hawthorne, Redondo Beach, Torrance, and other unincorporated areas of Los Angeles County. The following land uses are identified along common boundaries and areas near Lawndale:

#### City of Hawthorne

- Low Density Residential
- High Density Residential
- Local Commercial
- General Commercial
- Regional Commercial
- General Industrial
- Specific Plan – Residential
- Specific Plan – Commercial

#### City of Redondo Beach

- R-1 Single Family Res. (8.8 du/ac)
- R-3 Low Density Multi-Family Res. (17.5 du/ac)
- C-1 Commercial
- C-2 Commercial
- C-3 Commercial
- CR Regional Commercial
- I-1 Industrial
- I-3 Industrial

#### City of Torrance

- Low Density Residential (0-9 du/ac)
- Medium High Density Residential (31.1-44 du/ac)
- General Commercial

#### Unincorporated Los Angeles County (El Camino Village and Alondra Park)

- Residential 9 (H9)
- Residential 18 (H18)
- Residential 30 (H30)
- General Commercial (CG)
- Public and Semi-Public (P)
- Water (W)
- Parks and Recreation (OS-PR)

## 2.5 COMMUNITY CHARACTER

The community character of Lawndale is largely defined by its dense urban environment, family-oriented residential atmosphere, and its location within the South Bay Area. People are attached to their communities through the look and feel of a place, some of which are tangible while other qualities are intangible. The City’s updated General Plan and Hawthorne Boulevard Specific Plan will consider the character of Lawndale and identify goals and policies to maintain and improve the City’s quality of life while looking towards the needs of future generations. Some key considerations related to the formation of Lawndale’s community character include its highly urbanized environment, the history and quality of its residential neighborhoods, and its proximity to regional amenities and employment centers.

### 2.5.1 Elevation

Lawndale is located in a relatively flat alluvial plain with an elevation averaging 59 feet above sea level. There are some high points in the southwest quadrant of the City that reach 100 feet above sea level, but the City is several miles from any hills or mountains, and therefore there are no significant challenges for land development and viewshed preservation with regard to changing elevations and slopes. Figure 2-5 illustrates the Planning Area's topography.

### 2.5.2 Residential Areas and Hawthorne Boulevard Specific Plan Area

The Planning Area is primarily a residential community with well-established neighborhoods. Commercial activity is concentrated along the City's major arterial roadways, particularly along Hawthorne Boulevard which forms the spine of a specific plan area that has significantly shaped the community's built-environment through its own individual development standards, design guidelines, architecture, and monumentation.

### 2.5.3 Age of Structures

Most of the City's housing stock (50.9%) was constructed between 1950 and 1969. Data from the 2019 American Community Survey (ACS) indicates the highest percentage of units were built between 1950 and 1959 (32.3%). Although Lawndale has experienced relatively low housing growth since 1990, the City's housing stock did grow by approximately 10.4% (1,028 units) between 1990 and 2009. Typically, housing over 30 years in age is more likely to have major rehabilitation needs that may include new plumbing, roof repairs, foundation work, and other repairs. According to the ACS data, about 78.5% of housing units in Lawndale were constructed prior to 1980, and therefore are of sufficient age to be highly susceptible to deterioration. The age of the City's housing stock indicates a potentially significant need for continued code enforcement, property maintenance, and housing rehabilitation programs to address housing deterioration. The year that structures were built is illustrated in Figures 2-6 and 2-7 based on data from the U.S. Census.

## 2.6 REFERENCES

The primary sources of data referenced for this chapter are the following:

U.S. Census Bureau. 2020. 2019 American Community Survey 5-Year Estimates Data Profiles.

City of Hawthorne. 1990. City of Hawthorne General Plan Land Use Element and associated amendments from 1990-2016.

City of Lawndale. 1992. City of Lawndale General Plan and associated amendments from 1992-2015 (Includes Housing Element adopted February 2022).

City of Redondo Beach. 1992. City of Redondo Beach General Plan Land Use Element and associated amendments from 1992-2008.

City of Torrance. 2010. City of Torrance General Plan Land Use Element.

County of Los Angeles. 2015. Los Angeles County 2035 General Plan.



County of Los Angeles. 2020. Parcel Data provided by the Los Angeles County Assessor's Office, May 2020.






Governor's Office of Planning and Research. 2017 General Plan Guidelines.  
<https://opr.ca.gov/planning/general-plan/guidelines.html>.

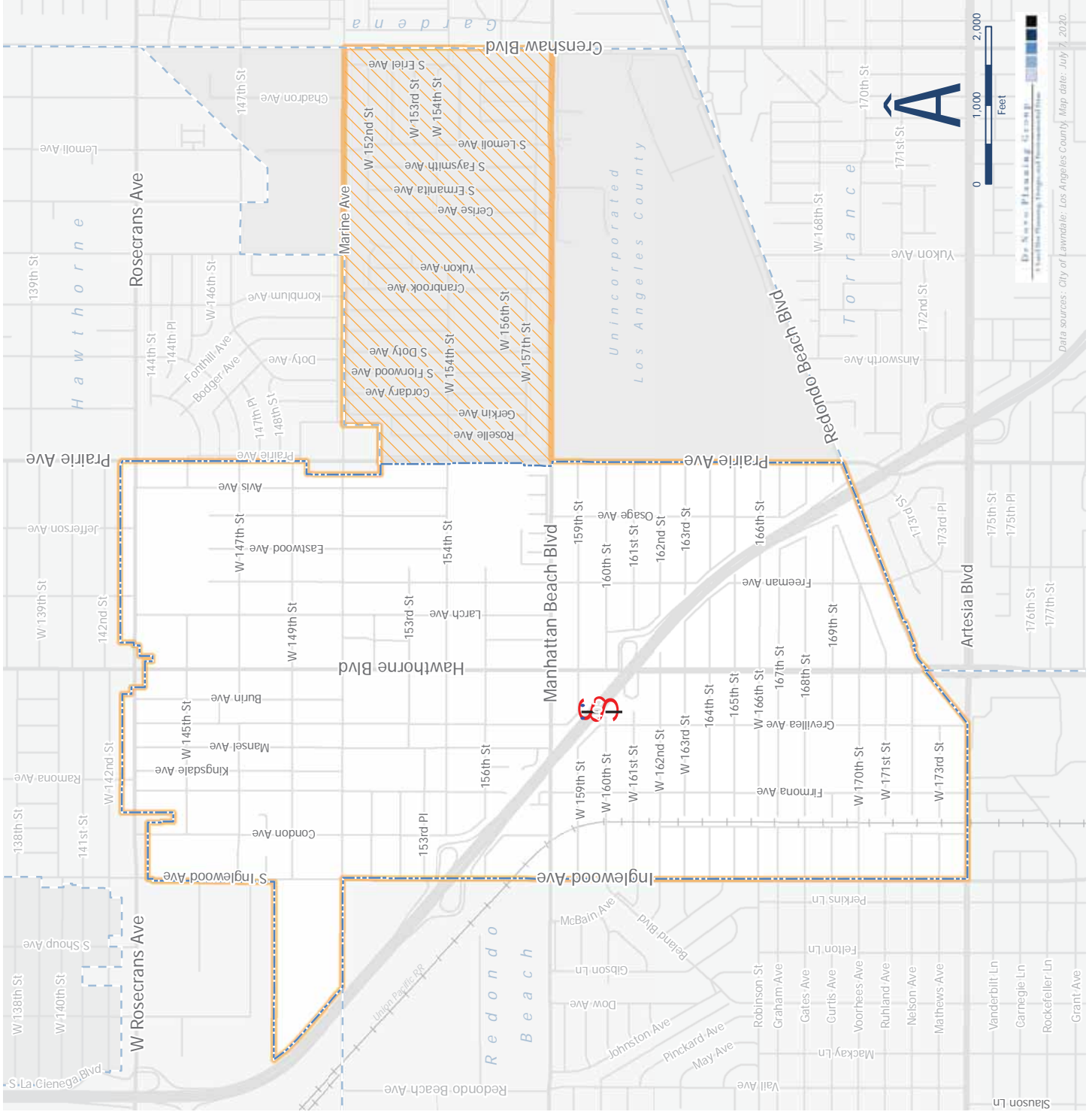
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Figure 2-1.

# Planning Area Map

## LEGEND

-  City of Lawndale
-  Sphere of Influence
-  Planning Area/Sphere of Influence
-  Surrounding Jurisdiction
-  Unincorporated Los Angeles County

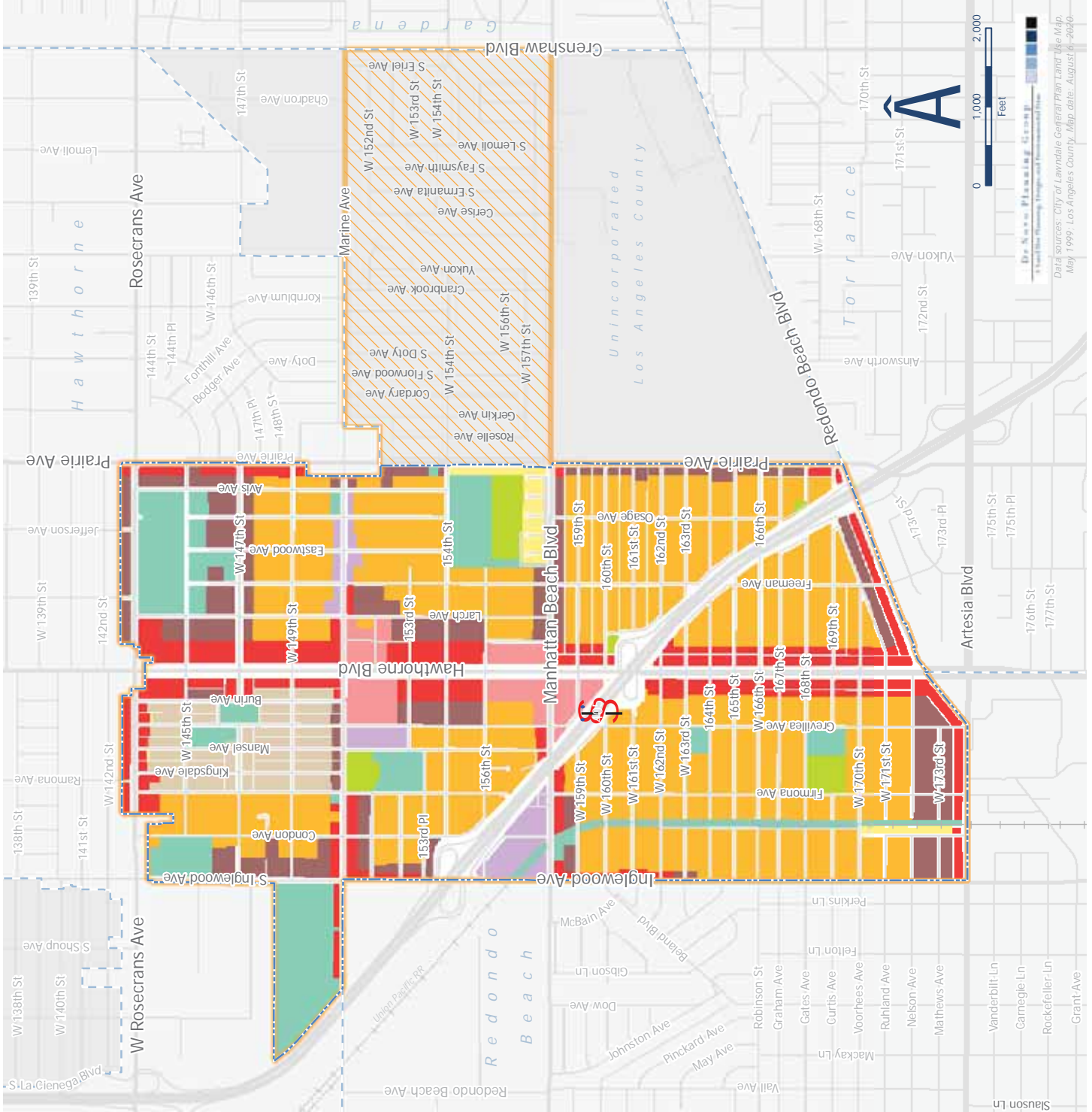


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Figure 2-2.

# Current General Plan Land Use Map

- LEGEND**
- City of Lawndale
  - Sphere of Influence
  - Planning Area/Sphere of Influence
  - Surrounding Jurisdiction
  - Unincorporated Los Angeles County
  - General Plan Land Use
  - Commercial
  - Downtown Commercial
  - Industrial
  - Open Space
  - Public Facilities/Schools
  - Residential Multiple Family Low
  - Residential Multiple Family Medium
  - Residential Single Family Low
  - Residential Single Family Medium



**City of Lawndale**  
*The Heart of the Southbay*














2020 GENERAL PLAN &  
HAWTHORNE BOULEVARD SPECIFIC PLAN UPDATE  
May, 1999; Los Angeles County. Map date: August 16, 2019

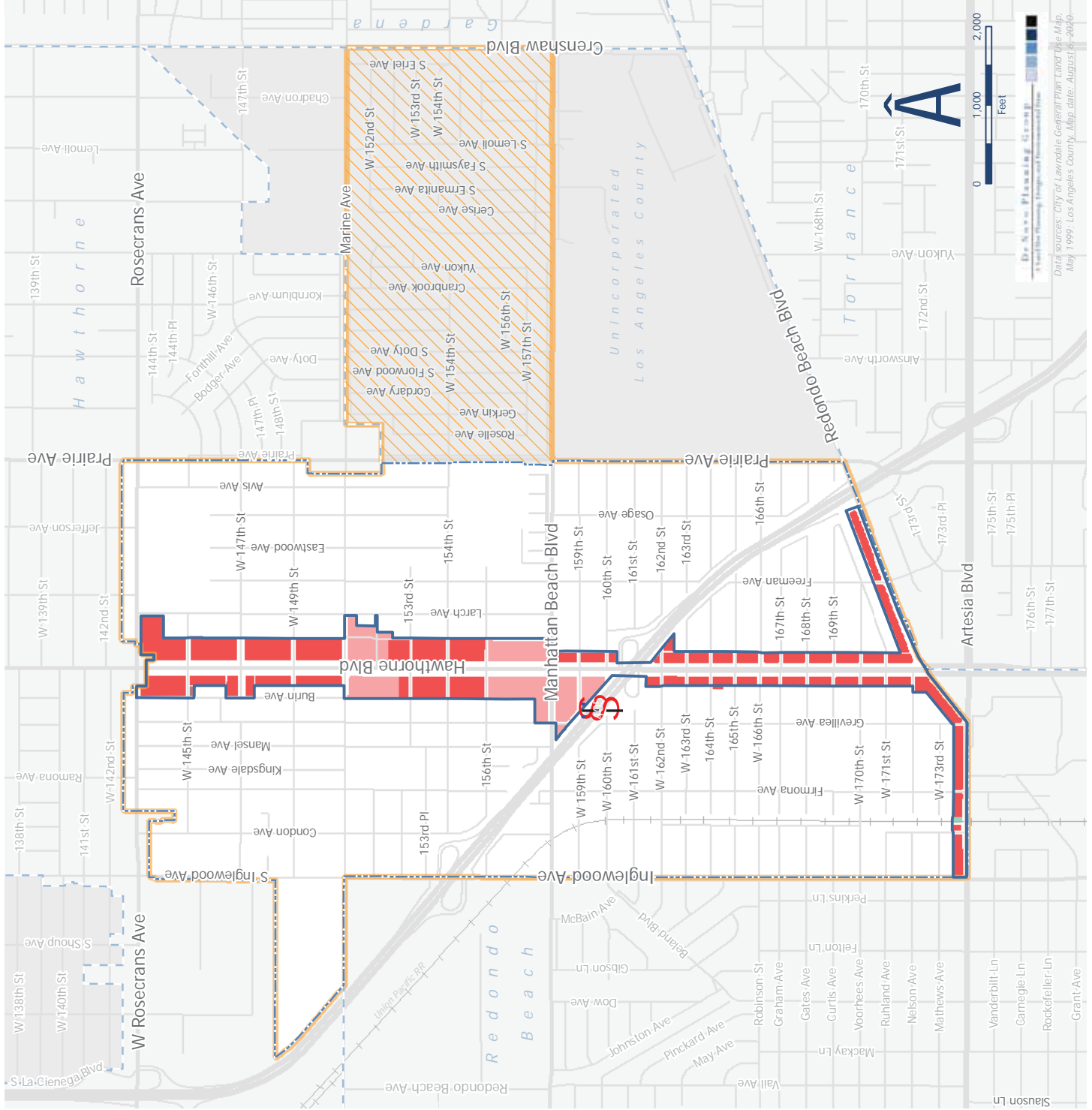
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Figure 2-3.

# Hawthorne Boulevard Specific Plan

## LEGEND

-  City of Lawndale
-  Sphere of Influence
-  Planning Area/Sphere of Influence
-  Surrounding Jurisdiction
-  Unincorporated Los Angeles County
-  Hawthorne Boulevard Specific Plan Boundary
-  General Plan Land Use
-  Commercial
-  Downtown Commercial
-  Public Facilities/Schools
-  Residential Multiple Family Medium

















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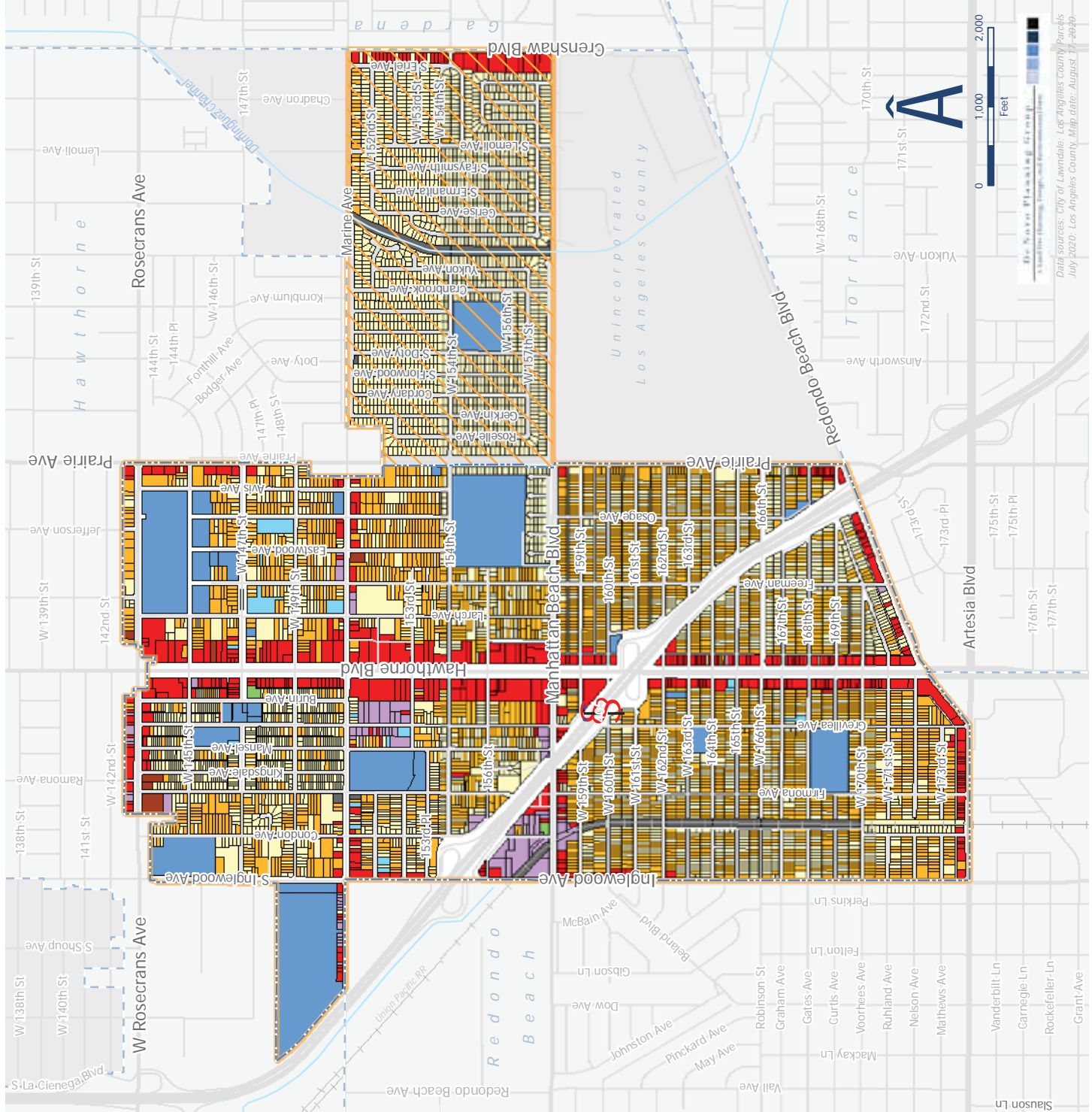


Figure 2-4.

# Existing Land Uses

## LEGEND

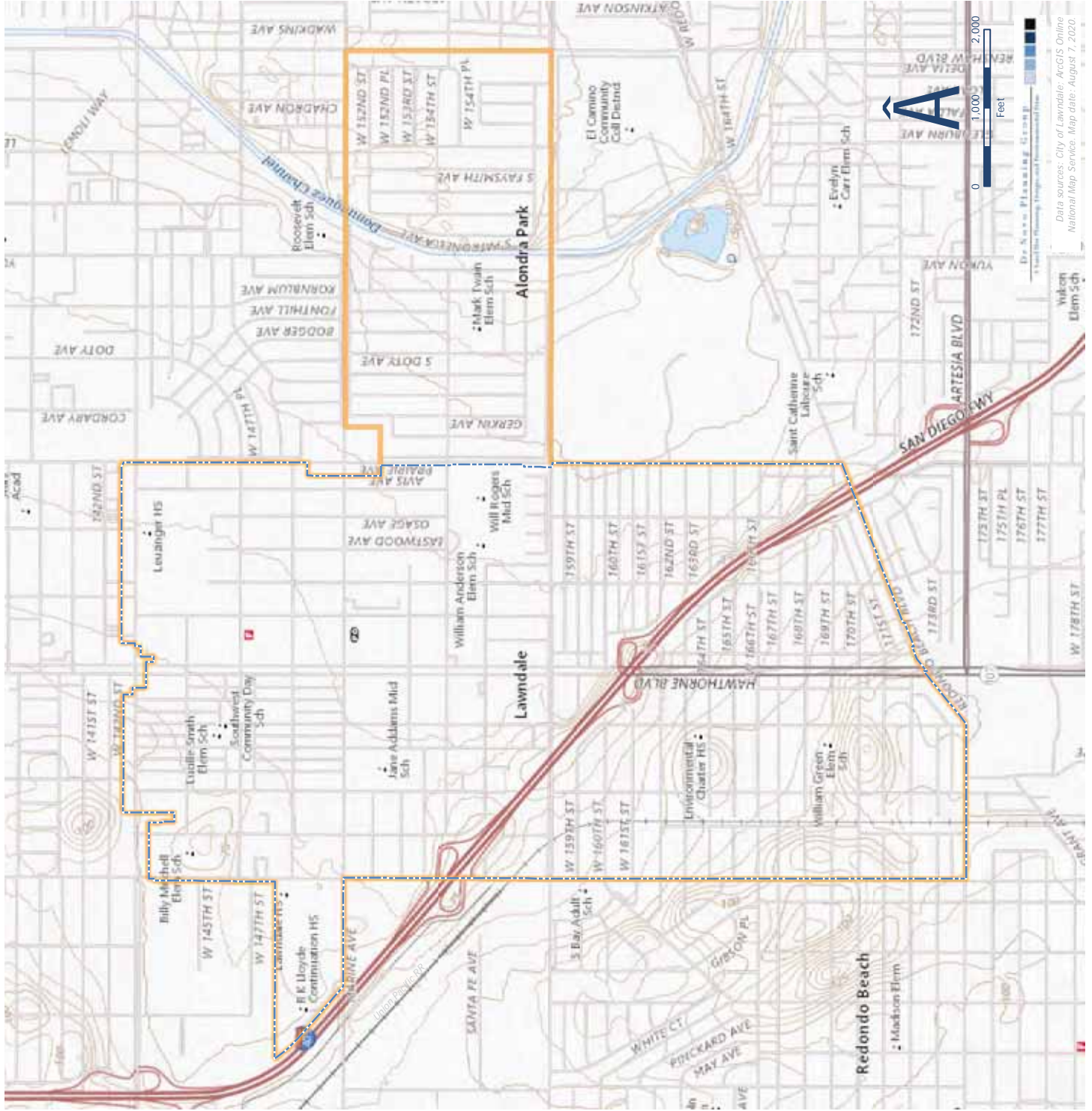
-  City of Lawndale
  -  Sphere of Influence
  -  Planning Area/Sphere of Influence
  -  Surrounding Jurisdiction
  -  Unincorporated Los Angeles County
- ### Existing Land Use
-  Single Family Residential
  -  Multifamily Residential
  -  Mobile Home Park
  -  Commercial
  -  Government
  -  Industrial
  -  Institutional
  -  Miscellaneous
  -  Recreational



Data sources: City of Lawndale; Los Angeles county Parcels  
July 2020; Los Angeles County. Map date: August 17, 2020

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Figure 2-5.  
Topography



LEGEND

- City of Lawndale
- Planning Area/Sphere of Influence

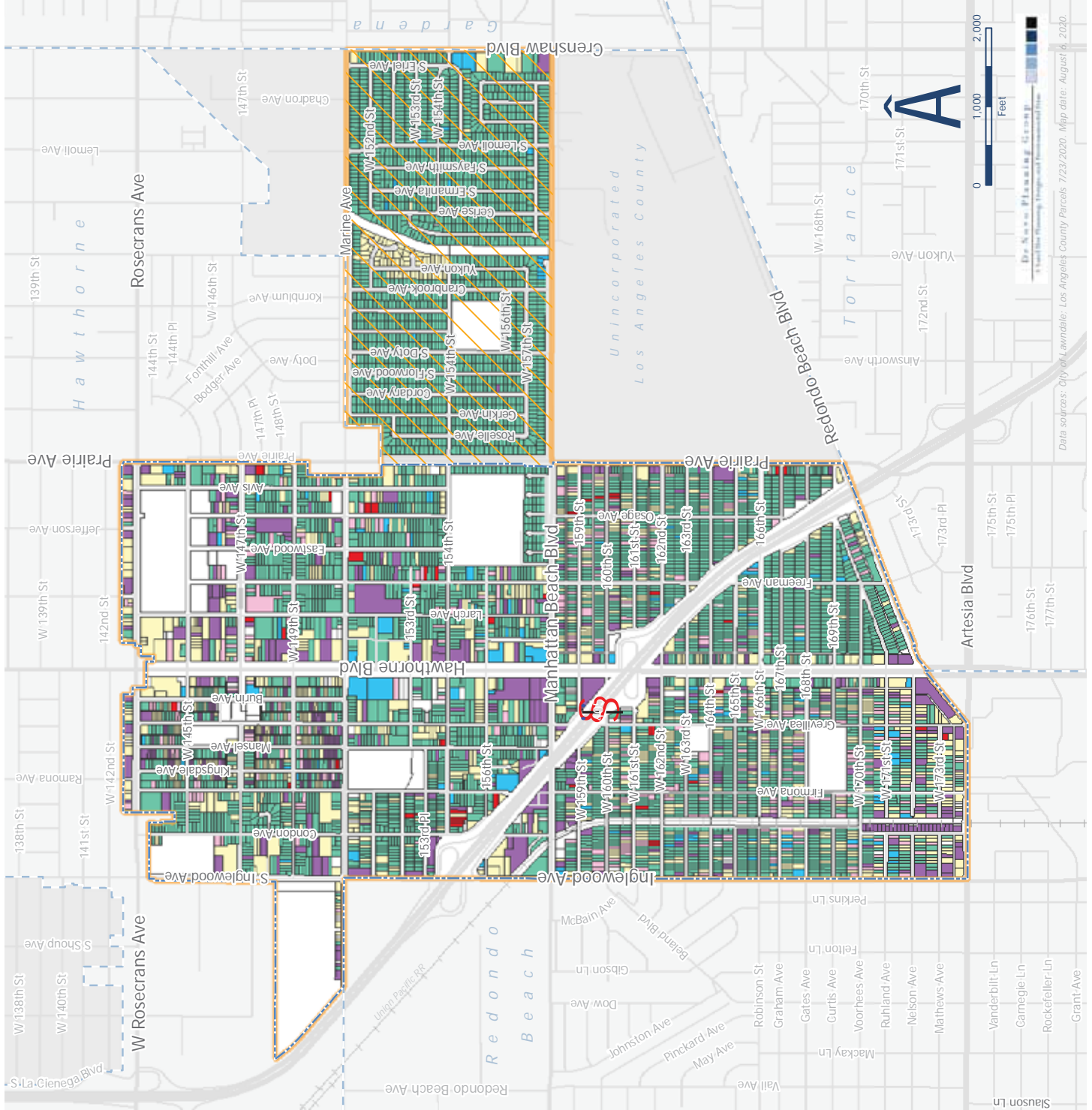
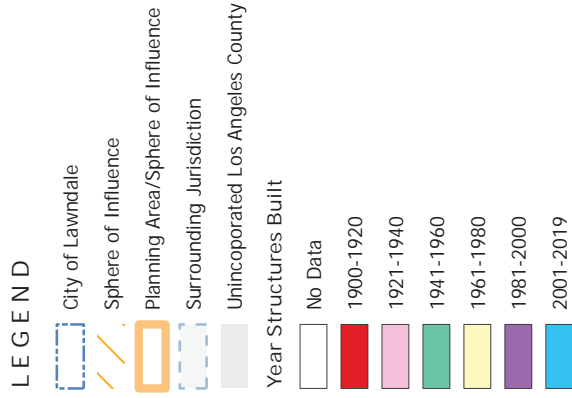
City of Lawndale  
*She Loves to be Smiling*



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Figure 2-6.

# Year Structures Built



Data sources: City of Lawndale; Los Angeles County Parcels 7/23/2020. Map date: August 6, 2020.

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Figure 2-7.

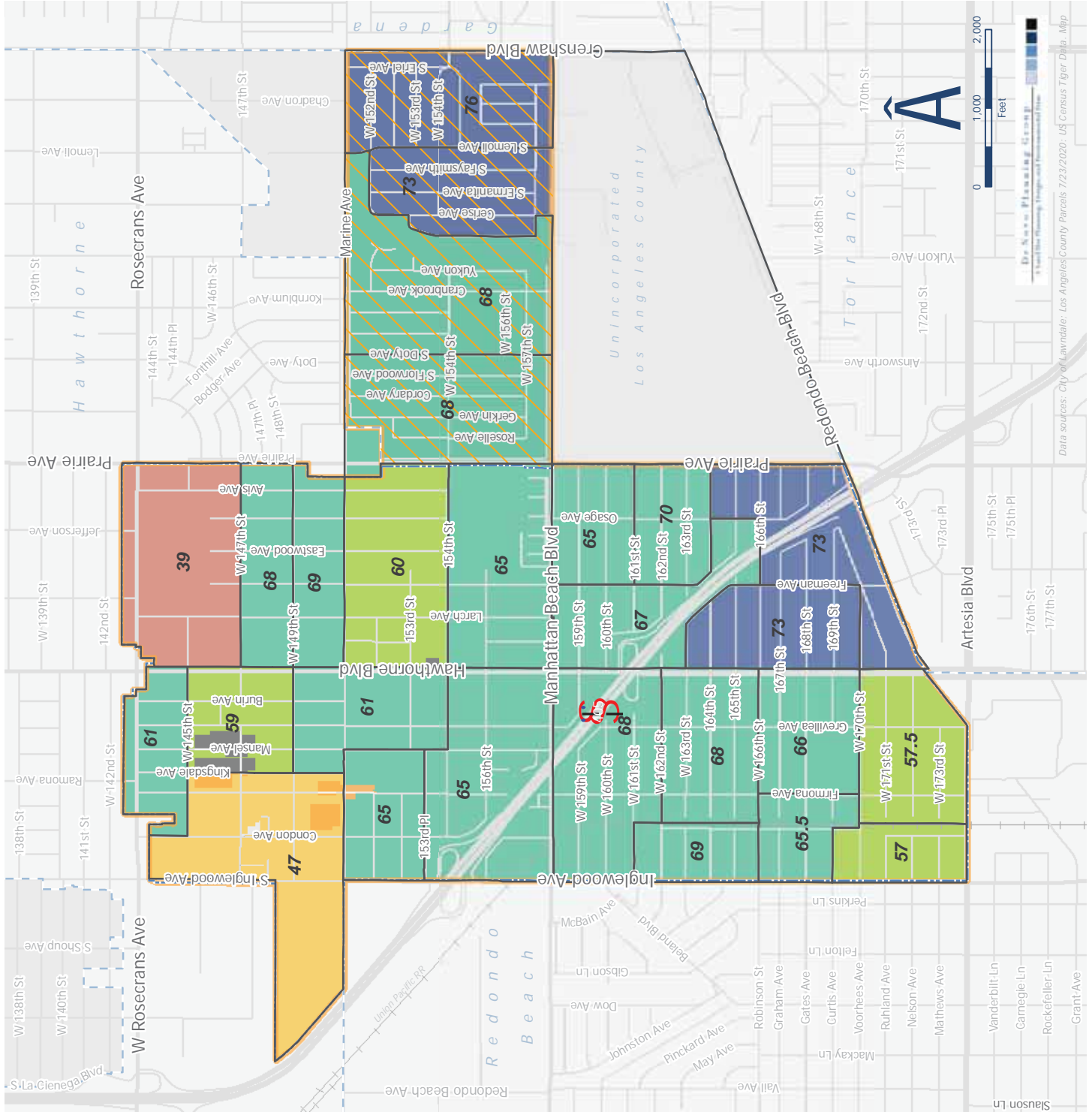
# Median Age of Structures

**LEGEND**

- City of Lawndale
- Sphere of Influence
- Planning Area/Sphere of Influence
- Surrounding Jurisdiction
- Unincorporated Los Angeles County

**Median Age of Structures by Block Group**

- < 40 Years
- 41 - 50 Years
- 51 - 60 Years
- 61 - 70 Years
- 71 - 80 Years



Data sources: City of Lawndale; Los Angeles County Parcels 7/23/2020; US Census Tiger Data; Mip

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### 3 DEMOGRAPHIC, SOCIOECONOMIC, AND MARKET CONDITIONS AND TRENDS

This chapter evaluates the socioeconomic and real estate conditions and trends that will inform the land use policies and alternatives considered as part of the General Plan and Specific Plan Update.

#### 3.1 BACKGROUND

Baseline socioeconomic and market trends can provide important information on where the City is headed under “business-as-usual” conditions. They are also intended to ensure that future land use alternatives being considered as part of the General Plan process are realistic and achievable from an economic perspective. Specifically, the findings will inform the following interrelated General Plan issues:

- **Economic Development:** What economic sectors have the strongest growth potential in the City? How can the General Plan and Hawthorne Boulevard Specific Plan help promote growth in these sectors, assuming the City is interested in this outcome?
- **Land Use (Re)Development Feasibility:** What are the market prospects for various real estate development and investment projects being considered in the City for growth and/or change?
- **Economic Impacts of Land Use Policy:** What are the economic and market implications of various policies or land use regulations being considered as part of the General Plan Update?

This baseline economic analysis is based on a review of publicly available data from a variety of sources as documented herein. It is important to note that the information provided is not intended as deterministic in terms of the type or amount of land use that should be considered going forward. Future development patterns will be influenced by a variety of factors, some external to this planning effort, and others that have and will continue to be directly shaped by local land use policies.

Further, the baseline analysis presented here does not incorporate input from the community at large, nor is it intended to reflect or address the opinions or preferences of Lawndale residents. Community and stakeholder outreach activities are being conducted as part of the broader process.

Finally, it is worth noting that this chapter has been prepared as the nation and world seek to address the COVID-19 pandemic, an unprecedented public health crisis. During this period, protecting public health is a top priority. However, since the economic fallout has been both significant and abrupt, it has been considered in the findings presented herein as appropriate. Given that the length and severity of the pandemic is still unknown at the time of writing, the economic implications will depend fundamentally on how the crisis unfolds over the coming years and the timing and effectiveness of various therapeutics. The current consensus is that the economic and fiscal impacts are likely to dissipate over the long-term, although the exact pace and timeframe for recovery remains unclear. Additional discussion of the short and potential

longer-term ramifications of the pandemic for this planning process are referenced where relevant herein.

### 3.1.1 Geographic Focus

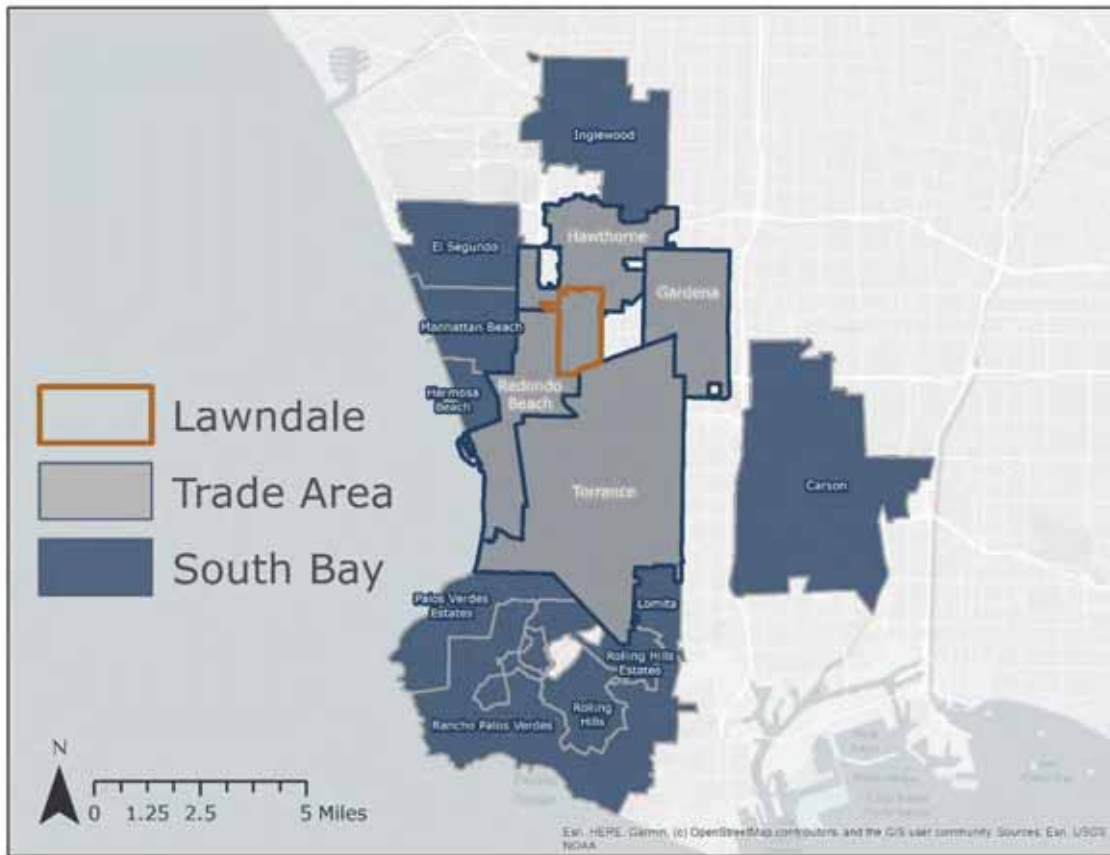
While this analysis focuses on data metrics for the City of Lawndale, it also provides data on other geographic areas for context and comparison purposes. In particular, both a Trade Area and a South Bay Region Area are identified, as shown in Figure 3-1.

The Trade Area consists of the cities of Gardena, Hawthorne, Lawndale, Redondo Beach, and Torrance. The Trade Area represents a core area of economic and market activity that impacts a city, and is typically defined by jurisdictional boundaries as well as topographical and transportation features. In the case of the Trade Area defined here, the four cities (besides Lawndale) are geographically adjacent to Lawndale. Additionally, all five cities are economically interconnected, as evidenced by their presence among the top ten cities to which Lawndale residents commute to work as well as the top ten home cities of workers at Lawndale businesses.

Of course, broader regional and even national trends will also play a role in the City's evolution. Rather than look at all of Los Angeles County—which is quite large and diverse—to provide benchmarks for the City's strengths, challenges, and opportunities, this analysis presents and analyzes data from the South Bay Regional Area. The Regional Area includes the 15 municipalities that are part of the South Bay Cities Council of Governments (SBCCOG); specifically, Carson, El Segundo, Gardena, Hawthorne, Hermosa Beach, Inglewood, Lawndale, Lomita, Manhattan Beach, Palos Verdes Estates, Rancho Palos Verdes, Redondo Beach, Rolling Hills, Rolling Hills Estates, and Torrance.

Given that these cities are already acting in coordination at some level through the SBCCOG, this Regional Area provides a more precise regional context for the demographic and economic trends facing Lawndale. It is also important to note that while the SBCCOG membership also includes several neighborhoods of the City of Los Angeles and communities in unincorporated Los Angeles County, these areas are not included in the analysis herein, given the challenges in collecting reliable and consistent data on these geographies.

Figure 3-1: Map of Lawndale Trade Area and South Bay Regional Area



### 3.1.2 Key Findings

This section summarizes the key findings related to recent trends and potential future opportunities impacting the City's demographic and economic makeup, and residential and non-residential land uses.

1. Lawndale, in line with its neighbors, has experienced modest population growth over the past 20 years. The City's relatively large household sizes, coupled with a more rapidly aging population, suggest that many households in the City are accommodating multiple generations, while young families are moving out of the area. The populations of Lawndale, the Trade Area, and South Bay have increased by five percent or less since 2000, reflecting the built-out nature of the area. Household growth has been even slower, with household sizes increasing in all of the study geographies. As compared to the region, Lawndale has the largest household sizes, highest proportion of family households, and youngest median age, all of which underline the City's family-oriented character.

At the same time, the City has experienced a more rapid increase in its older population and decrease in its population of children and teenagers than the region overall. Given the concurrent trend of larger household sizes, this suggests that young professionals living in

the City are still in homes with their parents and grandparents, and those starting their own families are moving out of the City. This is a signal of local housing inventory constraints, with new households unable to find housing that meets their size or affordability needs.

2. Residents of Lawndale have relatively low household incomes and educational attainment compared to the Trade Area and South Bay Region. This dynamic is reflected in the occupational distribution of employed residents, which is predominated by lower-skilled, lower-paying jobs. Less than one-quarter of the City's working population has a post-secondary degree (associate's, bachelors, or masters), which is about half the proportion of residents in the Trade Area and South Bay Region with those degrees. This low educational attainment matches the distribution of residents' jobs, which are concentrated in the industry sectors of health care/social assistance, accommodations/food services, retail, and manufacturing. While some jobs in these sectors require college degrees, many do not.

These educational attainment levels and job distribution also impact residents' incomes. In a comparison of median wages paid by industry sector, the data shows that half of City residents are employed in the six lowest-paying industries, while just under 14 percent are employed in the six highest-paying industries, which include white-collar sectors such as finance and insurance, information, and professional, scientific, and technical services. Strategies for enhancing education and workforce skills will be a critical part of the General Plan's Economic Development Element.

3. While the City is relatively jobs-poor as compared to the region overall, its residents have benefited from a significant drop in their unemployment over the last ten years, bolstered by Trade Area and South Bay job growth. The City and its comparison geographies will face short-term economic challenges related to the COVID-19 pandemic, as many workers and residents are employed in the most-impacted industries. These challenges will necessitate repositioning jobs and workforce distribution in the mid- to long-term. Job growth in the Trade Area and South Bay Region has outpaced that of the City, and both geographies have a jobs-to-household ratio greater than one, which is indicative of a regional employment center. Although Lawndale's jobs-to-household ratio is lower than one, the regional growth in jobs has positively benefitted City residents, with more than 25 percent working in one of the South Bay cities.

There is significant overlap between the industry sectors encompassing most jobs in the City and the sectors in which most residents work, including healthcare/social assistance, accommodations/food service, and retail. However, even though the jobs held by residents and the jobs available in the City are closely matched in industry and skill characteristics, only three percent of working residents are employed in the City. As part of its General Plan process, the City should consider strategies that can grow its overall job base, and in particular local job opportunities for residents. These may include promoting its resident workforce to businesses who may consider relocating or opening a location in Lawndale, as well as providing support for local entrepreneurship and business creation.

4. Although it has a mostly single-family housing stock, Lawndale has a relatively low proportion of homeowners. Coupled with higher proportions of overcrowded units and cost-burdened households, these dynamics suggest that the City's existing housing stock may not be meeting the needs of its residents. Higher proportions of single-family homes are typically correlated with higher rates of homeowners. By contrast, Lawndale has a higher proportion of single-family units than the Trade Area and South Bay Region, but a lower proportion of owner-occupied units. Additionally, the City has a higher proportion of units that are considered overcrowded (more than one occupant per room) and of households that are cost-burdened (paying more than 30 percent of income on housing costs). This is the case even though home values in the City are well below those of the region overall.

These trends taken together are indicative of a housing inventory that is not meeting the needs of resident households. This situation is further exacerbated by the City's negligible increase in housing units since 2010, putting further pressure on housing prices. While building larger single-family units will be challenging given the City's small lot sizes and built-out nature, building more multi-family units, particularly those that meet the affordability levels of residents, can alleviate the need for multiple generations and families to share units and potentially accommodate young families wanting to locate in the City.

5. Lawndale's non-residential land uses represent a small proportion of the regional inventory. While the size and built-out nature of the City limit opportunities to become a regional commercial center, its locational assets and relative affordability represent an opportunity for the City to capture spillover growth from faster-growing neighboring markets. Industrial and flex uses are the predominant and fastest-growing commercial real estate category in the Trade Area and South Bay Region. However, Lawndale's built-out nature, coupled with the large footprints required for this land use type, suggest that it is not a strong opportunity area for the City. Meanwhile, retail, office, and hotel uses all represent potential growth areas for the City, particularly if they are developed in the context of a denser, walkable, mixed-use environment along major commercial corridors such as Hawthorne Boulevard. While short-term growth in these sectors will be constrained by the economic fallout of the COVID-19 pandemic, the City can position itself through the General Plan process to accommodate future regional demand in the medium- to long-term.

## 3.2 DEMOGRAPHICS AND ECONOMICS

This chapter provides an overview of Lawndale's socioeconomic trends, including demographics and employment.

### 3.2.1 Demographic Profile and Trends

#### Population and Household Characteristics

The South Bay Regional Area, home to approximately 7.5 percent of the population of Los Angeles County, has experienced modest growth over the past twenty years. As shown in Table 3-1, the Trade Area and City of Lawndale have followed these regional trends, with population growth of five and four percent, respectively, since 2000, and of two and one percent, respectively, since

2010. These growth trajectories, which are slightly slower than County growth overall, reflect the relatively built-out nature of the City and its neighbors, with opportunities for new residential development limited to infill and densification.

While populations in the study geographies grew slightly since 2010, the number of households decreased over the same period. This trajectory is a sign of growing household sizes, further demonstrated in Table 3-2. While Lawndale experienced the lowest growth rate in household size among the study geographies, it maintained the highest number of persons per household and the highest proportion of family households.<sup>1</sup> These numbers could suggest several trends, including an increase in intergenerational living, multiple families living in households together, and residents “doubling up” (i.e. living with non-family members). These trends are typically associated with housing affordability and supply constraints, as will be discussed further in a later section on housing trends.

**Table 3-1: Population and Household Trends, 2000-2018**

Category	2000	2010	2018	% Ch. '00-'18	% Ch. '10-'18
<b>Lawndale</b>					
Population	31,711	32,552	33,007	4%	1%
% of Trade Area	8%	8%	8%		
Households	9,869	9,842	9,822	0%	0%
% of Trade Area	7%	7%	7%		
<b>Trade Area [1]</b>					
Population	374,776	385,420	394,393	5%	2%
% of South Bay	51%	52%	52%		
Households	146,049	143,472	142,334	-3%	-1%
% of South Bay	53%	54%	54%		
<b>South Bay [2]</b>					
Population	729,615	742,467	755,549	4%	2%
Households	274,937	266,538	265,511	-3%	0%

[1] Trade Area is the cities of Gardena, Hawthorne, Lawndale, Redondo Beach, and Torrance

[2] The South Bay includes the cities of Carson, El Segundo, Gardena, Hawthorne, Hermosa Beach, Inglewood, Lawndale, Lomita, Manhattan Beach, Palos Verdes Estates, Rancho Palos Verdes, Redondo Beach, Rolling Hills, Rolling Hills Estates, and Torrance.

Source: U.S. Census; American Community Survey; Economic & Planning Systems

<sup>1</sup> The U.S. Census defines a family as “a group of two people or more (one of whom is the householder) related by birth, marriage, or adoption and residing together,” and a family household as “a household maintained by a householder who is in a family,” although family households can include unrelated household residents. (Source: <https://www.census.gov/programs-surveys/cps/technical-documentation/subject-definitions.html>)

**Table 3-2: Household Size and Type Trends, 2010-2018**

Category	Lawndale		Trade Area [1]		South Bay [2]	
	2010	2018	2010	2018	2010	2018
Household Size	3.3	3.34	2.77	2.86	2.74	2.80
% Family Households	73%	73%	65%	66%	67%	68%
% Non-Family Households	28%	27%	35%	34%	33%	32%

[1] Trade Area is the cities of Gardena, Hawthorne, Lawndale, Redondo Beach, and Torrance

[2] The South Bay includes the cities of Carson, El Segundo, Gardena, Hawthorne, Hermosa Beach, Inglewood, Lawndale, Lomita, Manhattan Beach, Palos Verdes Estates, Rancho Palos Verdes, Redondo Beach, Rolling Hills, Rolling Hills Estates, and Torrance.

Source: U.S. Census; American Community Survey; Economic & Planning Systems

Looking forward, the Southern California Association of Governments (SCAG) projects that Lawndale's population growth will continue at a modest rate through 2040 (see Table 3-3).<sup>2</sup> Notably, although the City's growth rate has generally been in line with the Trade Area and South Bay Region since 2000, the population growth in the two comparison geographies is projected to outpace the City into the future. The projections indicate that there are limited residential development opportunities in the City as compared to its neighbors.

It is important to note that the SCAG projections, which are compiled using a number of sources including adopted plans, historical trends, and interviews with local jurisdictions, tend to be more accurate on a regional rather than a local level. Consequently, SCAG projections for Lawndale should be regarded as suggestive rather than determinative. It is likely that through a combination of market changes, catalytic projects, updated land use direction in the General Plan, and other factors, Lawndale could capture either more or less of the expected regional growth forecast by SCAG.

<sup>2</sup> SCAG develops, refines and maintains SCAG's regional and small area socio-economic forecasting/allocation models working closely with the Technical Working Group (TWG), the California Department of Finance (DOF), subregions, local jurisdictions, CTCs, the public and other major stakeholders (Source: <http://www.scag.ca.gov/DataAndTools/Pages/GrowthForecasting.aspx>).

**Table 3-3: SCAG Population Projections**

Population	Lawndale	Trade Area [1]	South Bay [2]
2020	33,100	397,000	771,900
2040	33,900	423,800	823,500
% Change from 2020 to 2040	2%	7%	7%

[1] Trade Area is the cities of Gardena, Hawthorne, Lawndale, Redondo Beach, and Torrance

[2] The South Bay includes the cities of Carson, El Segundo, Gardena, Hawthorne, Hermosa Beach, Inglewood, Lawndale, Lomita, Manhattan Beach, Palos Verdes Estates, Rancho Palos Verdes, Redondo Beach, Rolling Hills, Rolling Hills Estates, and Torrance.

Source: SCAG 2016-2040 Growth Forecast; Economic & Planning Systems

### Age

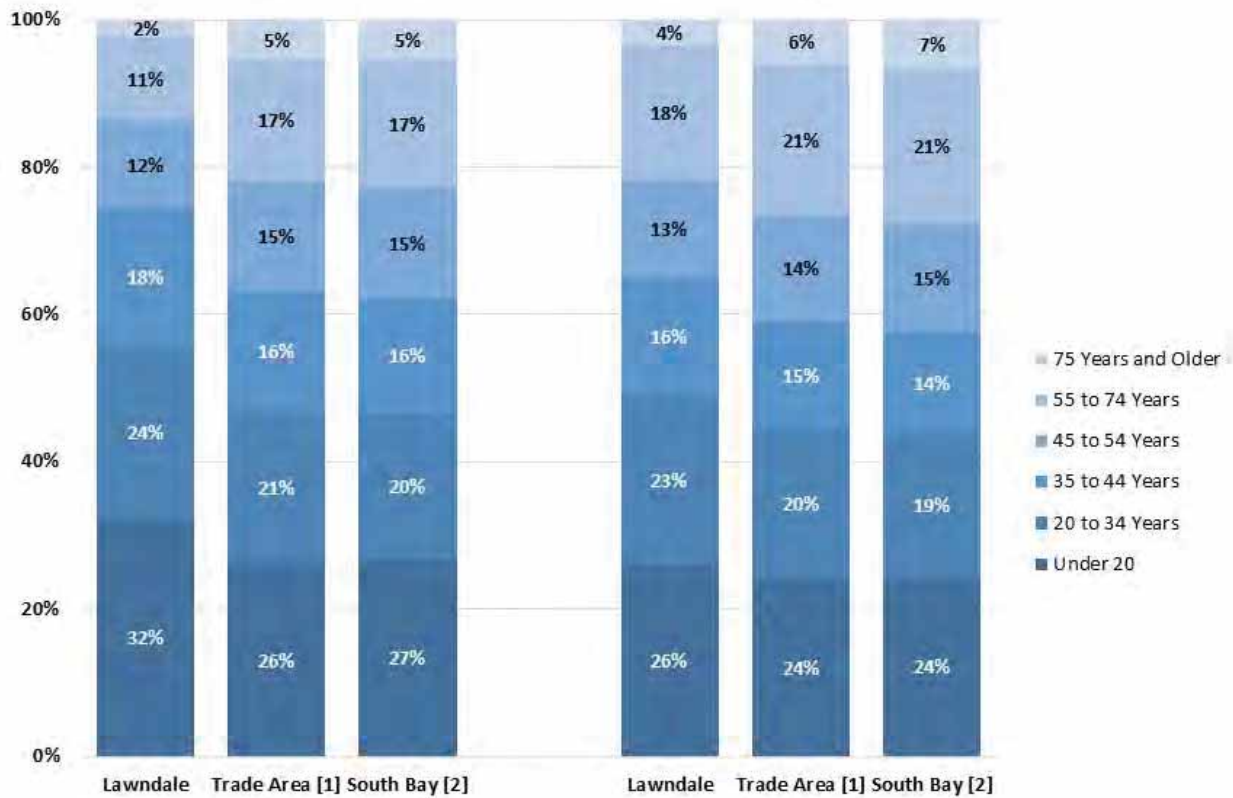
The slow growth of the study geographies has been accompanied by an aging of the area populations. This aging has occurred faster in Lawndale relative to the comparison geographies. In 2010, Lawndale had the lowest median age among the 15 South Bay cities, at 30.5 years old. By 2018, the City’s median age had risen more than five years to 35.7 years old, making it the third-youngest City in the South Bay (behind Hawthorne and Inglewood). By comparison, the average median age for residents of both the Trade Area and South Bay Region increased by about 2.5 years over the same period.

Figure 3-2 illustrates this trend in more detail, showing the proportion of the population in each age group for the study geographies in 2010 and 2018. While all three geographies have seen a decrease in the proportion of the population aged 35 and younger, and an increase in the proportion aged 55 and older, Lawndale has experienced bigger shifts in these proportions relative to the Trade Area and South Bay Region. These trends may be associated with challenges of housing supply and affordability, making it difficult for young families to move to or stay in the area.

Despite these trends, the City still has a higher proportion of working-age adults (aged 20 to 54 years) relative to its comparison geographies. A large working-age resident base represents a potential for attracting new businesses, especially around the skill sets that are well-represented in the population. However, if the City does not provide housing opportunities for younger families, it will likely face a further shrinking of its working-age population and the economic opportunities that come with it.



Figure 3-2: Age Distribution, 2010 vs. 2018

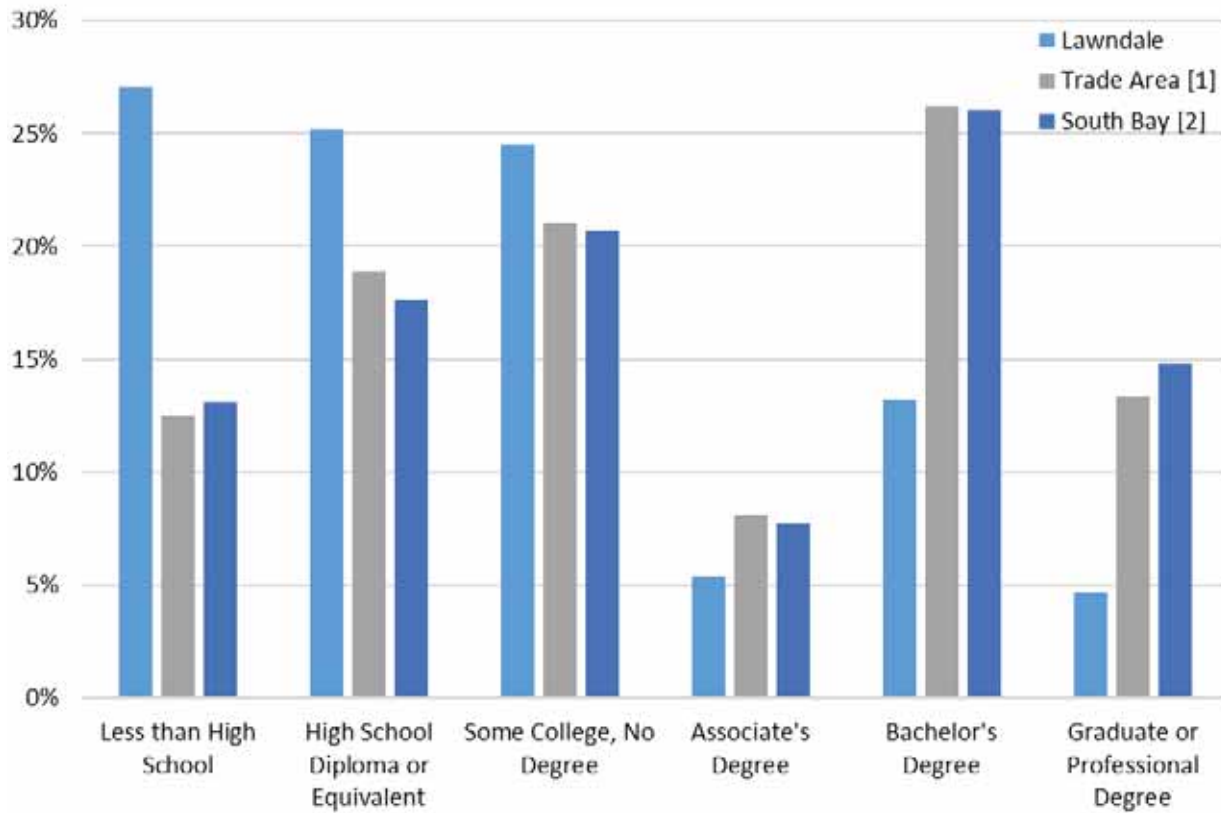


[1] Trade Area is the cities of Gardena, Hawthorne, Lawndale, Redondo Beach, and Torrance  
 [2] The South Bay includes the cities of Carson, El Segundo, Gardena, Hawthorne, Hermosa Beach, Inglewood, Lawndale, Lomita, Manhattan Beach, Palos Verdes Estates, Rancho Palos Verdes, Redondo Beach, Rolling Hills, Rolling Hills Estates, and Torrance.  
 Source: U.S. Census; American Community Survey; Economic & Planning Systems

### Education

Education levels and opportunities also have important implications for a City’s attractiveness and competitiveness to both employers and residents. As demonstrated in Figure 3-3, the educational attainment of Lawndale’s residents relative to its neighbors shows room for improvement. Specifically, the City has relatively higher proportions of residents over age 25 without a high school degree, only a high school degree, and some college experience but no college degree; and relatively lower proportions of residents with associate’s, bachelor’s, or graduate/professional degrees.

Figure 3-3: Educational Attainment for Residents Aged 25 Years and Older (2018)



[1] Trade Area is the cities of Gardena, Hawthorne, Lawndale, Redondo Beach, and Torrance

[2] The South Bay includes the cities of Carson, El Segundo, Gardena, Hawthorne, Hermosa Beach, Inglewood, Lawndale, Lomita, Manhattan Beach, Palos Verdes Estates, Rancho Palos Verdes, Redondo Beach, Rolling Hills, Rolling Hills Estates, and Torrance.

Source: U.S. Census; American Community Survey; Economic & Planning Systems

While educational attainment levels for residents today are relatively low, the State of California Department of Education reports that 86 percent of students in the Centinela Valley Union High School District (which includes four schools in Lawndale and one in Hawthorne) are receiving a high school diploma or equivalent.<sup>3</sup> To the extent that these students remain in Lawndale, the overall education attainment of working adults in the City could likely change in the coming years.

The Department of Education dashboard also shows that schools in the Lawndale Elementary School District and the Centinela Valley Union High School District currently underperform compared to statewide averages on measures of achievement in English language arts, mathematics, and college/career preparedness. However, both districts have seen improvements in some of these metrics over the past year.

The City is not home to any institutions of higher education, although there are several community colleges and public and private universities located within ten miles. Overall, despite being a challenge in the present and near-term future, educational opportunities in the City appear to be

<sup>3</sup> California School Dashboard ([www.caschooldashboard.org](http://www.caschooldashboard.org)).

moving in a positive direction. Strategies for supporting and bolstering these opportunities will be discussed as part of the Economic Development Element of the General Plan.

### **Household Income and Wages**

Educational attainment is often an important indicator of a city's economic strength, and trends in Lawndale's household income reflect this relationship. As shown in Table 3-4, the City's median household income in 2018 was approximately 25 percent lower than that of the Trade Area and 33 percent lower than the South Bay Region overall. This dynamic has been maintained throughout the past decade, with household incomes in all three geographies remaining relatively stable from 2010 to 2018 when taking inflation into account. Lawndale also has the highest proportion of households living in poverty, although the poverty rate in the City and Trade Area decreased slightly from 2010 to 2018 while the South Bay's rate increased slightly.

A related metric to household income is median wage earned by residents. This data is broken down by industry, and can identify which industries provide more or less economic opportunity. As shown in Table 3-5, Lawndale residents earn lower median wages than residents of the Trade Area and South Bay Region in most industries, mirroring relative household incomes trends. Further, over 50 percent of Lawndale residents work in the six lowest-paying industries, while only about 14 percent work in the six highest-paying industries. Those higher-paying industries, which include information, finance and insurance, and professional services, typically require more education, further underlining the economic challenges associated with residents' lower educational attainment. Policies that can support residents in moving into these higher-paying industries, such as workforce development programs, will be incorporated into the Economic Development Element of the General Plan.

Table 3-4: Median Household Income, 2010-2018

Year	Lawndale	Trade Area [1]	South Bay [2]
<b>Nominal Dollars [3]</b>			
2010	\$48,357	\$65,988	\$74,008
2018	\$58,447	\$79,161	\$86,908
% Change '10-'18	21%	20%	17%
<b>Real Dollars [3]</b>			
2010	\$57,632	\$78,646	\$88,204
2018	\$58,447	\$79,161	\$86,908
% Change '10-'18	1%	1%	-1%
<b>Poverty Rate [4]</b>			
2010	11.8%	8.1%	8.0%
2018	11.2%	7.3%	8.4%

[1] Trade Area is the cities of Gardena, Hawthorne, Lawndale, Redondo Beach, and Torrance

[2] The South Bay includes the cities of Carson, El Segundo, Gardena, Hawthorne, Hermosa Beach, Inglewood, Lawndale, Lomita, Manhattan Beach, Palos Verdes Estates, Rancho Palos Verdes, Redondo Beach, Rolling Hills, Rolling Hills Estates, and Torrance.

[3] Nominal values represented in dollar value of given year; real values represented in 2018 dollars.

[4] Poverty rates shown for the Trade Area and South Bay are an average of the poverty rates for the included cities.

Source: U.S. Census; American Community Survey; Bureau of Labor Statistics; Economic & Planning Systems

Table 3-5: Median Wage by Industry (2018)

Industry	Lawndale		Trade Area [1]	South Bay [2]
	Median Wage	% of Working Residents		
Accommodation and Food Services	\$26,027	7.4%	\$29,803	\$43,567
Administration and Support	\$26,667	6.5%	\$34,269	\$44,694
Other services (except public administration)	\$29,741	10.5%	\$31,094	\$39,303
Construction	\$31,910	6.0%	\$44,356	\$60,312
Retail Trade	\$37,325	13.0%	\$39,291	\$46,299
Health Care and Social Assistance	\$38,125	9.2%	\$53,271	\$75,272
<b>Median Annual Wage</b>	<b>\$39,911</b>	<b>-</b>	<b>\$43,102</b>	<b>\$63,550</b>
Real Estate	\$41,182	2.0%	\$60,689	\$96,077
Transportation and Warehousing	\$41,190	8.6%	\$46,552	\$59,233
Manufacturing	\$46,438	9.4%	\$71,785	\$100,735
Arts, Entertainment, and Recreation	\$51,250	1.2%	\$46,235	\$48,026
Education	\$52,768	5.8%	\$58,598	\$67,622
Wholesale Trade	\$56,875	1.7%	\$59,756	\$94,558
Professional, Scientific, and Technical Services	\$57,083	3.8%	\$80,745	\$117,078
Public Administration	\$60,795	2.0%	\$66,387	\$84,263
Finance and Insurance	\$61,438	2.1%	\$73,744	\$141,488
Information	\$70,556	3.7%	\$84,468	\$108,529
Utilities	\$85,729	0.4%	\$86,975	\$84,230
Agriculture, Forestry, Fishing and Hunting [3]	-	0.1%	\$18,234	\$7,086
Mining, Quarrying, and Oil and Gas Extraction [3]	-	0.0%	\$26,624	\$17,699
Management [3]	-	0.0%	\$112,449	\$44,266

[1] Trade Area is the cities of Gardena, Hawthorne, Lawndale, Redondo Beach, and Torrance

[2] The South Bay includes the cities of Carson, El Segundo, Gardena, Hawthorne, Hermosa Beach, Inglewood, Lawndale, Lomita, Manhattan Beach, Palms Verdes Estates, Rancho Palos Verdes, Redondo Beach, Rolling Hills, Rolling Hills Estates, and Torrance.

[3] Incomplete data available for median wages in certain industries.

Source: U.S. Census; American Community Survey; Economic & Planning Systems

### 3.2.2 Economic Profile and Trends

The following section summarizes data and trends related to jobs located in the City and those held by residents.

#### **Jobs and Industry Distribution and Trends**

Lawndale has about three percent of the jobs within the Trade Area, with the majority of jobs concentrated in four industries—education, healthcare/social assistance, retail, and accommodations/food services. Education is the largest industry, encompassing nearly 20 percent of all jobs in the City, presumably distributed between the Lawndale and Centinela Valley school districts.<sup>4</sup> Despite their current primacy, education jobs in the City have contracted since 2010, when they represented nearly 30 percent of all jobs. Recent trends in school district budgets suggest that this trend may continue into the future, and will potentially be exacerbated by the effects of the COVID-19 pandemic.

As shown in Table 3-6, jobs in the City overall grew by three percent from 2010 to 2017, lagging behind the Trade Area and South Bay Region. Several industry sectors outperformed the overall growth rate, including construction, administration/support services, health care/social assistance, professional services, arts/entertainment/ recreation, and accommodations/food services. The most significant job growth was in the administration/support services and health care/social assistance industries. Notably, the industries experiencing growth represent a wide range of pay and skill levels, suggesting a trend towards greater economic diversification in the City.

At the same time, the City lost jobs in manufacturing, wholesale trade, retail, information, finance and insurance, real estate, education, and public administration. Some of these industries, while shrinking in the City, were growing in the Trade Area and South Bay, such as manufacturing and real estate. While these industries could represent growth opportunities for the City, current land use and development trends may not be conducive to their needs, as discussed further below.

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<sup>4</sup> Although the education industry has the highest number of jobs in the City, the list of principal employers included in the City's 2019 Comprehensive Annual Financial Report (CAFR) does not include any educational institutions. The assumption that the majority of the education jobs are within the Lawndale and Centinela Valley Union school districts is based on the fact that no large private schools or institutions of higher education are located within the City.

Table 3-6: Jobs by Industry

Industry Sector	Lawndale		Trade Area [1]		South Bay [2]	
	# (2017)	% Ch. '10-'17	# (2017)	Share % Ch. '10-'17	# (2017)	Share % Ch. '10-'17
<b>Total</b>	<b>5,306</b>	<b>100%</b>	<b>169,624</b>	<b>100%</b>	<b>351,776</b>	<b>100%</b>
<b>Goods-Producing</b>						
Agriculture, Forestry, Fishing and Hunting	0	0%	395	0%	713	0%
Mining, Quarrying, and Oil and Gas Extraction	0	-100%	315	0%	435	0%
Utilities	0	-100%	696	0%	867	0%
Construction	446	8%	6,741	4%	12,658	4%
Manufacturing	218	4%	29,138	17%	63,026	18%
<b>Subtotal</b>	<b>664</b>	<b>13%</b>	<b>37,285</b>	<b>22%</b>	<b>77,699</b>	<b>22%</b>
<b>Service-Producing</b>						
Wholesale Trade	169	3%	9,787	6%	19,372	6%
Retail Trade	640	12%	22,303	13%	39,943	11%
Transportation and Warehousing	72	1%	6,603	4%	19,818	6%
Information	0	0%	1,867	1%	7,300	2%
Finance and Insurance	116	2%	4,647	3%	10,246	3%
Real Estate	310	6%	3,198	2%	8,482	2%
Professional, Scientific, and Technical Service	276	5%	10,057	6%	28,979	8%
Management	4	0%	1,776	1%	5,484	2%
Administration and Support Services	476	9%	10,709	6%	23,556	7%
Educational Services	943	18%	10,034	6%	19,861	6%
Health Care and Social Assistance	665	13%	25,675	15%	38,673	11%
Arts, Entertainment, and Recreation	43	1%	2,501	1%	6,217	2%
Accommodation and Food Services	577	11%	16,293	10%	31,547	9%
Other Services	259	5%	4,865	3%	10,551	3%
Public Administration	92	2%	2,024	1%	4,048	1%
<b>Subtotal</b>	<b>4,642</b>	<b>87%</b>	<b>132,339</b>	<b>78%</b>	<b>274,077</b>	<b>78%</b>

[1] Trade Area is the cities of Gardena, Hawthorne, Lawndale, Redondo Beach, and Torrance

[2] The South Bay includes the cities of Carson, El Segundo, Gardena, Hawthorne, Hermosa Beach, Inglewood, Lawndale, Lomita, Manhattan Beach, Palos Verdes Estates, Rancho Palos Verdes, Redondo Beach, Rolling Hills, Rolling Hills Estates, and Torrance.

Source: LEHD, Economic & Planning Systems

## Employment Trends

While the City itself has a relatively low jobs-to-household ratio (as shown in Table 3-7), the Trade Area and South Bay Region are jobs-rich areas. Likely as a result, the majority of City residents commute less than ten miles to work, and 20 percent are employed within the Trade Area. Job growth in those geographies also likely contributed to the drop in the City’s unemployment rate since 2010 (see Table 3-8).

Table 3-7: Jobs-to-Household Ratio

Category	Lawndale	Trade Area [1]	South Bay [2]
Jobs [3]	5,306	169,624	351,776
Households [3]	9,822	142,334	265,511
Jobs/HH Ratio	0.54	1.19	1.32

[1] Trade Area is the cities of Gardena, Hawthorne, Lawndale, Redondo Beach, and Torrance

[2] The South Bay includes the cities of Carson, El Segundo, Gardena, Hawthorne, Hermosa Beach, Inglewood, Lawndale, Lomita, Manhattan Beach, Palos Verdes Estates, Rancho Palos Verdes, Redondo Beach, Rolling Hills, Rolling Hills Estates, and Torrance.

[3] 2017 total primary jobs estimates and 2018 occupied housing unit estimates

Source: LEHD, ACS, Economic & Planning Systems

Table 3-8: Unemployment Rate, 2010-2018

Unemployment Rate	Lawndale	Trade Area [1]	South Bay [2]
2010	11.3%	7.0%	7.1%
2018	5.5%	5.4%	7.1%

[1] Trade Area is the cities of Gardena, Hawthorne, Lawndale, Redondo Beach, and Torrance

[2] The South Bay includes the cities of Carson, El Segundo, Gardena, Hawthorne, Hermosa Beach, Inglewood, Lawndale, Lomita, Manhattan Beach, Palos Verdes Estates, Rancho Palos Verdes, Redondo Beach, Rolling Hills, Rolling Hills Estates, and Torrance.

Source: U.S. Census, American Community Survey, Economic & Planning Systems



Table 3-9 provides a breakdown of resident employment by industry for the three study geographies. The top four industries employing City residents—representing 45 percent of jobs—are health care/social assistance, accommodations/food services, retail, and manufacturing. These industries are also the top four industries employing residents of the Trade Area and South Bay Region, although the City has a higher proportion of residents working in retail and accommodations/food services jobs, and slightly lower proportions working in manufacturing and healthcare/social assistance jobs.

Another notable difference between City, Trade Area, and South Bay Region residents is the proportion of residents working in professional services, in which City residents are underrepresented relative to the comparison geographies. This aligns with the findings on educational attainment described in the previous section, as these jobs generally require higher levels of education.

Table 3-9: Resident Employment by Industry, 2010-2017

Industry Sector	Lawndale		Trade Area [1]		South Bay [2]	
	# (2017)	Share % Ch. '10-'17	# (2017)	Share % Ch. '10-'17	# (2017)	Share % Ch. '10-'17
<b>Total Primary Jobs</b>	<b>13,081</b>	<b>100%</b>	<b>163,163</b>	<b>100%</b>	<b>317,687</b>	<b>100%</b>
<b>Goods-Producing</b>						
Agriculture, Forestry, Fishing and Hunting	65	-4%	810	0%	1,613	1%
Mining, Quarrying, and Oil and Gas Extraction	10	20%	123	0%	279	-45%
Utilities	64	28%	902	1%	1,780	-16%
Construction	489	4%	4,891	3%	9,963	3%
Manufacturing	<u>1,214</u>	<u>9%</u>	<u>16,025</u>	<u>10%</u>	<u>29,261</u>	<u>9%</u>
<b>Subtotal</b>	<b>1,842</b>	<b>14%</b>	<b>22,751</b>	<b>14%</b>	<b>42,896</b>	<b>14%</b>
<b>Service-Producing</b>						
Wholesale Trade	597	5%	8,913	5%	16,566	-1%
Retail Trade	1,467	11%	15,141	9%	29,273	9%
Transportation and Warehousing	932	7%	10,909	7%	21,427	7%
Information	393	3%	6,236	4%	12,230	4%
Finance and Insurance	359	3%	5,805	4%	11,505	4%
Real Estate	299	2%	3,715	2%	7,151	2%
Professional, Scientific, and Technical Services	803	6%	14,264	9%	27,136	9%
Management	188	1%	2,703	2%	5,236	2%
Administration and Support Services	1,069	8%	10,715	7%	21,101	7%
Educational Services	921	7%	13,484	8%	26,006	8%
Health Care and Social Assistance	1,589	12%	19,777	12%	40,733	13%
Arts, Entertainment, and Recreation	229	2%	3,092	2%	6,223	2%
Accommodation and Food Services	1,559	12%	15,286	9%	28,989	9%
Other Services	508	4%	5,242	3%	10,178	3%
Public Administration	326	2%	5,130	3%	11,037	3%
<b>Subtotal</b>	<b>11,239</b>	<b>86%</b>	<b>140,412</b>	<b>86%</b>	<b>274,791</b>	<b>86%</b>

[1] Trade Area is the cities of Gardena, Hawthorne, Lawndale, Redondo Beach, and Torrance

[2] The South Bay includes the cities of Carson, El Segundo, Gardena, Hawthorne, Hermosa Beach, Inglewood, Lawndale, Lomita, Manhattan Beach, Palos Verdes Estates, Rancho Palos Verdes, Redondo Beach, Rolling Hills, Rolling Hills Estates, and Torrance.

Source: LEHD, Economic & Planning Systems

While the jobs held by residents and the jobs available in the City are closely matched in industry and skill characteristics, only three percent of working residents are employed in the City, as shown in Table 3-10. This suggests an opportunity for the City to leverage its local workforce to drive economic development in Lawndale. Strategies for growing the City’s jobs base, such as promoting its resident workforce to businesses who may consider relocating or opening a location in Lawndale, and providing support for local entrepreneurship and business creation, will be further explored in the Economic Development Element of the General Plan.

**Table 3-10: Top Work Destinations for Lawndale Residents**

<b>Work Destination</b>	<b>Number</b>	<b>% of Total</b>
Los Angeles city, CA	2,962	25.1%
Torrance city, CA	1,044	8.8%
El Segundo city, CA	499	4.2%
Redondo Beach city, CA	455	3.9%
Lawndale city, CA	361	3.1%
Long Beach city, CA	360	3.0%
Hawthorne city, CA	345	2.9%
Manhattan Beach city, CA	326	2.8%
Culver City city, CA	269	2.3%
Gardena city, CA	251	2.1%
All Other Locations	4,936	41.8%

Source: LEHD, Economic & Planning Systems

## **Job Growth Projections**

SCAG projects a 12 percent increase in jobs in Lawndale over the next 20 years—faster than the Trade Area and South Bay Region, and faster than growth seen between 2010 and 2017 (see Table 11). Realizing this growth will require the City to pursue policies that support both an appropriately-skilled and educated workforce to fill the jobs of the future, as well as land use patterns that allow for the space needs of these jobs.

As illustrated in this section, the retail and accommodations/food service industries are major economic drivers for both the City and its households. These are also industries that have been hardest-hit by the COVID-19 pandemic. In the short-term, then, the City and its residents will likely face challenges related to job losses and business closures and the resulting effects on household incomes and municipal finances. In the mid- to long-term, though, these impacts may create opportunities for shifts in the distribution of City jobs and resident employment. Through the General Plan process, the City can position itself to capture the growth opportunities. Policies that can help the City capture this growth will be addressed in the Economic Development Element of the General Plan.

Table 3-11: Projected Employment Growth, 2020 to 2040

Employment	Lawndale	Trade Area [1]	South Bay [2]
2020	7,300	205,700	394,000
2040	8,200	221,200	425,800
% Change from 2020 to 2040	12%	8%	8%

[1] Trade Area is the cities of Gardena, Hawthorne, Lawndale, Redondo Beach, and Torrance.

[2] The South Bay includes the cities of Carson, El Segundo, Gardena, Hawthorne, Hermosa Beach, Inglewood, Lawndale, Lomita, Manhattan Beach, Palos Verdes Estates, Rancho Palos Verdes, Redondo Beach, Rolling Hills, Rolling Hills Estates, and Torrance.

Source: SCAG 2016-2040 Growth Forecast; Economic & Planning Systems

### 3.3 RESIDENTIAL REAL ESTATE MARKET

This section provides an overview of the residential real estate market in Lawndale. The makeup of the City’s housing stock and trends in housing affordability is a physical manifestation of the demographic characteristics discussed in the previous section.

#### 3.3.1 Composition of Housing Stock

Lawndale contains approximately seven percent of all housing units in the Trade Area. While all three study geographies added housing units between 2000 and 2010, the housing inventory has been flat since 2010. Vacancy rates have also increased in all three geographies, although the City has maintained the lowest rate since 2010, as shown in Table 3-12.

Table 3-12: Trends in Housing Units and Vacancy, 2000-2018

Item	2000	2010	2018
<b>Lawndale</b>			
Total Units	9,869	10,376	10,372
Vacancy Rate	3.2%	5.1%	5.3%
<b>Trade Area [1]</b>			
Total Units	146,049	151,624	150,731
Vacancy Rate	3.1%	5.4%	6.0%
<b>South Bay [2]</b>			
Total Units	274,937	281,827	282,081
Vacancy Rate	3.4%	5.4%	6.1%

[1] Trade Area is the cities of Gardena, Hawthorne, Lawndale, Redondo Beach, and Torrance

[2] The South Bay includes the cities of Carson, El Segundo, Gardena, Hawthorne, Hermosa Beach, Inglewood, Lawndale, Lomita, Manhattan Beach, Palos Verdes Estates, Rancho Palos Verdes, Redondo Beach, Rolling Hills, Rolling Hills Estates, and Torrance.

Source: U.S. Census, American Community Survey, Economic & Planning Systems

Like many cities in Los Angeles County, Lawndale housing stock is primarily single-family homes, representing about two-thirds of housing units in the City. This proportion is higher than in the Trade Area and South Bay overall. Typically, higher proportions of single-family homes are correlated with higher proportions of homeownership. However, as shown in Table 3-13, almost 70 percent of housing units in Lawndale are renter-occupied, including 57 percent of single-family units. This dynamic suggests two potential challenges that may be facing City households—one, households who might be interested in smaller multifamily rental units (e.g. to move out of an over-crowded unit) cannot find one in the City; and two, households which need and want a single-family home cannot afford to own one. Given the larger household sizes and higher proportion of family households in the City, the latter challenge is likely to be more acute.

Table 3-13: Trends in Tenure by Housing Type, Occupied Units, 2010-2018

Category	2010			2018		
	Lawndale	Trade Area [1]	South Bay [2]	Lawndale	Trade Area [1]	South Bay [2]
<b>Percent Tenure</b>						
Owner-Occupied	33%	47%	52%	32%	46%	52%
Renter-Occupied	67%	53%	48%	68%	54%	48%
<b>Percent Type</b>						
Single-Family	<b>66%</b>	<b>53%</b>	<b>59%</b>	<b>66%</b>	<b>55%</b>	<b>60%</b>
<i>Owner-Occupied</i>	42%	77%	78%	43%	74%	77%
<i>Renter-Occupied</i>	58%	53%	22%	57%	26%	23%
Multifamily	<b>31%</b>	<b>45%</b>	<b>39%</b>	<b>33%</b>	<b>43%</b>	<b>38%</b>
<i>Owner-Occupied</i>	14%	11%	12%	13%	11%	12%
<i>Renter-Occupied</i>	86%	89%	88%	87%	89%	88%
2-4 Units	27%	23%	25%	25%	22%	24%
5+ Units	73%	77%	75%	75%	78%	76%
Other [3]	<b>3%</b>	<b>2%</b>	<b>2%</b>	<b>1%</b>	<b>2%</b>	<b>2%</b>
<i>Owner-Occupied</i>	33%	66%	73%	0%	58%	69%
<i>Renter-Occupied</i>	67%	34%	27%	100%	42%	31%

[1] Trade Area is the cities of Gardena, Hawthorne, Lawndale, Redondo Beach, and Torrance

[2] The South Bay includes the cities of Carson, El Segundo, Gardena, Hawthorne, Hermosa Beach, Inglewood, Lawndale, Lomita, Manhattan Beach, Palos Verdes Estates, Rancho Palos Verdes, Redondo Beach, Rolling Hills, Rolling Hills Estates, and Torrance.

[3] "Other" housing types include mobile homes, boats, RVs, and vans

Source: U.S. Census; American Community Survey; Economic & Planning Systems

In addition to the challenges of homeownership, it appears that the existing housing stock in the City is not meeting the size needs of resident households. As shown in Table 3-14, 16 percent of occupied housing units in the City have more than one occupant per room, which is considered overcrowded. This is compared to 9.7 percent of units in the Trade Area and 8.4 percent in the South Bay Region. While there are limited opportunities to build new or larger single-family housing units in the City, increasing housing supply with denser and infill development products may help alleviate crowding in certain households, such as those with multiple generations or multiple families living together.

Table 3-14: Proportion of Units by Occupants Per Room, 2018

Occupants Per Room	Lawndale	Trade Area [1]	South Bay [2]
1.0 or fewer occupants	83.9%	90.3%	91.6%
1.01-1.5 occupants [3]	10.1%	6.3%	5.5%
1.51 or more occupants [3]	6.0%	3.4%	2.9%

[1] Trade Area is the cities of Gardena, Hawthorne, Lawndale, and Torrance. Data on occupants per room for Redondo Beach is not available.

[2] The South Bay includes the cities of Carson, El Segundo, Gardena, Hawthorne, Hermosa Beach, Inglewood, Lawndale, Lomita, Manhattan Beach, Palos Verdes Estates, Rancho Palos Verdes, Rolling Hills, Rolling Hills Estates, and Torrance. Data on occupants per room for Redondo Beach is not available.

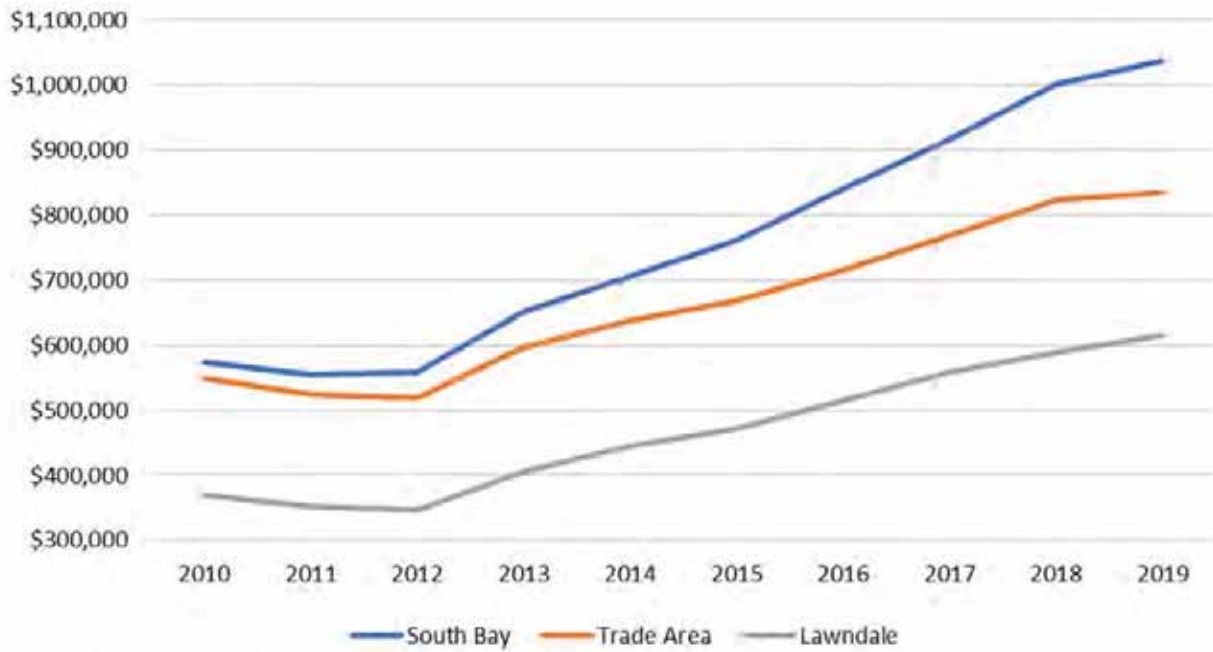
[3] Units with more than one occupant per room are considered overcrowded.

Source: U.S. Census; American Community Survey; Economic & Planning Systems

### 3.3.2 Housing Price and Rent Trends

Home values in the City, Trade Area, and South Bay Region have been on a strong upward trajectory since 2012, as shown in Figure 3-4. Lawndale’s home values are the lowest among the study geographies, having consistently stayed around 30 percent below values in the Trade Area since 2010. Home values in the South Bay overall, which were similar to those in the Trade Area prior to 2012, have pulled far ahead and are now nearly 25 percent higher than the Trade Area and nearly 70 percent higher than the City. This differential is primarily driven by high home values in the region’s coastal cities, including El Segundo, Manhattan Beach, Hermosa Beach, and the cities of the Palos Verdes Peninsula, as shown in Figure 3-5.

Figure 3-1: Average Zillow Home Value Index<sup>5</sup>, 2010-2019

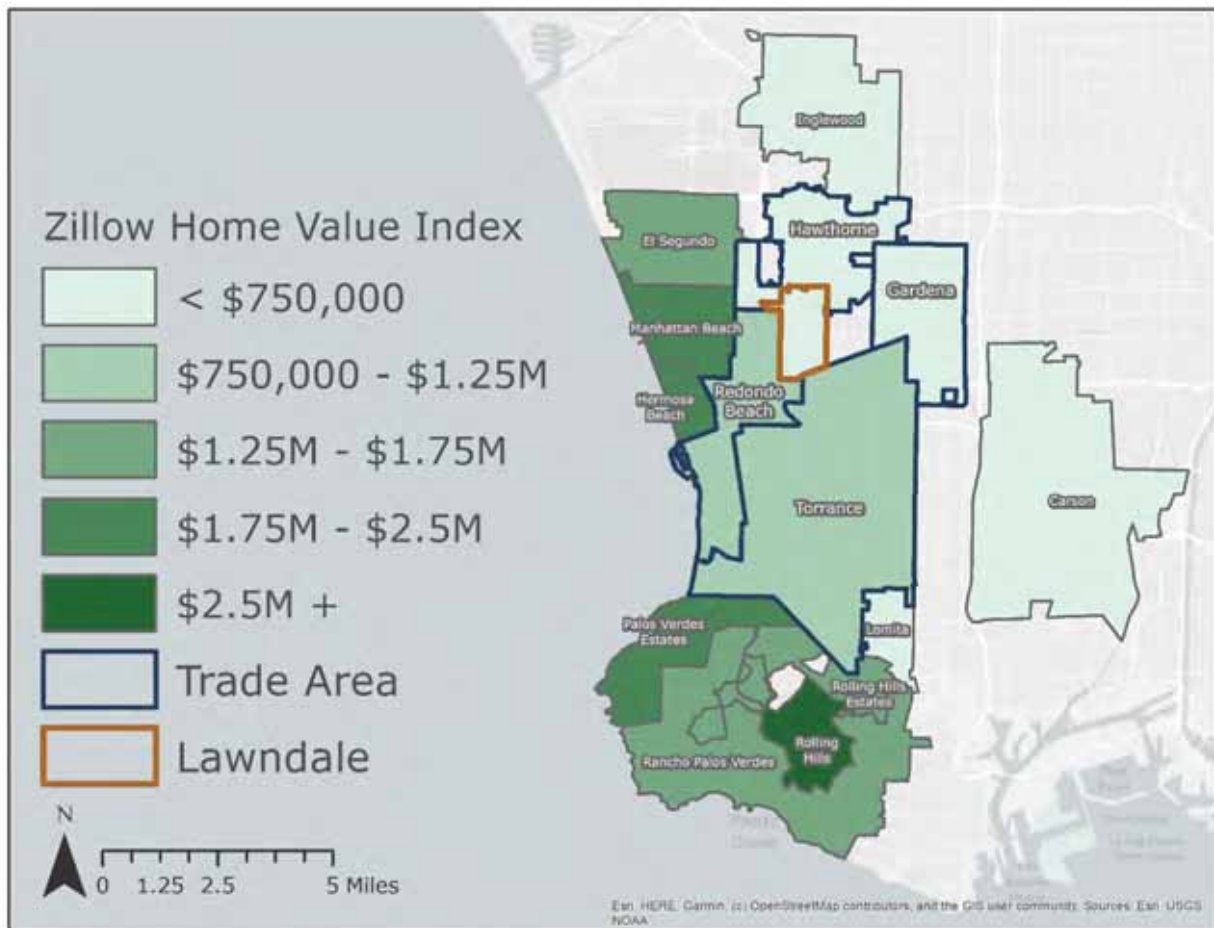


Note: The annual ZHVI is the average of the reported monthly ZHVI. For the Trade Area and South Bay, the ZHVI in the chart represents an average of the ZHVIs for included cities in each geography, weighted by number of single-family housing units.  
 [1] Trade Area is the cities of Gardena, Hawthorne, Lawndale, Redondo Beach, and Torrance.  
 [2] The South Bay includes the cities of Carson, El Segundo, Gardena, Hawthorne, Hermosa Beach, Inglewood, Lawndale, Lomita, Manhattan Beach, Palos Verdes Estates, Rancho Palos Verdes, Redondo Beach, Rolling Hills, Rolling Hills Estates, and Torrance.  
 Source: Zillow; CA Department of Finance; Economic & Planning Systems

<sup>5</sup> The Zillow Housing Value Index (ZHVI) is “A smoothed, seasonally adjusted measure of the typical home value and market changes across a given region and housing type.” (<https://www.zillow.com/research/data/>)



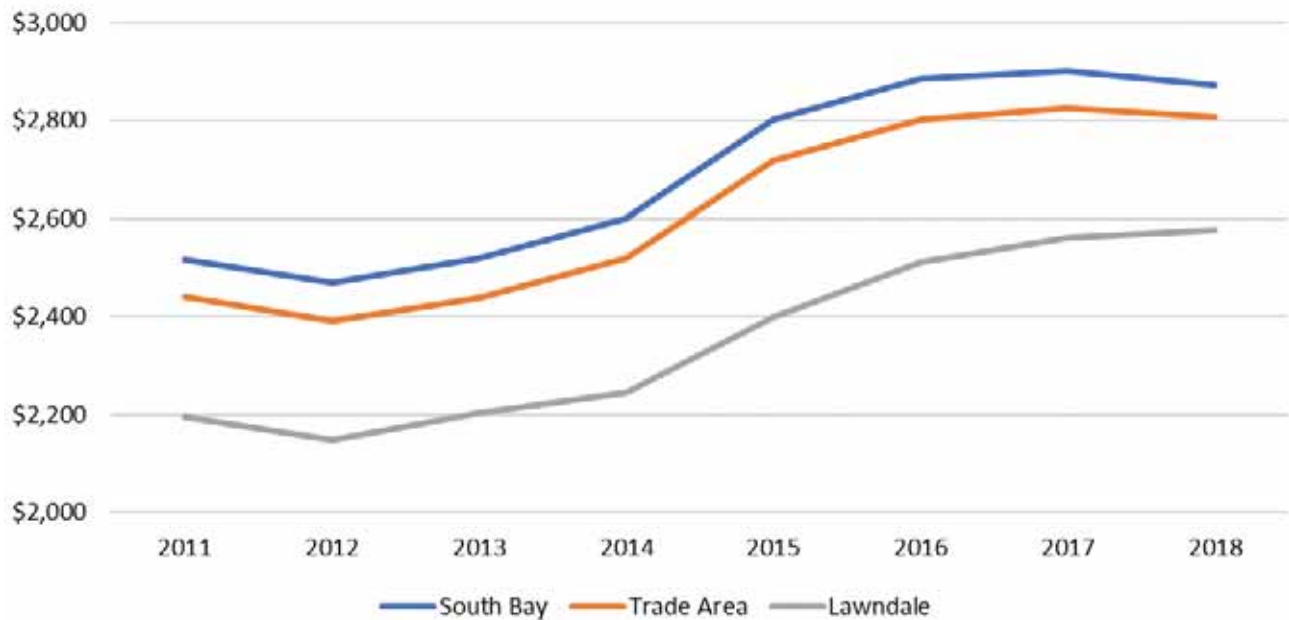
Figure 3-2: Average Zillow Home Value Index for Cities of the South Bay Region, 2019



Source: Zillow; Economic & Planning Systems

The dynamic for rental values is similar to, although less extreme, than home values. Zillow’s rent index, which provides estimates of typical market rents, indicates that rents in the City, Trade Area, and South Bay Region were on a steady upward trajectory from 2012 to 2016, followed by a plateauing of values in recent years. On average, rents in Lawndale have been 10 percent lower than in the Trade Area and 13 percent lower than the South Bay over the past decade, as shown in Figure 3-6.

Figure 3-3: Average Zillow Rental Index, 2011-2018<sup>6</sup>



Note: The annual ZRI is the average of the reported monthly ZRI. For the Trade Area and South Bay, the ZRI in the chart represents an average of the ZRIs for included cities in each geography, weighted by number of renter-occupied housing units.

[1] Trade Area is the cities of Gardena, Hawthorne, Lawndale, Redondo Beach, and Torrance.

[2] The South Bay includes the cities of Carson, El Segundo, Gardena, Hawthorne, Hermosa Beach, Inglewood, Lawndale, Lomita, Manhattan Beach, Palos Verdes Estates, Rancho Palos Verdes, Redondo Beach, Rolling Hills Estates, and Torrance. ZRI data for Rolling Hills is not available.

Source: Zillow; American Community Survey; Economic & Planning Systems

Although the data on home values and rental rates demonstrate that the City offers housing affordability compared to the region, many households in Lawndale still struggle to afford the cost of housing. As shown in Table 3-15, over 40 percent of City households who own their home and nearly 60 percent those who rent are considered cost-burdened, including 19 percent of owner households and 25 percent of renter households who are severely cost-burdened.<sup>7</sup> While the ratio of cost-burdened renters in is line with Trade Area and South Bay Region trends, the City has a relatively high proportion of homeowners who are cost-burdened. When considered together with the data on overcrowding, these trends further underscore the housing supply challenge facing the City and its residents. The General Plan Update provides an opportunity for the City to plan for providing sufficient and attainable housing for all of its current and future residents.

<sup>6</sup> "The Zillow Rent Index (ZRI) is a dollar-valued index intended to capture typical market rent for a given segment (i.e. multifamily or single-family units) and/or geography (i.e. for a given ZIP code, city, county, state or metro)" (<https://www.zillow.com/research/zillow-rent-index-methodology-2393/>)

<sup>7</sup> The Department of Housing and Urban Development (HUD) categorizes households as cost-burdened if they spend 30 percent or more of their income on housing costs, and as severely cost-burdened if they spend 50 percent or more of their income on housing costs.

**Table 3-15: Household Cost Burden Status by Tenure**

Cost Burden (% of Income Spent on Housing Costs)	Lawndale	Trade Area [1]	South Bay [2]
<i>Owner-Occupied</i>			
Not Cost Burdened (<30%)	57%	68%	68%
Cost Burdened (30%+)	42%	32%	32%
<i>Severely Cost Burdened (50%+)</i>	19%	14%	14%
<i>Renter-Occupied</i>			
Not Cost Burdened (<30%)	41%	46%	46%
Cost Burdened (30%+)	58%	53%	53%
<i>Severely Cost Burdened (50%+)</i>	25%	25%	26%

[1] Trade Area is the cities of Gardena, Hawthorne, Lawndale, Redondo Beach, and Torrance

[2] The South Bay includes the cities of Carson, El Segundo, Gardena, Hawthorne, Hermosa Beach, Inglewood, Lawndale, Lomita, Manhattan Beach, Palos Verdes Estates, Rancho Palos Verdes, Redondo Beach, Rolling Hills, Rolling Hills Estates, and Torrance.

Source: U.S. Census; American Community Survey; Economic & Planning Systems

## 3.4 COMMERCIAL REAL ESTATE MARKET

### 3.4.1 Overview

The commercial real estate sector represents a physical manifestation of the Lawndale economy. This section provides an overview of the primary commercial real estate sectors in the City in terms of total inventory. As shown in Table 3-16, retail is the predominant commercial real estate product type in the City in terms of square feet, followed by industrial/flex, office, and hotel.

**Table 3-16: Overview of Lawndale Commercial Real Estate Sector**

Real Estate Product Type	Total Building Square Feet (as of Q4 2019)	
	Amount	% of Total
Retail	1,439,873	64%
Industrial/Flex [1]	329,153	15%
Office	308,839	14%
Hotels	172,909	8%
<b>Total</b>	<b>2,250,774</b>	<b>100%</b>

[1] Flex includes buildings that accommodate a mix of industrial, R&D, and office uses.

Source: CoStar; EPS

A further description of the market dynamics in each of the commercial real estate sectors noted above is provided in the following sections. As with demographic and housing metrics, comparison statistics are included for the Trade Area and South Bay Region.

### 3.4.2 Retail

#### Inventory and Trends

The largest sector of commercial real estate in Lawndale is retail space, accounting for nearly two-thirds of the total commercial space in the City. Although the City has a lower average rent and lower vacancy rate than the Trade Area, it also only has five percent of the Trade Area retail space, reflecting the presence of large retail centers in neighboring cities. Lawndale also did not add any net new retail from 2010 to 2019, while retail space in the Trade Area and South Bay grew by about three percent.

**Table 3-17: Retail Space Trends**

Item (as of Q4 2019)	Lawndale	Trade Area [1]	South Bay [2]
<b>Performance</b>			
NNN Rent per Square Foot	\$24.41	\$27.77	\$28.27
Vacancy	3.9%	5.1%	4.8%
<b>Inventory</b>			
Square Feet	1,439,873	28,151,984	44,714,925
Share of Trade Area	5%	-	-
Share of South Bay	3.2%	63%	-
<b>Growth 2010 - Q4 2019</b>			
Net New Inventory	0	932,771	1,416,656
% of Total Inventory	0.0%	3.3%	3.2%
Share of Trade Area	0.0%		
Share of South Bay	0.0%	65.8%	

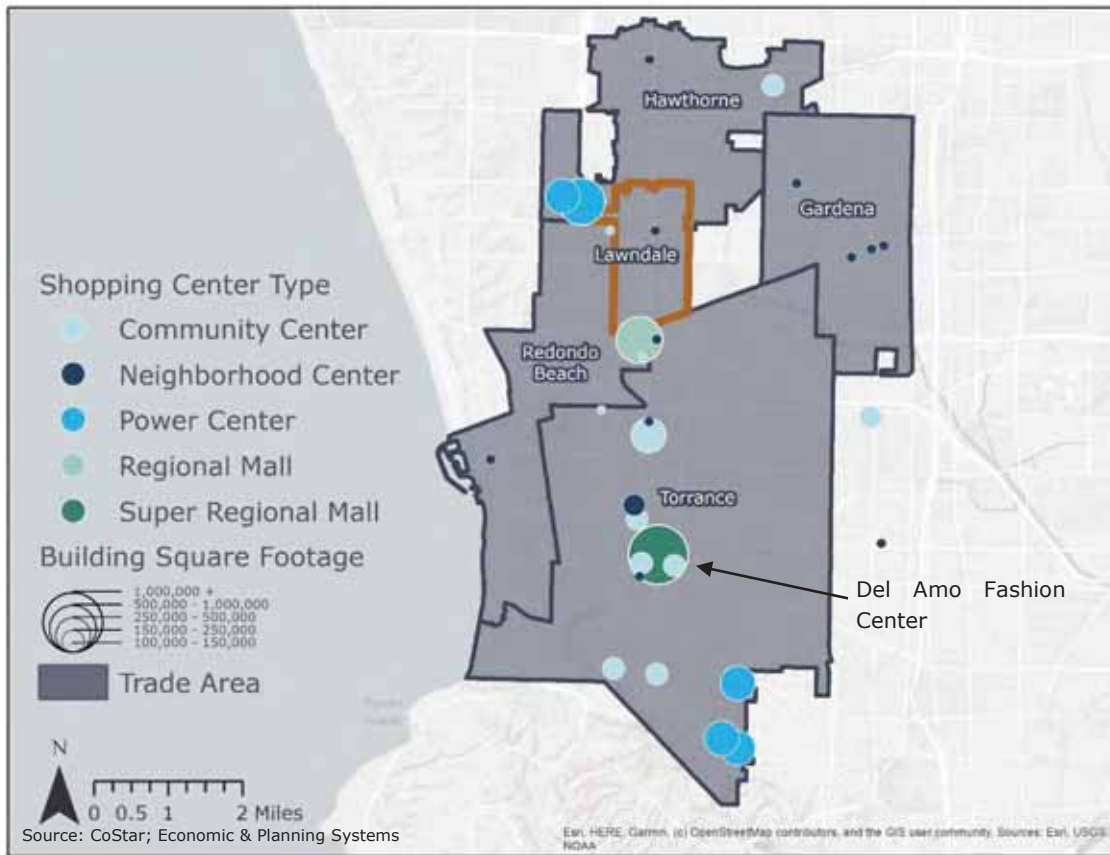
[1] Trade Area includes the cities of Gardena, Hawthorne, Lawndale, Redondo Beach, and Torrance

[2] South Bay includes cities of Carson, El Segundo, Gardena, Hawthorne, Hermosa Beach, Inglewood, Lawndale, Lomita, Manhattan Beach, Palos Verdes Estates, Rancho Palos Verdes, Redondo Beach, Rolling Hills, Rolling Hills Estates, and Torrance.

Source: CoStar; EPS

The Trade Area contains almost two-thirds of all retail space in the South Bay Region, a higher proportion than its share of the South Bay population. This indicates the Trade Area's position as a regional retail destination. As shown in Figure 3-7, there are 30 shopping centers containing over 100,000 square feet in the Trade Area, a size which typically indicates a center to which shoppers will travel outside of their immediate neighborhood. The majority of these shopping centers are in Torrance, including the Del Amo Fashion Center, a 2.5 million square foot regional mall. Lawndale is home to just one of these larger centers—the Lawndale Market Place.

Figure 3-4: Shopping Centers Over 100,000 Square Feet in Trade Area



## Retail Leakage

The impacts of the Trade Area’s retail space distribution are evident when comparing Lawndale’s taxable sales per capita by major business type categories with the Trade Area and South Bay Region. This analysis of sales “leakage” can provide a useful benchmark for assessing the City’s relative retail strengths and weaknesses. As illustrated in Table 3-18, Lawndale experiences leakage as compared to the Trade Area in all retail categories except for gas stations. Compared to the South Bay Region, the City also has greater average per capita sales in gas stations, as well as in the category of building materials and garden equipment. This surplus is possibly driven by the smaller independent paint and building supply stores that are located in Lawndale and its neighbors but may be less prevalent in higher rent areas of the South Bay. The most significant leakage for the City is in the categories of motor vehicles and parts, general merchandise, clothing stores, and food and drinking places.<sup>8</sup>

<sup>8</sup> Leakage is defined as per capita retail sales that fall below the overall per capita sales for the Trade Area or South Bay.

**Table 3-18: Taxable Sales per Capita per Category, Calendar Year 2018**

Category	Lawndale	Trade Area [1]	South Bay [2]	Lawndale vs. Trade Area	Lawndale vs. South Bay
<b>Population (2018)</b>	<b>33,007</b>	<b>394,393</b>	<b>755,549</b>		
<b>Total Retail and Food Services</b>	<b>\$7,186</b>	<b>\$16,276</b>	<b>\$14,545</b>	<b>(\$9,090)</b>	<b>(\$7,359)</b>
Motor Vehicle and Parts Dealers	\$622	\$3,340	\$2,863	(\$2,718)	(\$2,241)
Home Furnishings and Appliance Stores	\$795	\$1,132	\$975	(\$336)	(\$180)
Building Material and Garden Equipment	\$1,322	\$1,693	\$1,186	(\$370)	\$136
Food and Beverage Stores	\$411	\$869	\$839	(\$457)	(\$427)
Gasoline Stations	\$1,779	\$1,283	\$1,379	\$496	\$400
Clothing and Clothing Accessories Stores	\$97	\$1,398	\$1,131	(\$1,301)	(\$1,033)
General Merchandise Stores	\$41	\$2,510	\$1,845	(\$2,469)	(\$1,805)
Food Services and Drinking Places	\$1,415	\$2,737	\$2,710	(\$1,322)	(\$1,295)
Other Retail Group	\$702	\$1,315	\$1,617	(\$612)	(\$915)
<b>All Other Outlets</b>	<b>\$934</b>	<b>\$4,053</b>	<b>\$4,624</b>	<b>(\$3,120)</b>	<b>(\$3,691)</b>
<b>Total All Outlets</b>	<b>\$8,120</b>	<b>\$20,330</b>	<b>\$19,169</b>	<b>(\$12,210)</b>	<b>(\$11,049)</b>

[1] Trade Area is the cities of Gardena, Hawthorne, Lawndale, Redondo Beach, and Torrance

[2] The South Bay includes the cities of Carson, El Segundo, Gardena, Hawthorne, Hermosa Beach, Inglewood, Lawndale, Lomita, Manhattan Beach, Palos Verdes Estates, Rancho Palos Verdes, Redondo Beach, Rolling Hills, Rolling Hills Estates, and Torrance.

Source: California Board of Equalization; ACS; EPS

While the City’s proximity to major transportation corridors (particularly I-405) and population centers could provide some opportunity for future retail growth, the existing retail market dynamics in the Trade Area may present a challenge to Lawndale establishing itself as a retail destination. Additionally, the ongoing structural shift in retail at the national level has partially undermined traditional retail growth models. In particular, the growth of e-commerce presents a significant threat to brick and mortar retail expansion, particularly in categories such as consumer electronics, appliances, clothing and clothing accessories, and books and music. These trends have been accelerated, at least in the short-term, by the COVID-19 pandemic, which forced many retail businesses to close and saw online sales activity increase dramatically.

One approach to combatting online retail sales erosion is for developers and retail operators to focus on providing services and environments that cannot be replicated online. This can be accomplished by retail environments with a strong sense of place, special programming to encourage repeat visits, and an emphasis on uses that focus on the in-person experience such as dining and entertainment, all of which are coupled with a mix of other uses.

The potential to intensify development along Hawthorne Boulevard, particularly in the format of mixed residential and retail buildings, can help create this sense of place, especially if supported by streetscaping that creates a more walkable environment. While public health protocols related to social distancing during the COVID-19 pandemic will put a damper on experiential, gathering-focused retail developments in the short-term, there is a general consensus that much of the demand for this product will return in the future. Laying the groundwork to support this type of development will position the City to capitalize on future opportunities.

### 3.4.3 Industrial and Flex

#### Inventory and Trends

Industrial and flex uses make up just 15 percent of commercial space in Lawndale, and the City has added no new industrial/flex space over the past ten years. By comparison, industrial and flex is the most predominant commercial space use in the Trade Area and South Bay Region, and both geographies have experienced growth in this category since 2010, as shown in Table 3-19. While rent data shows Lawndale with the highest industrial and flex rental rate among the three geographies, it also has the highest vacancy rate and has experienced negative net absorption in the sector over the past two years.

**Table 3-19: Industrial and Flex Space Trends**

Item (as of Q4 2019)	Lawndale	Trade Area [1]	South Bay [2]
<b>Performance</b>			
NNN Rent per Square Foot	\$15.00	\$13.22	\$14.81
Vacancy	3.1%	1.7%	1.8%
<b>Inventory</b>			
Square Feet	329,153	71,596,468	123,755,603
Share of Trade Area	0.5%	-	-
Share of South Bay	0.3%	58%	-
<b>Growth 2010 - Q4 2019</b>			
Net New Inventory	0	2,583,006	4,461,798
% of Total Inventory	0.0%	3.6%	3.6%
Share of Trade Area	0.0%	-	-
Share of South Bay	0.0%	57.9%	-

[1] Trade Area includes the cities of Gardena, Hawthorne, Lawndale, Redondo Beach, and Torrance

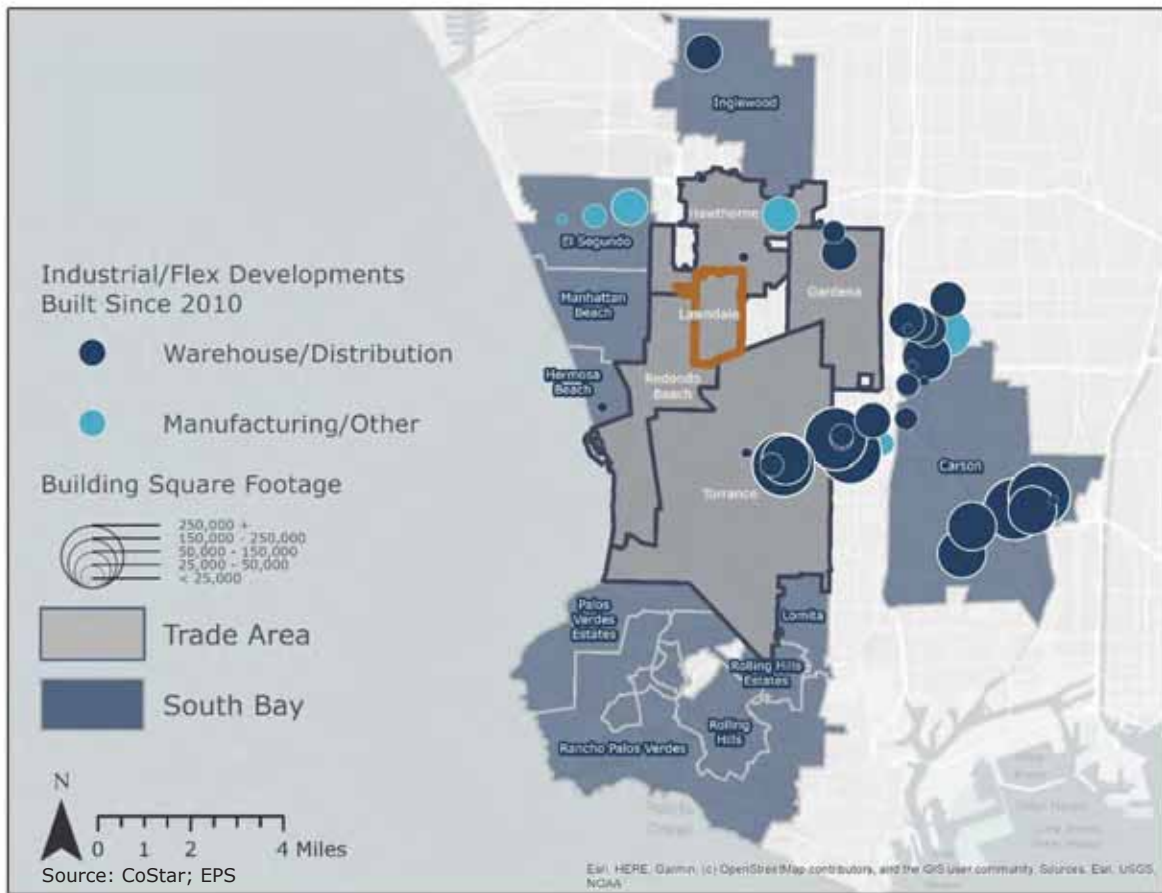
[2] South Bay includes cities of Carson, El Segundo, Gardena, Hawthorne, Hermosa Beach, Inglewood, Lawndale, Lomita, Manhattan Beach, Palos Verdes Estates, Rancho Palos Verdes, Redondo Beach, Rolling Hills, Rolling Hills Estates, and Torrance.

Source: CoStar; EPS

The primacy of industrial and flex space in the Trade Area and South Bay Region are legacies of the industries that have and still predominate the area, including trade/logistics, aerospace, oil refining, and automotive. In recent years, new space in this category has primarily been built for warehousing and distribution uses, as shown in Figure 3-8. This trend reflects the overall growth in the transportation and warehousing industries regionwide, and the Trade Area and South Bay Region's particular locational assets for these industries, including proximity to major transportation corridors and the Ports of Los Angeles and Long Beach.



Figure 3-5: Industrial and Flex Space Built in South Bay Since 2010



Lawndale does not have the same level of existing industrial and flex space as is found in other parts of the region. The City’s loss of jobs in the manufacturing, wholesale trade, and transportation/warehousing industries since 2010, even as those industries grew regionally and employed an increasing number of Lawndale residents, are indicative of the continuing shift of those jobs to locations where new space can be accommodated. While this type of use may continue to grow regionally, Lawndale’s land use patterns and built-out nature are not conducive to accommodating new space in this category, given the large footprints required.

### 3.4.4 Office

#### Inventory and Trends

The office space inventory in Lawndale is approximately equivalent to its industrial and flex space. While the City has the lowest office vacancy rates compared to the Trade Area and South Bay Region, it also has the lowest rents, and only represents two percent of all office space in the Trade Area and less than one percent of the South Bay Region (see Table 3-20). Since 2010, the office inventory in Lawndale has remained stable, while the Trade Area has seen a small net loss of space. By contrast, the South Bay Region overall experienced growth in office space inventory over the same period.

**Table 3-20: Office Space Trends**

Item (as of Q4 2019)	Lawndale	Trade Area [1]	South Bay [2]
<b>Performance</b>			
Gross Rent per Square Foot	\$15.29	\$30.41	\$39.67
Vacancy	4.9%	9.5%	10.9%
<b>Inventory</b>			
Square Feet	308,839	18,980,922	42,696,039
Share of Trade Area	2%	-	-
Share of South Bay	0.7%	44%	-
<b>Growth 2010 - Q4 2019</b>			
Net New Inventory	0	-62,750	1,441,459
% of Total Inventory	0.0%	-0.3%	3.4%
Share of Trade Area	0.0%		
Share of South Bay	0.0%	-4.4%	

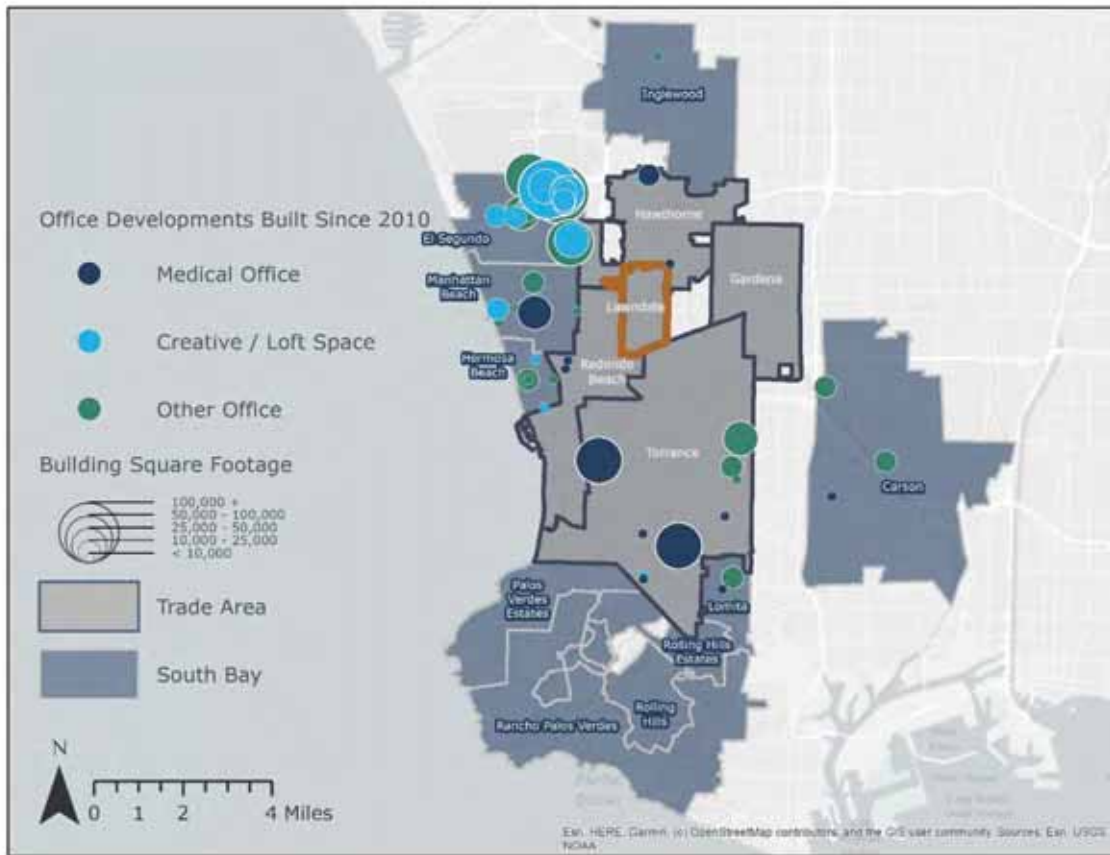
[1] Trade Area includes the cities of Gardena, Hawthorne, Lawndale, Redondo Beach, and Torrance

[2] South Bay includes cities of Carson, El Segundo, Gardena, Hawthorne, Hermosa Beach, Inglewood, Lawndale, Lomita, Manhattan Beach, Palos Verdes Estates, Rancho Palos Verdes, Redondo Beach, Rolling Hills, Rolling Hills Estates, and Torrance.

Source: CoStar; EPS

Close to half of the new office space developed in the South Bay Region was designed as creative and loft space, with the majority built in El Segundo (see Figure 3-9). Another 15 percent is medical office space, largely located in Torrance. Both of these use types represent opportunities for office space development in Lawndale, particularly if it is built within a mixed-use environment. Given the relatively low rental rates in the City currently, it is possible that new or redeveloped space could represent a discount relative to the “hotter” neighboring markets, attracting businesses that have been priced out of those areas. As with retail, the COVID-19 pandemic has accelerated certain shifts in office use and presented new concerns and requirements around office design. And as with retail, planning to accommodate these changes can position the City to capture new demand in the future.

Figure 3-6: Office Space Built in South Bay Since 2010



### 3.4.5 Hospitality

#### Inventory and Trends

Within the context of the Trade Area and South Bay, hotel development in Lawndale is limited. The City has about 305 rooms across five hotels, representing four percent of all rooms in the Trade Area and two percent of rooms in the South Bay Region (see Table 3-21). As shown in Figure 3-10, the primary clusters of hotels in the South Bay are in El Segundo, Inglewood, and Hawthorne, adjacent to Los Angeles International Airport; along Route 1 near the coast; along Western Avenue in Gardena; and near the Del Amo Fashion Center in Torrance.

The City's low inventory of hotel rooms, particularly in relation to the other Trade Area cities, represents an opportunity for future growth. Capturing new hotel development will have economic implications, not only for job creation, but also for the City's budget. In 2019 the City collected approximately \$750,000 in transient occupancy tax (TOT)—the lowest amount among the five Trade Area cities.<sup>9</sup> However, TOT levels in the City have been on an upward trajectory over the past decade.

<sup>9</sup> Visit California, "California Travel Impacts: 2000-2019p," April 2020.

The City's has the locational assets that can attract new hotels, specifically its proximity to major transportation corridors that provide easy access to Los Angeles International Airport, Downtown Los Angeles, and centers of business and tourism activity along the coast and in the Westside Region of Los Angeles County. Redevelopment along Hawthorne Boulevard can also increase the City's attractiveness as a place for business and leisure travelers to stay. That said, the hospitality sector has been one of the hardest-hit by the COVID-19 pandemic, which will likely limit investment and expansion in the near term.

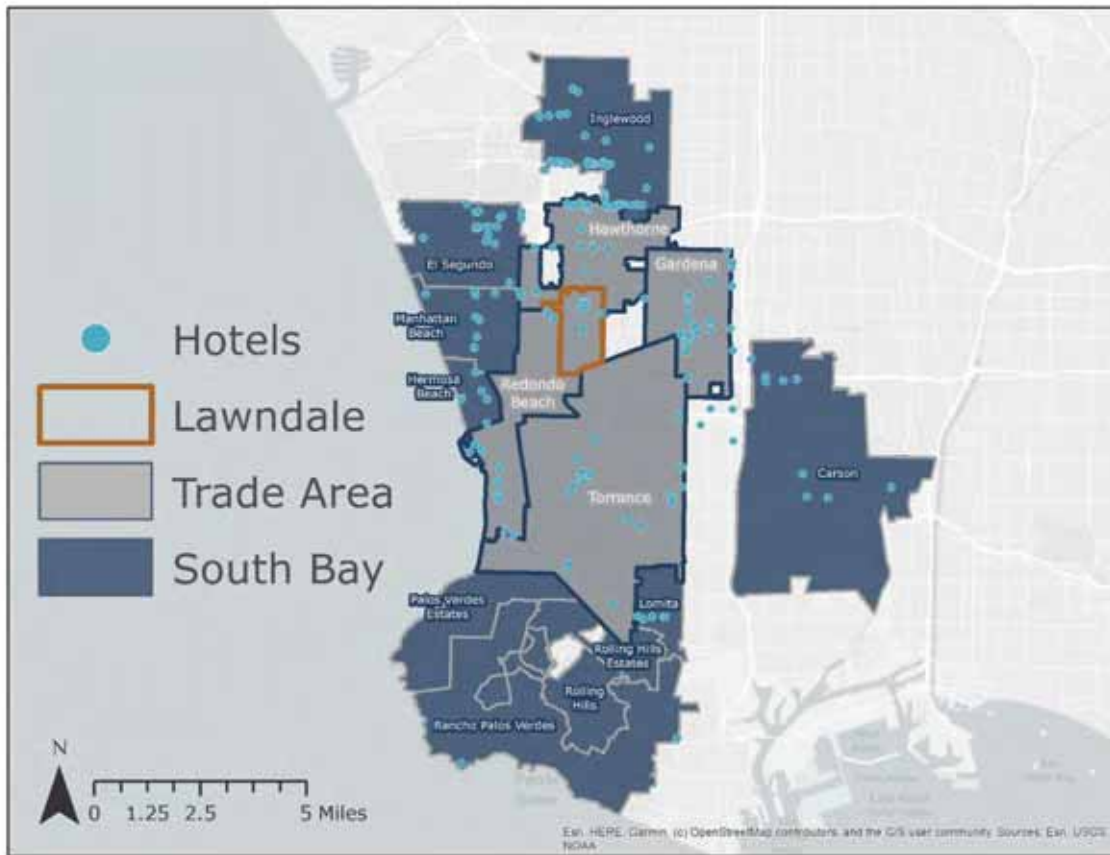
**Table 3-21: Hotel Inventory in Lawndale, Trade Area, and South Bay**

Name	Number of Rooms	Year Built	Star Rating
<b>Lawndale Hotels</b>			
Travelers Inn	40	1988	3
Budget Inn Motel	21	1954	2
Baymont Inn	104	1985	3
Best Western Motel	97	1983	3
Days Inn by Wyndham	43	1987	3
Prairie Motel	N/A	N/A	2
<b>Total</b>	<b>305</b>		
<b>Trade Area Hotels</b>		<b>Most Recent</b>	
One-Star Hotels	138	1960	
Two-Star Hotels	1,297	2014	
Three-Star Hotels	4,813	2017	
Four-Star Hotels	1,022	2018	
<b>Total</b>	<b>7,270</b>		
<b>Lawndale Share</b>	<b>4.2%</b>		
<b>South Bay</b>			
One-Star Hotels	241	1989	
Two-Star Hotels	2,713	2014	
Three-Star Hotels	9,891	2016	
Four-Star Hotels	2,182	2019	
<b>Total</b>	<b>15,027</b>		
<b>Lawndale Share</b>	<b>2.0%</b>		

Note: Total rooms count represents a minimum, as data on number of rooms was not available for all hotel properties.

Source: CoStar; TripAdvisor; Expedia; Hotelopia; Economic and Planning Systems

Figure 3-7: Location of Hotels in South Bay Region



### 3.5 REFERENCES

The primary sources of data referenced for this chapter are the following:

Economic & Planning Systems, Inc. 2020. Lawndale General Plan Update Demographic, Socioeconomic, and Market Conditions and Trends Report.

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## 4 MOBILITY

This chapter describes the regulatory framework and existing transportation conditions in the City of Lawndale. A discussion of pertinent regional and local regulations and plans is presented first (federal and State regulations are presented in Chapter 10, Regulatory Environment). This is followed by a discussion of transportation facilities in Lawndale that accommodate pedestrians, bicycles, transit, freight, and automobiles, plus an assessment of commute trip patterns, roadway operations, and collisions. At the end, new technologies in transportation are recommended.

The Mobility Element of the General Plan Update addresses active transportation modes, complete streets, vehicular operations, and mobility options for transit-dependent populations. In addition, transformational technologies, like transportation network companies (e.g., Uber, Lyft, Bird, Lime) and the future advent of connected/autonomous vehicles will also be addressed. In particular, connected/autonomous vehicles may affect the parking demand for various uses, allow for changes to the need for public parking facilities and therefore the City's parking requirements.

Finally, Senate Bill (SB) 743 provides the Vehicle Miles Traveled (VMT) metric for environmental review impact analyses, while Level of Service (LOS) remains the metric to measure operating conditions of roadways and impacts to local circulation outside the realm of the CEQA analysis. The Mobility Element will consider the projected increases in City population and employment through 2040 and the resulting increase in demand on transportation facilities.

### 4.1 REGIONAL AND LOCAL REGULATORY FRAMEWORK

The regulatory framework includes federal, State, regional and local plans pertinent to the City of Lawndale and the California Environmental Quality Act (CEQA) review process for transportation and circulation. Federal and State regulations are presented in Chapter 10, Regulatory Environment. Regional and local regulations are presented below.

#### 4.1.1 Regional Regulations

##### **Southern California Association of Governments (SCAG)**

The Southern California Association of Governments (SCAG) is a federally designated Metropolitan Planning Organization (MPO) and is made up of six counties and 191 cities. SCAG develops long-range regional transportation plans including sustainable communities' strategies and growth forecast components, regional transportation improvement programs, regional housing needs allocations, and a portion of the South Coast Air Quality Management Plans.

On May 7, 2020, SCAG's Regional Council adopted Connect SoCal (2020 – 2045 Regional Transportation Plan/Sustainable Communities Strategy) for federal transportation conformity purposes only. Connect SoCal outlines more than \$638 billion in transportation system investments through 2045.

##### **Los Angeles County Metropolitan Transportation Authority**

The Los Angeles County Metropolitan Transportation Agency (Metro) coordinates transportation planning efforts throughout Los Angeles County and programs local, regional, state and federal funding for project implementation. Additionally, it prepares the Congestion Management Program (CMP), a plan mandated by California law to describe the strategies to address congestion problems on the CMP network, which includes State highways and principal arterials. The CMP Guidelines

require analysis of the Metropolitan Transportation System (MTS) roadway and transit system and uses level of service standards to measure congestion and to determine how local governments meet CMP standards.

The 2020 Long Range Transportation Plan (LRTP) provides a detailed roadmap for how Metro will plan, build, operate, maintain, and partner for improved mobility in the next 30 years. The LRTP guides future funding plans and policies needed to move LA County forward for a more mobile, resilient, accessible and sustainable future. The adopted 2020 plan lays out a strategy for meeting transportation needs for all users in LA County and includes projects and other improvements for new and existing freeways, local streets, and public transit (paratransit, buses, rails, ferries), as well as facilities and programs to support bicycling and walking.

Metro has several countywide planning efforts that outline regional networks and provide guidance on best practices. These plans include the Countywide Multimodal Arterial Plan, the Countywide Goods Movement Plan, the Countywide Transit Plan, the Active Transportation Strategic Plan, and the First Last Mile Strategic Plan.

Metro has plans to extend the C Line from Redondo Beach Station to the new Torrance Transit Center, which would travel through the City. Metro is considering three configuration alternatives, two along Metro-owned ROW and one along Hawthorne Boulevard. The determination of the locally preferred alternative is anticipated in 2023.

### **County of Los Angeles Department of Public Works**

Streets in unincorporated areas are under the jurisdiction of the County of Los Angeles Department of Public Works. Department staff members are responsible for maintaining and operating all streets located on County property.

As the City of Lawndale does not have its own adopted guidelines or methodologies for the evaluation of transportation-related impacts, projects follow the Traffic Impact Assessment Guidelines developed by the County of Los Angeles Department of Public Works. These guidelines establish the standards for which the trips generated by a project would impact an intersection or roadway segment.

#### **4.1.2 Local Regulations**

With the exception of State highways that are under Caltrans' jurisdiction (note that Hawthorne Boulevard is maintained by the City of Lawndale), streets in Lawndale are generally under the jurisdiction of the City.

#### **Lawndale General Plan**

The current Lawndale General Plan, adopted in 1991 and amended in 1992, is the primary planning document for the City and serves to guide new development and infrastructure in the city. The General Plan Circulation Element provides the policy framework for the regulation and development of transportation systems, balancing demands for moving people and goods within the city. In particular, the Circulation Element addresses vehicular, pedestrian, bicycle, transit, goods movement, and rail transportation, plus parking. The General Plan Update has a 2045 planning horizon.



The existing City of Lawndale General Plan identifies the following goals and policies related to mobility.

Element	Topic Area	Goal	Policy
Circulation Element	Integrated Transportation System	Goal 1: Provide an integrated transportation system for the safe and efficient movement of people and goods with minimal disruption to the environment within and through the City of Lawndale.	<p>Policy 1a: The City's circulation plan shall be designed to provide the facilities and level of access necessary to serve the specific existing and proposed land uses proposed in the land use plan and regional travel needs.</p> <p>Policy 1b: The City shall provide necessary facilities to obtain a balanced use of all travel modes to address the transportation needs of all ages and to provide mobility for a variety of trip purposes. The City shall generally recognize the following priorities for new transportation facilities, in descending order: vehicular, transit, pedestrian, bicycle where street ROW allows, and freight movement.</p>
	Master Transportation System	Goal 2: Consider all modes of transportation, including motor vehicle (Master Transportation Plan), mass transit (public and private bus, rail, and taxi systems), air transportation, and non-motorized transportation (pedestrian, and bicycle).	<p>Policy 2a: The City shall plan, design, and implement a street system that recognizes the importance of the use and function of each hierarchical street classification. These street classifications include major highway, secondary highway, collector street, and local street. The function of each is described below:</p> <p>Major Highway -The main function of this classification is to provide regional, subregional, and intra-city travel services. Features include high design standards with six (or more) travel lanes, raised and landscape medians.</p> <p>Secondary Highway -The secondary highway street system is designed for intra-city travel as opposed to providing direct access to abutting properties. Typical design features include provisions for four travel lanes without a raised median. Parking is generally permitted, except in areas where turn pockets or continuous center lanes are provided.</p> <p>Collector Street - The collector street is designed to connect local streets with the adjacent arterial street system. Design standards include provision for two travel lanes and parking, except in specific locations where parking is removed to provide turn lanes at intersections.</p> <p>Local Street - The local street is designed to provide access from neighborhoods to the collector street system. This classification should be discontinuous in alignment so through traffic is discouraged. Typical design standards include provisions for one travel lane in each direction, parking on both sides, and direct driveway access.</p> <p>Policy 2b: The Circulation Plan (see Figure F) schematically shows the locations where different street classifications interface. Normally, the transition</p>

			<p>from one classification to another will occur in mid-block areas to preclude noncontinuing lanes at intersections. The design criteria (design speed, curve radii, etc.) for the higher classification shall generally take precedence through the transition area. The City Engineer shall review these transition areas and provide guidance in achieving this policy.</p> <p>Policy 2c: The City shall set a goal for an acceptable traffic service standard during AM and PM peak periods at a LOS C for all arterial and street link with corresponding standard of LOS D for all intersections. These service values are defined by the 1985 edition of the Highway Capacity Manual or any subsequent edition thereof. This policy shall acknowledge that the aforementioned LOS standards may not be attainable on some existing facilities where abutting development precludes acquisition of additional right-of-way needed for changes in facility classification.</p> <p>Policy 2d: The City shall adopt design standards for all streets in accordance with their functional classifications and recognized design guidelines. In developing these guidelines, the City should consider Los Angeles County, Caltrans and American Association of State Highway &amp; Transportation Officials (AASHTO) design standards.</p> <p>Policy 2e: The City shall institute street access guidelines consistent with the street classifications. These shall be applied, where feasible, to all new development or redevelopment projects. The following guidelines shall be used to define appropriate access:</p> <p style="padding-left: 20px;">The City shall prohibit driveway access to major highways.</p> <p style="padding-left: 20px;">Access to secondary highways shall not be permitted unless there is no other reasonable means of access to the public street system. Where access to major or secondary highways must be allowed, it shall be limited through the use of medians and/or access control maintain street capacity.</p> <p style="padding-left: 20px;">Access along secondary highways should be located with a desirable minimum of 100 feet from the ends of the curb returns.</p>
	Roadway Improvements	Goal 3: Develop alternative transportation strategies designed to reduce traffic volumes and improve traffic flow in accordance with the Air Quality Management Plan Element.	Policy 3a: The City shall require or provide adequate traffic safety measures on all existing roadways. These measures may include, but not be limited to, appropriate levels of maintenance, proper street design, traffic control devices (signs, signals, and striping), street lighting, and coordination with the school districts to provide school crossing signs and protection.

			<p>Policy 3b: The City should consider giving priority to funding and implementing projects which relieve existing deficiencies.</p> <p>Policy 3c: The City shall, where feasible, interconnect traffic signals to form area networks or corridor systems. These systems shall be timed to facilitate the flow of through traffic on the arterial system, thus enhancing the movement of vehicles and goods through the City, while reducing fuel consumption and air pollution.</p> <p>Policy 3d: The City shall approve and build streets as per adopted City standards.</p> <p>Policy 3e: A capital improvement program (CIP) shall establish priorities for major public expenditures. This program should identify areas of greatest public need, be coordinated with all short and long range planning, demand the most efficient utilization of the tax dollar and always be in balance with the City's financial resources. f. Place identifying emblems, gateways or monuments at critical boundary locations and in particular upon existing Hawthorne Boulevard (further detailed in the Hawthorne Boulevard Corridor Specific Plan).</p> <p>Policy 3g: Encourage utility companies and agencies to improve and beautify their facilities and placing utilities underground as quickly as possible.</p> <p>Policy 3h: Replant/replace or introduce new landscaping along all new roadways or those which have been redesigned/reconstructed, to preserve the visual aesthetics of the roadway.</p> <p>Policy 3i: Analyze, upgrade and enforce parking standards relating to residential developments with the approval of the Planning Commission, City Council and City staff including:</p> <ul style="list-style-type: none"> <li>Parking space size and access</li> <li>Convenience of parking to the units</li> <li>Number of spaces per unit</li> <li>Parking for commercial vehicles</li> <li>Parking for recreational vehicles</li> </ul>
	<p>Transportation Demand Management</p>	<p>Goal 4: Participate in and assist with coordinating regional efforts which integrate the City's transportation system with the regional transportation system.</p>	<p>Policy 4a: The City shall encourage the reduction of the total number of daily and peak hour vehicle trips and provide better utilization of the circulation system through development and implementation of overall Transportation Demand Management (TDM) and Transportation System Management (TSM) programs. These may include implementation of mandatory peak hour trip reduction requirements, requirements for staggered work hours, increases in development of employment centers where transit usage is highly</p>

			<p>viable, encouragement of ride sharing in the public and private sector, provision for park-and-ride facilities adjacent to the regional transportation system, and provisions for transit subsidies.</p> <p>The City shall assist employers to work with Caltrans rideshare branch (Commuter Computer) where there are existing or planned employment centers.</p> <p>Policy 4b: The City shall consider the use of bicycle lanes where feasible during the design and improvement of the street system.</p> <p>Policy 4c: The City shall update and maintain a bikeway plan with recommended routes for bicyclist to use. These routes shall connect residential areas with schools, parks, recreation areas, major employment centers, and neighborhood commercial areas.</p> <p>Policy 4d: The City shall generally require pedestrian facilities along all streets.</p> <p>Policy 4e: The City shall require that adequate off-street parking be provided for all properties.</p> <p>Policy 4f: The City shall maintain curb use priorities that consider, in descending order, the needs of through traffic, transit stops, bus turnouts, passenger loading needs, and short and long term parking.</p> <p>Policy 4g: The City shall discourage the use of public streets for freight loading and unloading.</p>
	<p>Public Transit and Railway Transit</p>	<p>Goal 5: Promote public transit and railway transit development and usage are integral part of the multi-modal system is the provision for public transit and rail service.</p>	<p>Policy 5a: The City shall cooperate with Caltrans and the Los Angeles County Transportation Commission (LACTC) to attain a balance of transportation opportunities. This shall include the establishment of criteria to implement transit improvements, short/long range transit service plans corridor improvements, transit centers, park and ride lots with amenities; for bicyclist, and the preservation of rights-of-way for commuter rail stations.</p> <p>Policy 5b: The City shall require developers to construct, when appropriate, transit facilities, including bus tum-outs where feasible on arterials and bus stop amenities, including lighted shelters/benches, telephones, and route information sign holders.</p> <p>Policy 5c: The City should work with the Southern California Rapid Transit District (SCRTD) to establish transit stops adjacent to senior housing programs, areas with high concentrations of medical facilities, and major employment centers, as well as retail and commercial areas.</p>

			<p>Policy 5d: The City should continue to work with the SCRTD, Caltrans, and LACTC to plan and implement a commuter rail system. This shall include the appropriate location routes of stops, service schedules, fees, bus routes, parking needs, a transit terminal/park and ride lot, and funding.</p> <p>Policy 5e: The City shall work with the SCRTD to assure that transit centers and major stops have adequate bicycle and pedestrian access, including, secure bicycle storage, where appropriate. The City shall encourage, more bus services which accommodate bicycles, where appropriate.</p> <p>Policy 5f: The City, in coordination with the SCRTD, shall encourage the implementation and utilization of a multi-modal transit center by coordinating bus routes and requiring, when applicable, shuttle services to major employment centers.</p> <p>Policy 5g: The City shall encourage additional passenger usage of railroad service by providing safe and adequate parking facilities with shuttle service appropriate, enhanced landscaping, and adjacent recreational area. Ancillary services, such as cafes, postal services, and small shops should be considered for development around the station.</p>
	<p>Nonmotorized Transportation</p>	<p>Goal 6: Enhance environmental and social benefits for the citizens of Lawndale by providing an integrated system of bicycle and pedestrian networks with associated facilities for the safe and efficient movement of people in and through the City of Lawndale.</p>	<p>Goal 6a: The City shall provide bikeways (as defined by Caltrans) throughout the City to encourage bicycle usage in place of the automobile.</p> <p>Goal 6b: The City shall provide properly designed pedestrian facilities for the handicapped and elderly population to assure their safety and enhance mobility.</p>
	<p>Bicycle Facilities</p>	<p>Goal 7: Provide an integrated circulation system and bicycle facilities to promote the environmental and social benefits of commuter and recreational bicycling. The bicycle circulation system and bicycle facilities shall provide mobility and safety to all persons and areas within the City of Lawndale.</p>	<p>Policy 7a: Class II Bikeways (on-street bike lanes) shall be planned into all major, highways.</p> <p>Policy 7b: Collector streets, which are identified to function as links for the bicycle circulation system, should be provided with Class II Bikeways (bike lanes). In such cases, the City shall accommodate cyclists on these identified streets by widening the street or eliminating on-street parking wherever possible.</p> <p>Policy 7c: The use of land shall integrate the bicycle circulation system with auto, pedestrian, and transit systems. Development shall provide short-term bicycle parking and long term bicycle storage facilities, such as bicycle racks, pedestal posts, and rental bicycle</p>

			lockers. Provision of bicycle storage facilities shall apply to median and high density residential developments as well. Development shall provide safe and convenient bicycle access to high activity land uses, such as schools, parks, and shopping, employment, and entertainment centers.
	Pedestrian Facilities	Goal 8: Provide for safe pedestrian circulation throughout the City, including sidewalks, pedestrian malls, and trails.	Policy 7d: The City shall continue seeking funds at the private, local, and federal levels for bicycle circulation system expansion.  Policy 8a: The construction of a minimum of 5-foot wide sidewalk shall be required in all new developments and street improvements. Policy 8b: The City shall encourage the inclusion of common open space for pedestrian use within residential development areas. Policy 8c: The City shall, in accordance with state law, provide access for the handicapped and elderly to all streets by providing handicapped ramps at the intersections.

### Hawthorne Boulevard Specific Plan

As a supplement to the 1992 General Plan, the Hawthorne Boulevard Specific Plan was also developed in 1999. The Plan outlined a long-term vision for land use and development standards, circulation improvements, and an overall vision for streetscape to help make Hawthorne Boulevard a successful, urban corridor. In 1998, Lawndale citizens voted to approve up to \$15 million for the physical improvement of Hawthorne Boulevard.

### South Bay Bicycle Master Plan

This 2011 South Bay Bicycle Master Plan, prepared for the Los Angeles County Bicycle Coalition and the South Bay Bicycle Coalition, aims to develop and maintain a cohesive and connected bicycle network and policy strategy for the cities of El Segundo, Gardena, Hermosa Beach, Lawndale, Manhattan Beach, Redondo Beach, and Torrance. The plan proposes the installation of 213 additional miles of bike facilities, including over 20 miles of bicycle facilities within Lawndale. The plan generally recommends adding Class II bicycle lanes to the City’s arterial streets and designating key collector and local streets as “bike-friendly streets.”

### Lawndale Capital Improvement Program (CIP)

Lawndale’s Public Works Department plans, designs, and implements capital projects to improve and preserve community assets. The City’s Capital Improvement Program (CIP) outlines the City’s planned capital and infrastructure improvements. The program covers street, concrete (including sidewalk and curb and gutter), traffic parks, and city facility improvements.

### Lawndale Parkway Design Policy Guidelines

First developed in 2018 and updated in July 2020, the Lawndale Parkway Design Policy Guidelines outlines specific guidelines and standards for parkways in the City. Parkway are defined as a portion of the public right-of-way that includes the strip of land between the street and the

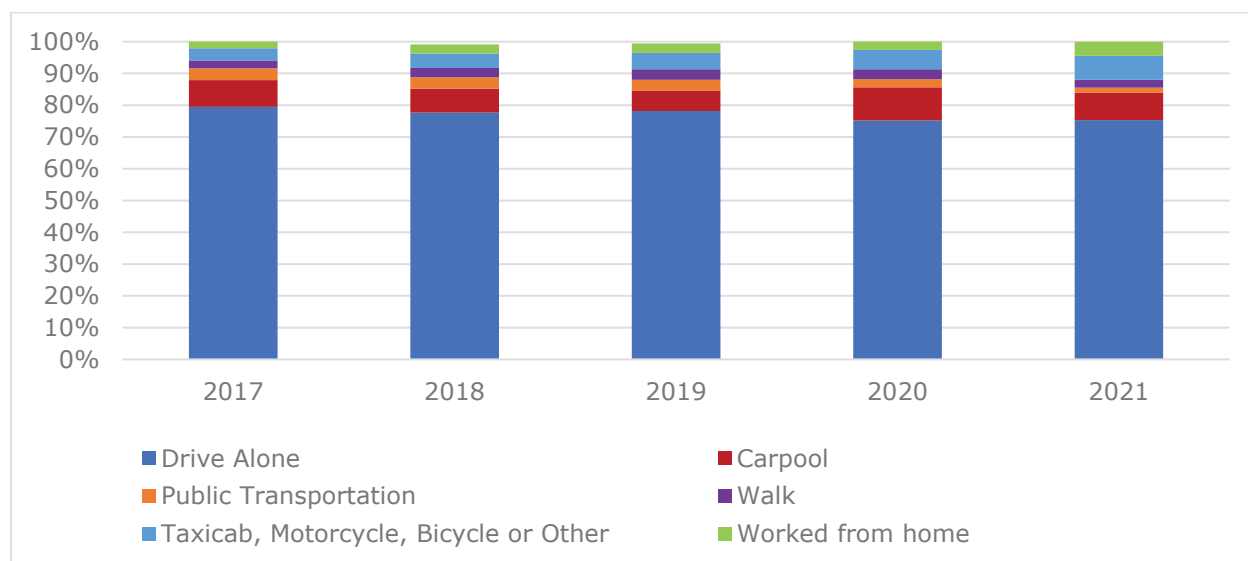
walkway. In Lawndale, property owners adjacent to the parkway are responsible for maintaining the area, except for street trees that are maintained by the City.

## 4.2 EXISTING SETTING

### 4.2.1 Worker Travel Behavior

According to data obtained from the U.S. Census Bureau American Community Survey (ACS), the mode share for Lawndale commuters has changed slightly in recent years. Table 4-1 outlines the commute mode share for Lawndale residents. Based on the most recent five-year estimates from the ACS (2017 to 2021), commuters driving alone and carpooling account for nearly 85 percent of the mode share. The COVID-19 pandemic had an impact on the percentage of commuters carpooling, taking public transportation and working from home. Commuting by carpool has increased from 8.4 percent in 2017 to 10.4 percent in 2020 and then decreased to 8.7 percent in 2021. Commuting by public transportation decreased from 3.8 percent in 2017 to 1.5 percent in 2021 while the percentage of commuters working from home increased from 2.5 percent in 2017 to 4.4 percent in 2021.

**Table 4-1: Lawndale Share Commute Mode Share by Year**



Source: Census, ACS (2017-2021)

### Vehicle Miles Traveled

Vehicle Miles Traveled (VMT) is a common metric used to understand and quantify the amount of travel for all vehicles within a specified area and timeframe. With the approval of SB 743, which promotes the reduction of greenhouse gas emission and developing multimodal transportation networks, VMT is now used by agencies to understand transportation impacts under CEQA. Since VMT measures the total number of miles traveled by all vehicles, distances traveled and the proportion of trips made by non-vehicles are key factors that affect an area’s VMT. Areas that have a diverse land use density, are walkable, and provide connectivity to quality transit and non-motorized facilities typically have lower VMT that suburban areas where residents must travel longer distances for work, shopping, and school.

## Mobility

The SCAG 2016-2040 Regional Transportation Plan/ Sustainable Communities Strategy (2016 RTP/SCS) travel demand model was used to estimate existing VMT metrics. Table 4-2 outlines several VMT metrics based on the SCAG model's "base conditions" scenario, which relies on existing travel characteristics and the built environment (such as land use quantities and patterns). The model estimates that approximately 771,188 vehicle miles of travel are generated daily within the City of Lawndale. This estimate reflects trips beginning or ending within the City of Lawndale and does not include regional traffic passing through the area (such as traffic on I-405). In addition, the current VMT per capita is 9.87 and the VMT per employee is 16.26 on a citywide basis.

**Table 4-2: City of Lawndale Vehicle Miles Traveled (VMT) – Existing Conditions**

Row ID	Measurements	Amount	Note
1	Total VMT Generated by Lawndale Land Uses	893,513	VMT for all vehicle trips with an origin and/or destination within the City of Lawndale.
2	Total Home-Based VMT for Lawndale Households	378,185	All home-based production trips including any portion of trip beyond City Limits
3	Total Home-Based Work VMT for Lawndale Households	152,996	All home-based work attraction trips including any portion of trip beyond City Limits
4	City of Lawndale Residents	38,313	Source: SCAG RTP/SCS Travel Demand Model
5	City of Lawndale Employees	9,408	Source: SCAG RTP/SCS Travel Demand Model
6	VMT per Capita (Resident)	9.87	Citywide Average: row 2 divided by row 4
7	VMT per Employee	16.26	Citywide Average: row 3 divided by row 5

Source: Kittelson & Associates, Inc., 2020.

## Pedestrian Facilities

The City of Lawndale offers several types of facilities and amenities that support walking in the City. The availability and quality of pedestrian facilities vary throughout the City and can be analyzed using the following key factors:

















- **Sidewalk Availability Continuity:** Sidewalk availability is core to supporting walkability and safety separating pedestrians from vehicles and other modes. In addition, it is important that sidewalks are present on both sides of the roadway and are available along the entire segment rather than end midblock.
- **Sidewalk Conditions:** Cracked, broken, or otherwise damaged sidewalks can pose a safety hazard and discourage walking.
- **Crosswalk Availability:** Marked crosswalks can safely accommodate pedestrians that need to cross streets. A lack of marked crosswalks could hinder walkability since pedestrians need to travel greater distances to reach a safe marked crossing point. Drivers may also be less likely to yield to intersections at unmarked crossings.
- **Shading:** Shading, whether natural or artificial, can encourage walking in areas such as Southern California which are relatively warm with limited rainfall, especially in the summer.
- **Grade:** Steep hills and ravines can discourage walking, especially for pedestrians with limited mobility.
- **Buffers:** Buffers which provide separation between pedestrians and moving vehicles can help improve the walking experience, and can include landscaping, parked vehicles, and bulbouts, which serve to both reduce pedestrian crossing distances at intersections and as a traffic calming measure.
- **Amenities:** In addition to physical facilities that accommodate walking, useful or interesting amenities along sidewalks create a more interesting walking environment and



increase pedestrian comfort. Amenities can include sidewalk-adjacent retail and restaurants, landscaping, and street furniture.

The availability and quality of pedestrian facilities vary throughout the City and can be analyzed using seven key factors as shown in Table 4-3. Locations of sidewalks are shown in Figure 4-1.

**Table 4-3: Pedestrian Facility Conditions in Lawndale**

Factor	Assessment	Overview of Conditions	
 Sidewalk Availability		Sidewalks are generally provided on both sides of major and neighborhood streets across the city. No significant gaps were identified across the city.	
 Sidewalk Conditions		Sidewalks on neighborhood streets throughout the city are generally in good condition, free of cracks or uplifts. While sidewalks are present along major corridors (such as Redondo Beach Boulevard, Manhattan Beach Boulevard, Inglewood Avenue, and Marine Avenue) conditions range from poor to fair, with areas experience uplifts, cracks, and uneven surfaces.	
 Crosswalk Availability		Marked crosswalks are consistently provided at major intersections across the city. While marked crosswalks are provided at major intersections, some intersections have faded markings.	
 Shading		Some shading is provided across the city in the form of tree landscaping on both sides of major and neighborhood street. Less shading is observed, however, on Rosecrans Avenue, Prairie Avenue, and Crenshaw Boulevard.	
 Flat Grade		The city road network is generally flat without steep grade changes at the pedestrian level.	
 Buffer		Within Lawndale's residential neighborhoods, buffers consist of grass, trees, and other landscaping. Along major corridors, however, sidewalks are generally constructed adjacent to the roadways; however, many streets do allow on-street parking.	
 Amenities		Within Lawndale's residential neighborhoods, the primary amenity is street landscaping. There are several neighborhood parks, including William Green Park, Roger Anderson Park, and one Addams Park, that are accessible to pedestrians. Major roads, however, offer few pedestrian-level amenities, and retail is generally not pedestrian-facing.	
Legend			
	Facilities are generally present and in good condition		Facilities are generally not present or in poor condition

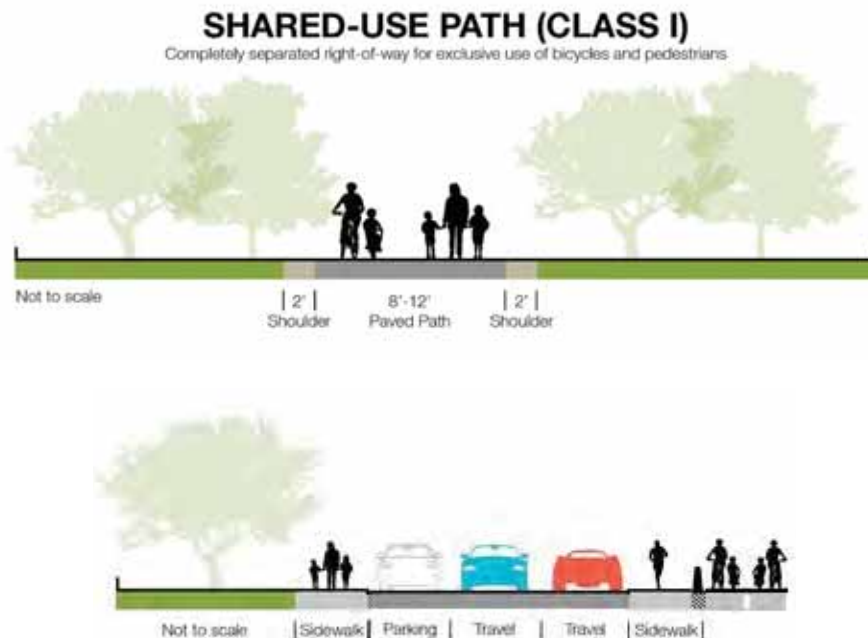
Source: Kittelson & Associates, Inc., 2020

## Bicycle Facilities

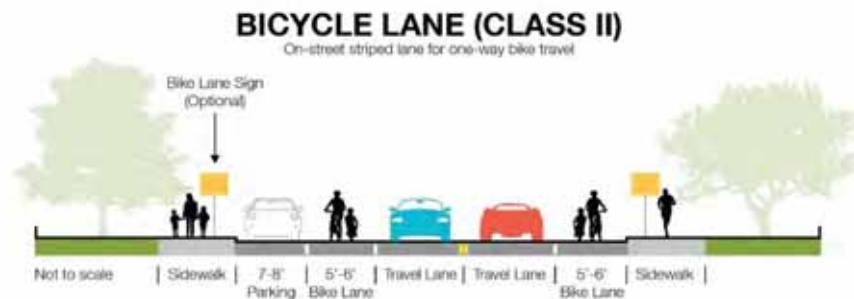
The City of Lawndale does not currently provide any bicycle facilities on its street network. Facilities have been proposed through several documents and plans, including the South Bay Bicycle Master Plan (2011), the Los Angeles County Bicycle Master Plan (2012), and the LA Metro Bicycle Transportation Strategic Plan (2006). However, there are currently no bike-related projects included in Lawndale’s Capital Improvements Program.

Figure 4-2 displays the planned bike facilities in Lawndale and in its immediate vicinity. Caltrans categorizes bicycle facilities into four types, as described and depicted in illustrations 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.

- 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 separate from any street or highway.



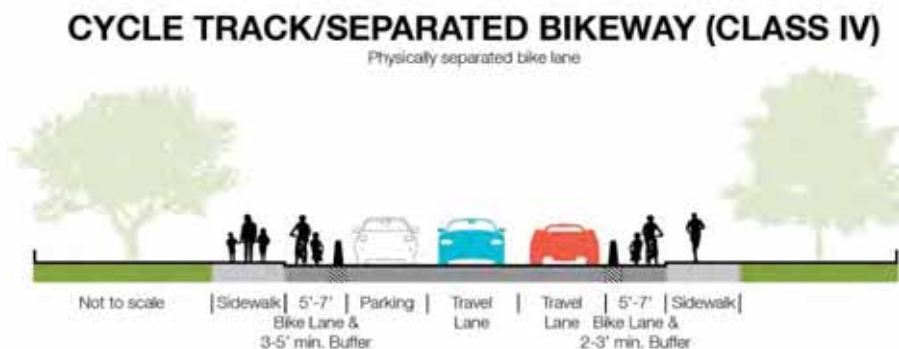
- Class II Bikeway (Bike Lane). A striped and stenciled lane for one-way bicycle travel on a street or highway. This facility could include a buffered space between the bike lane and vehicle lane and the bike lane could be adjacent to on-street parking.



- 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).



- 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.



As shown in Figure 4-2, Interstate 405 (I-405) represents a major barrier for bicyclists in both the north/south and east/west direction. The only roadways that provide access under I-405 are Inglewood Avenue, Hawthorne Boulevard, Manhattan Beach Boulevard, 166th Street, and Redondo Beach Boulevard. The Metro rail right-of-way (ROW) also presents a challenge to bicyclists, especially in the residential area south of Manhattan Beach Boulevard. The only available railway crossings south of Manhattan Beach Boulevard are at 159th Street, 160th Street, 161st Street, 162nd Street, and 170th Street.

### Transit Service

Transit service in Lawndale is primarily provided by Metro, whose transportation system provides bus and passenger rail service throughout Los Angeles County, and by Lawndale Beat, a local agency that runs fixed-route bus service throughout Lawndale. The adjacent cities of Gardena and Torrance also provide local transit options that operate through Lawndale.

#### *Lawndale Beat*

Lawndale Beat provides a local transit option through the operation of two fixed-route bus routes: Express Route and Residential Route. The Express Route offers service from LA Metro's C Line (Green Line) Station on Marine Avenue to the Galleria at South Bay shopping area south of Artesia Boulevard on Hawthorne Boulevard. The Residential Route provides service to various residential areas, parks, schools, and shopping areas.

The Express Route operates with a 40-minute headway, running from 7:20 am to 5:55 pm on weekdays, 8:40 am to 5:55 pm on Saturdays, and 9:20 am to 3:55 pm on Sundays and holidays. The Residential Route has a 50-minute headway, running from 7:00 am to 6:39 pm on weekdays, 8:40 am to 5:49 pm on Saturdays, and 10:20 am to 5:49 pm on Sundays and holidays. Stops for both routes are often shared with LA Metro routes.

During the COVID-19 pandemic, the Lawndale Beat Transportation service suspended service. However, the service resumed on May 15, 2023.

#### *Los Angeles County Metropolitan Transportation Authority (Metro)*

LA Metro provides bus, light rail, and heavy rail service for travel within Los Angeles County. Metro currently offers bus service throughout Lawndale, including local and rapid fixed-route services. Metro's transit stops are often shared stops with the Lawndale Beat. Three major shared transit stops are located just outside of the City limits: at the Metro C Line (Green Line) terminus near Marine Avenue and Redondo Beach Avenue, on Douglas Street north of Rosecrans Avenue, and at South Bay Galleria south of Artesia Boulevard. Table 4-4 displays the LA Metro routes that currently serve Lawndale.

While Metro does not offer rail service through Lawndale, the C Line (Green Line) ends just west of the City limits at the Redondo Beach Station on Marine Avenue, west of I-405. As previously discussed, Metro has conducted an environmental analysis and is considering alignments to extend the C Line (Green Line) approximately 4.6 miles south through Lawndale into Torrance by 2028.

**Table 4-4: LA Metro Bus Service in Lawndale**

Route	Route Type	Route Description
40	Local	Downtown Los Angeles to South Bay Galleria via Martin Luther King Boulevard and Hawthorne Boulevard
125	Local	El Segundo to Norwalk Station via Rosecrans Avenue
210	Local	Hollywood/Vine Station to South Bay Galleria via Crenshaw Boulevard
211	Local	Inglewood to South Bay Galleria via Prairie Avenue/Inglewood Avenue
215	Local	Inglewood to South Bay Galleria via Prairie Avenue/Inglewood Avenue

Source: LA Metro, 2023.

### *Other Transit Agencies*

The neighboring cities of Gardena and Torrance operate fixed-route bus service that serves areas within and surrounding Lawndale. Gardena’s GTrans Line 1X runs along Marine Avenue through Lawndale, connecting Gardena to LA Metro’s C Line (Green Line); and Line 3 runs along Redondo Beach Boulevard to South Bay Galleria. Torrance Transit’s Lines 2, 8, and 13 also run through Lawndale along Artesia Boulevard, the City’s southern boundary.

### **Freight and Goods Movement**

Freight and goods movement plays an important role in Lawndale’s circulation network, particularly given the City’s proximity to State Route 105 (SR-105) and I-405. Light industrial areas are present in the western portion of the City, along Manhattan Beach Boulevard, west of the I-405, and along Marine Avenue, west of Mansel Avenue and east of Larch Avenue.

The Surface Transportation Assistance Act (STAA) of 1982 defines a network of State facilities as truck routes which accommodate large trucks. I-405, which runs through Lawndale, is an STAA-designated truck route. Lawndale’s Municipal Code also designates several local roads as local truck routes. Changes to the truck route network are subject to public hearings and consideration by the Traffic Safety Commission and City Council prior to their adoption. These routes are described in Table 4-5 and displayed in Figure 4-5.

**Table 4-5: Existing Truck Routes**

On Road	From Road	To Road	Direction of Travel
Hawthorne Boulevard	Redondo Beach Boulevard	South of Rosecrans Avenue	N/S
Inglewood Avenue	Artesia Boulevard	South of Rosecrans Avenue	N
	Marine Avenue	South of 147th Street	S
Prairie Avenue	Redondo Beach Boulevard	Rosecrans Boulevard	S
Rosecrans Avenue	East of Inglewood Avenue	Prairie Avenue	E/W
Marine Avenue	I-405	Prairie Avenue	W
	Inglewood Avenue	Prairie Avenue	E
Manhattan Beach Boulevard	Inglewood Avenue	Prairie Avenue	E/W
Artesia Boulevard	Inglewood Avenue	Redondo Beach Boulevard	W
Redondo Beach Boulevard	Artesia Boulevard	Prairie Avenue	W
I-405	North of Manhattan Beach Boulevard	Redondo Beach Boulevard	N/S

Source: Lawndale Municipal Code.

Additional goods movement through Lawndale is supported by the Burlington Northern Santa Fe (BNSF) Railroad. Currently, a freight rail runs through Lawndale along the Harbor Subdivision line, crossing into Lawndale at Inglewood Avenue north of Manhattan Beach Boulevard and running south parallel to Condon Boulevard to the City limits. As previously noted, this route is currently being considered as a future alignment for the extension of LA Metro’s C Line (Green Line) light rail.

## Roadway System

### Street Classifications

The existing Lawndale General Plan describes the major function and characteristics of the City’s street classifications. The existing roadway system is shown on Figure 4-6. The roadway classifications and descriptions are described below. In general, the east-west roadways provide connections to neighboring cities such as Manhattan Beach and Gardena, and the north-south roadways connect Lawndale to the cities of Hawthorne and Torrance.

- **Freeways** Freeways are distinguished from other types of roadways in that abutting lands have no right or easement of access to or from their abutting lands or, in some cases, such owners have only limited or restricted right or easement of access.
- **Major Highway** The Major Highway category is the backbone of the city’s circulation network. These corridors connect freeways and major destinations and are primarily used for cross-town travel, commercial vehicle travel and access to collector streets and local streets. Major Highways typically provide access to adjacent land uses, but access may be restricted by medians at some locations. In Lawndale, Major Highways include design standards for six (or more) travel lanes, raised, and landscaped medians. Parking is generally permitted, except in areas where turn pockets or continuous center lanes are provided.
- **Collector Street** The Collector Street is designed to connect local streets with the adjacent arterial street system. Design standards include provision for two travel lanes and parking, except in specific locations where parking is removed to provide turn lanes at intersections. Intersections with relatively lower volume streets may be four-way or two-way stop controlled.
- **Local Street** – The Local Street is designed to provide access from neighborhoods to the collector street system. This classification should be discontinuous in alignment so through

traffic is discouraged. Typical design standards include provision for one travel lane in each direction, parking on both sides, and direct driveway access.

### *Roadway Descriptions*

Key roadways within the City are described below.

#### Hawthorne Boulevard

Hawthorne Boulevard is a major north-south roadway that spans the length of the city. It is a six to eight lane corridor (with three to four lanes in each direction) with on-street parking and a wide center median which is used for parking in some sections. The travel lanes are generally 12 to 14 feet wide, with wider outside lanes to accommodate on-street parking. On-street curbside parallel parking is permitted on both sides of Hawthorne Boulevard during specific timeframes. Two-hour parking is permitted in the center median outside the hours of 2:00 a.m. to 4:00 a.m. The surrounding land context is primarily commercial, and the corridor provides direct access to I-405 south of Manhattan Beach Boulevard. Hawthorne Avenue acts as a major transit corridor, serving transit riders through LA Metro lines 40 and 740 (Rapid), as well as through Lawndale Beat's Express and Residential Routes. The posted speed limit is 35 miles per hour. South of I-405, Hawthorne Boulevard is also known as California State Route 107 (SR-107). Hawthorne Boulevard is under Caltrans jurisdiction; however, the City of Lawndale maintains it within City limits.

#### Inglewood Avenue

Inglewood Avenue is a major north-south connection through the city and forms the majority of Lawndale's western boundary. Inglewood Avenue includes an interchange with I-405 south of Marine Avenue. South of I-405, where Inglewood Avenue abuts mostly residential land uses, the corridor is divided by a median. Three travel lanes are provided in each direction, with the outside lanes serving as flex lanes that flex between through travel lanes and on-street parking. On-street parking is not permitted in the northbound direction from 7:00 a.m. to 9:00 a.m. daily and Monday and Thursdays from 4:00 p.m. to 7:00 a.m. In the southbound direction, on-street parking is not permitted from 3:00 p.m. to 7:00 p.m. and on Wednesdays from 11:00 a.m. to 2:00 p.m. North of I-405, the surrounding land use includes commercial properties, and the roadway has two to three lanes in each direction with a center turn lane and no on-street parking. Between Marine Avenue and Rosecrans Avenue, there are several schools and a major commercial/shopping center. The posted speed limit is 40 miles per hour south of I-405 and 35 miles per hour north of I-405.

#### Prairie Avenue

Prairie Avenue runs in the north-south direction and forms the eastern boundary of Lawndale. It primarily includes two travel lanes in each direction with a two-way center left-turn lane. On-street parking is available throughout the corridor, except for northbound travel north of Manhattan Beach Boulevard. South of Marine Avenue, Prairie Avenue is mostly residential and is adjacent to Alondra Park and Golf Course, Will Rogers Middle School, and Anderson Elementary School. North of Marine Avenue, the roadway is surrounded by commercial uses, including a major shopping area at Rosecrans Avenue. The posted speed limit is 40 miles per hour.

#### Manhattan Beach Boulevard

Manhattan Beach Boulevard is an east-west corridor that connects Lawndale to Manhattan Beach to the west and Gardena to the east. It has two lanes in each direction, divided by a median. On-street parking is available on both sides of the street. Manhattan Beach Boulevard passes through an industrial area between Inglewood Avenue and I-405, crossing the Harbor Subdivision railway line. East of I-405, it provides access to residential areas and intermittent commercial

## Mobility

development. Manhattan Beach Boulevard does not provide direct access to I-405. The posted speed limit is 40 miles per hour.

### Marine Avenue

Marine Avenue is an east-west corridor with two lanes in each direction, undivided with an intermittent center left-turn lane. On-street parking is available in both directions except on Tuesday and Fridays from 4:00 a.m. to 7:00 a.m. Marine Avenue is mostly adjacent to commercial and light industrial land uses and provides access to several key destinations, including the LA Metro C Line (Green Line) station, Lawndale High School, and Jane Addams Park. The posted speed limit is 40 miles per hour.

### Rosecrans Avenue

Rosecrans Avenue is a major east-west corridor that forms the northern boundary of the City. Rosecrans Avenue has three travel lanes in each direction with a continuous center left-turn lane. On-street parking is available outside the hours of 6:30 a.m. to 6:00 p.m. on both sides of the road. Major commercial and residential developments and schools, including Leuzinger High School, are present along the corridor. The posted speed limit is 40 miles per hour.

### Redondo Beach Boulevard

Redondo Beach Boulevard runs along the southern boundary of the City and is a major thoroughfare connecting Lawndale to Gardena in the east and Redondo Beach to the west. The corridor has two travel lanes in each direction with a continuous center left-turn lane. On-street parking is permitted throughout from 7:00 a.m. to 6:00 p.m., except Tuesdays and Fridays from 4:00 a.m. to 7:00 a.m. Land use along the corridor is primarily a mix of multi-family residential and commercial. The corridor also provides access to the I-405 freeway.

### Artesia Boulevard

Artesia Boulevard is an east-west corridor along the southern boundary of the city. Artesia Boulevard has three travel lanes in the eastbound direction and two travel lanes in the westbound direction with a raised center median. On-street parking is available in the westbound direction only. The corridor provides direct access to numerous commercial buildings, including the South Bay Galleria mall.

### *Study Roadway Segments*

Operations analysis were conducted on fifteen key roadway segments throughout the City, identified in Table 4-6. Operations were assessed and assigned a level of service (LOS) ranging from LOS A to LOS F, with LOS A signifying free-flow traffic and LOS F signifying operations that are over roadway capacity. The roadway segment LOS thresholds are based on daily service volume standards for each roadway classification and are defined by the number of lanes and the presence of a median or divider.



**Table 4-6: Study Roadway Segment Locations**

ID	Segment
R-1	Inglewood Ave between Marine Ave & 153rd Pl
R-2	Inglewood Ave between I-405 S Entrance & Manhattan Beach Blvd
R-3	Inglewood Ave between Manhattan Blvd & Artesia Blvd
R-4	Manhattan Beach Blvd between Inglewood Ave & Hawthorne Blvd
R-5	Artesia Blvd between Inglewood Ave & Grevillea Ave
R-6	Hawthorne Blvd between Marine Ave & Manhattan Beach Blvd
R-7	Hawthorne Blvd between Manhattan Beach Blvd & 160th St
R-8	Hawthorne Blvd between 162nd St & 166th St
R-9	Hawthorne Blvd between 169th St & Redondo Beach Blvd
R-10	Rosecrans Ave between Hawthorne Blvd & Prairie Ave
R-11	Redondo Beach Blvd between Hawthorne Blvd & Prairie Ave
R-12	Manhattan Beach Blvd between Freeman Ave & Prairie Ave
R-13	Prairie Ave between Marine Ave & Manhattan Beach Blvd
R-14	Manhattan Beach Blvd between Prairie Ave & Crenshaw Blvd
R-15	Crenshaw Blvd between Marine Ave & Manhattan Beach Blvd

Upon completion of the operations analysis, the following roadway segments were found to operate at unacceptable levels of service (LOS E or F):

- R-1. Inglewood Ave between Marine Ave & 153rd Pl (LOS E),
- R-2. Inglewood Ave between I-405 S Entrance & Manhattan Beach Blvd (LOS E),
- R-4. Manhattan Beach Blvd between Inglewood Ave & Hawthorne Blvd (LOS E),
- R-5. Artesia Blvd between Inglewood Ave & Grevillea Ave (LOS F),
- R-6. Hawthorne Blvd between Marine Ave & Manhattan Beach Blvd (LOS E),
- R-7. Hawthorne Blvd between Manhattan Beach Blvd & 160th St (LOS E),
- R-8. Hawthorne Blvd between 162nd St & 166th St (LOS E),
- R-9. Hawthorne Blvd between 169th St & Redondo Beach Blvd (LOS E),
- R-13. Prairie Ave between Marine Ave & Manhattan Beach Blvd (LOS E).

*Study Roadway Intersections*

Weekday AM and PM peak hour operations were assessed at 25 key intersections within the City, shown in Table 4-7 and Figure 4-7.

**Table 4-7: Study Intersections**

ID	Location
I-1	Inglewood Ave & Rosecrans Ave
I-2	Inglewood Ave & 147th St
I-3	Inglewood Ave & Marine Ave
I-4	Inglewood Ave & I-405 N Entrance
I-5	Inglewood Ave & I-405 S Entrance
I-6	Inglewood Ave & Manhattan Beach Blvd
I-7	Inglewood Ave & Artesia Blvd
I-8	Hawthorne Blvd & 147th St
I-9	Hawthorne Blvd & Marine St
I-10	Hawthorne Blvd & Manhattan Beach Blvd
I-11	Hawthorne Blvd & I-405 N Entrance
I-12	Hawthorne Blvd & I-405 S Entrance
I-13	Hawthorne Blvd & 162nd St
I-14	Hawthorne Blvd & 166th St
I-15	Hawthorne Blvd & 169th St
I-16	Hawthorne Blvd & Redondo Beach Blvd
I-17	Grevillea Ave & Artesia Blvd
I-18	Freeman Ave & Manhattan Beach Blvd
I-19	Prairie Ave & Rosecrans Ave
I-20	Prairie Ave & 147th St
I-21	Prairie Ave & Manhattan Blvd
I-22	Prairie Ave & Redondo Beach Blvd
I-23	Osage Ave & Redondo Beach Blvd
I-24	Crenshaw Blvd & Marine Ave
I-25	Crenshaw Blvd & Manhattan Beach Blvd

Study intersections were analyzed using the Highway Capacity (HCM) methodology. The HCM methodology assigns a level of service grade to an intersection based on the average control delay for vehicles at the intersection, ranging from LOS A to LOS F; LOS A signifies very slight delay with no approach phase fully utilized while LOS F signifies very high delays and congestion, frequent cycle failures, and long queues. The City’s LOS target is “D”.

Table 4-8 provides information on the level of service for the study intersections, with bolded intersections operating with an unacceptable LOS during weekday AM and/or PM peak hour.

**Table 4-8: Intersections Level of Service, Existing Conditions**

ID	Intersection	Weekday AM		Weekday PM	
		Delay (Sec/veh)	LOS	Delay (Sec/veh)	LOS
I-1	Inglewood Ave & Rosecrans Ave	41.9	D	39.5	D
I-2	Inglewood Ave & 147th St	23.8	C	22.3	C
I-3	Inglewood Ave & Marine Ave	40.1	D	43.6	D
I-4	Inglewood Ave & I-405 N Entrance	18.1	B	17.1	B
I-5	Inglewood Ave & I-405 S Entrance	8.7	A	9.3	A
I-6	Inglewood Ave & Manhattan Beach Blvd	63.0	E	50.8	D
I-7	Inglewood Ave & Artesia Blvd	76.2	E	51.5	D
I-8	Hawthorne Blvd & 147th St	27.3	C	14.3	B
I-9	Hawthorne Blvd & Marine St	57.1	E	40.8	D
I-10	Hawthorne Blvd & Manhattan Beach Blvd	49.8	D	50.5	E
I-11	Hawthorne Blvd & I-405 N Entrance	8.1	A	21.9	C
I-12	Hawthorne Blvd & I-405 S Entrance	17.9	B	16.9	B
I-13	Hawthorne Blvd & 162nd St	25.3	C	24.9	C
I-14	Hawthorne Blvd & 166th St	21.9	C	15.0	B
I-15	Hawthorne Blvd & 169th St	10.1	B	10.0	A
I-16	Hawthorne Blvd & Redondo Beach Blvd	45.5	D	57.3	E
I-17	Grevillea Ave & Artesia Blvd	19.4	B	19.8	B
I-18	Freeman Ave & Manhattan Beach Blvd	10.4	B	6.3	A
I-19	Prairie Ave & Rosecrans Ave	50.0	D	46.8	D
I-20	Prairie Ave & 147th St	14.4	B	8.3	A
I-21	Prairie Ave & Manhattan Blvd	71.6	E	73.4	E
I-22	Prairie Ave & Redondo Beach Blvd	87.9	F	74.0	E
I-23	Osage Ave & Redondo Beach Blvd	20.5	C	22.9	C
I-24	Crenshaw Blvd & Marine Ave	24.3	C	26.8	C
I-25	Crenshaw Blvd & Manhattan Beach Blvd	37.1	D	42.6	D

### Collision Analysis

Analysis for vehicle, bicycle, and pedestrian collisions that occurred in Lawndale was conducted using the most recently available data for a five-year period (2016-2020) from the Transportation Injury Mapping System (TIMS). Collisions that took place on I-405 were not included in the analysis as this facility is not part of the City’s roadway network. Collisions that occurred within the Sphere of Influence were reviewed to understand the overall safety conditions of the area but are not included in the analysis. The data included information on the number, type, severity, and locations of collisions, plus possible contributing factors and the involvement of bicycles and pedestrians. Overall, there were 391 collisions that took place in the City of Lawndale between 2016 and 2020.

#### *Collision Type and Severity*

The number of total collisions has decreased over the years, with the fewest collisions occurring in the most recent year where data was available (2020). The percentage of complaint of pain and other injury crashes decreased from 92.3 percent in 2016 to 82.7 percent in 2020 but the percentage of fatal/severe injury crashes increased from 7.6 percent in 2016 to 17.2 percent in 2020. Table 4-9 the number of collisions per year and their severity breakdown.

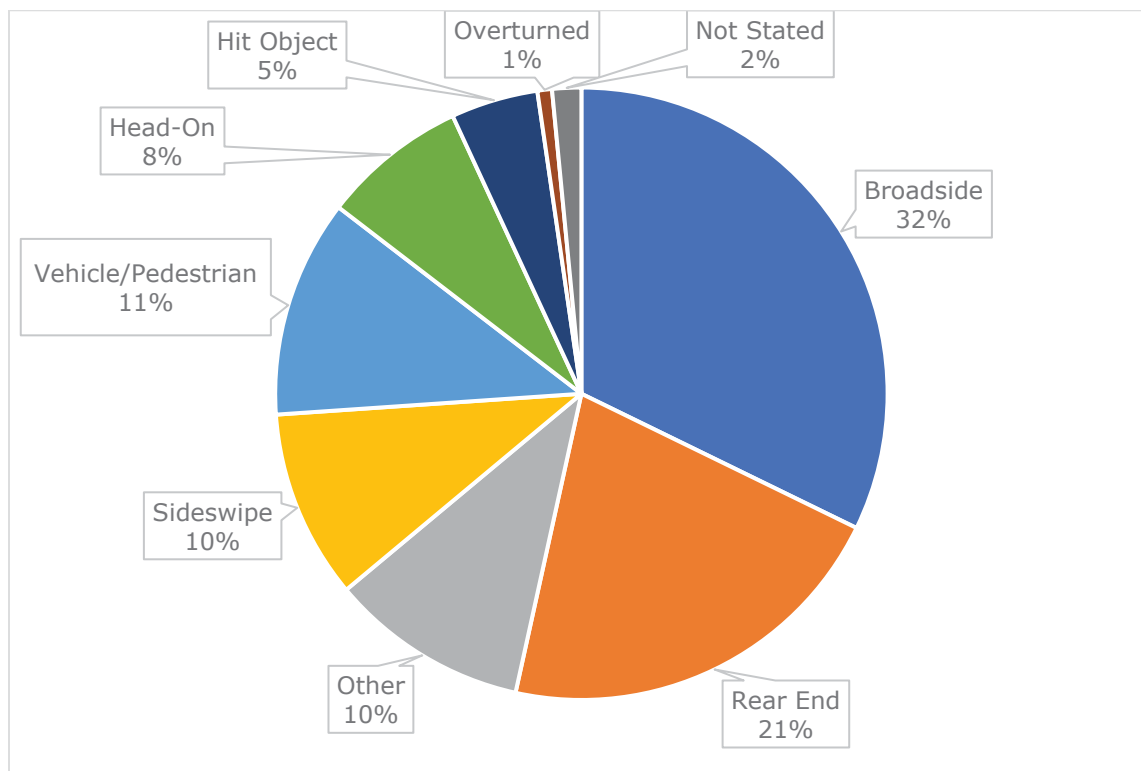
Table 4-9: Lawndale Collision Severity by Year (2013-2017)

YEAR	FATAL/SEVERE INJURY CRASHES	OTHER INJURY CRASHES	TOTAL FATAL/INJURY CRASHES
2016	8%	92%	92
2017	6%	94%	86
2018	16%	84%	77
2019	15%	85%	78
2020	17%	83%	58

Source: TIMS, 2013-2017. Data does not include crashes that occurred in the Sphere of Influence.

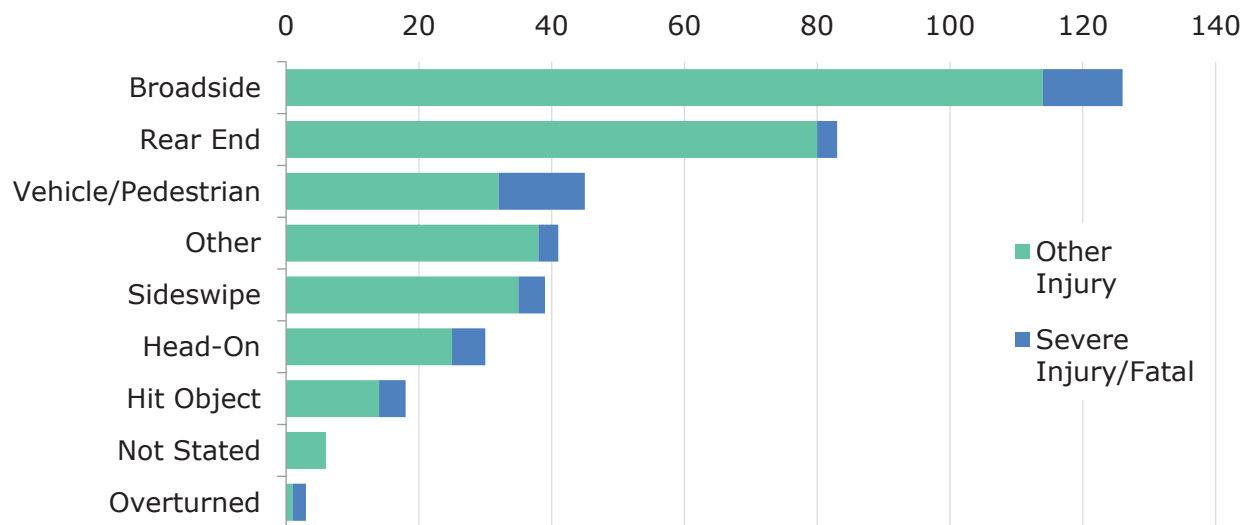
Figures 4-8 and 4-9 show collisions by type and collisions by type and severity during the 2016 - 2020 period. The three most common collision types were broadside (32 percent), rear end collisions (21 percent), other (10 percent), and sideswipe collisions (10 percent). Of these types of collisions, fatal and severe injury collisions made up a larger portion of crashes for overturned collisions (67 percent), vehicle-pedestrian collisions (29 percent), hit object collisions (22 percent), and head-on collisions (17 percent).

Figure 4-8. Lawndale Collisions by Type (2016 - 2020)



Source: TIMS, 2016-2020. Data does not include crashes that occurred in the Sphere of Influence.

Figure 4-9. Lawndale Collisions by Type and Severity (2016-2020)

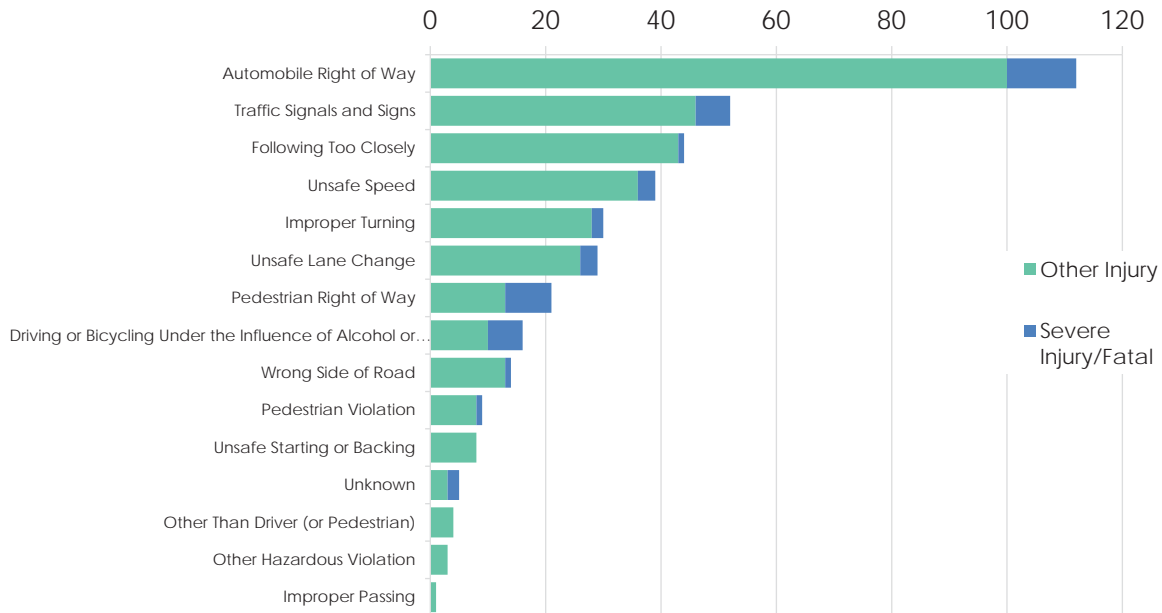


Source: TIMS, 2016-2020. Data does not include crashes that occurred in the Sphere of Influence.

## Mobility

The top primary contributing factors to the collisions included automobile right of way<sup>1</sup> (29 percent), traffic signals and sign<sup>2</sup> (13 percent), following too closely (11 percent), unsafe speed (10 percent), improper turning (8 percent), unsafe lane change (7 percent) and pedestrian right of way (5 percent). Other contributing factors accounted for between 1 and 4 percent of collisions. Figure 4-10 includes the severity of the collisions by primary crash factor.

**Figure 4-10. Lawndale Primary Collision Factors (2016-2020)**



Source: TIMS, 2016-2020. Data does not include crashes that occurred in the Sphere of Influence.

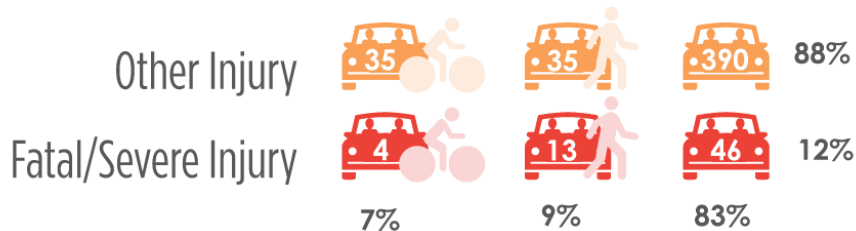
<sup>1</sup> Automobile right of way refers to a crash resulting from one motorist's failure to yield to another motorist who had the right of way.

<sup>2</sup> Traffic signals and Signs refer to a crash resulting from a motorist's failure to comply with a traffic control device (traffic signal, yield sign, or stop sign).

### Bicycle and Pedestrian Collisions

Bicycle and pedestrian collisions often result in severe injuries and fatalities. Figure 4-11 illustrates the severity by road user involved. The fatal/severe injury ratios are 10.3 percent (4 out of 39) for bicyclist-involved collisions and 27 percent (13 out of 48) for pedestrian-involved collisions.

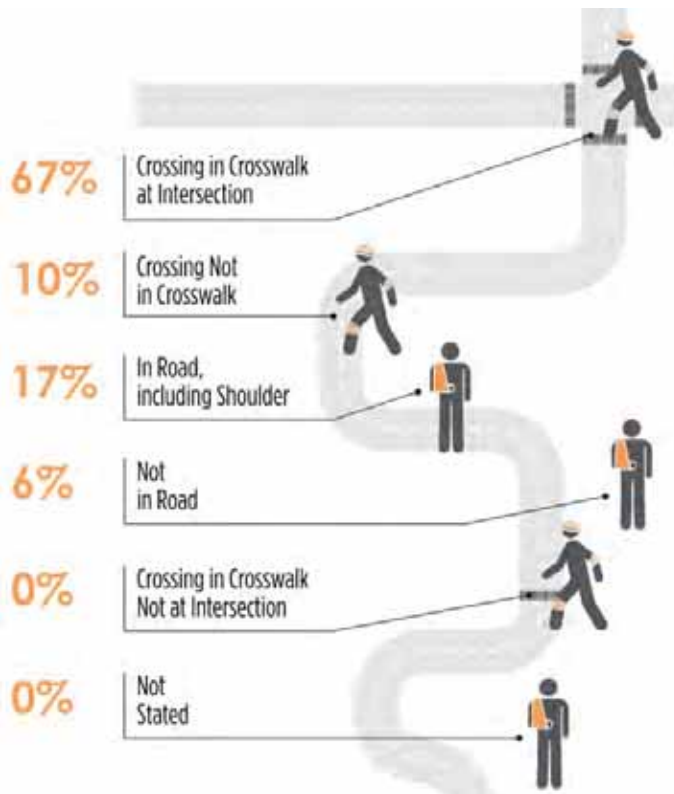
Figure 4-11. Lawndale Road Users Involved and Crash Severity (2013-2017)



Source: TIMS, 2013-2017. Data does not include crashes that occurred in the Sphere of Influence.

For pedestrian collisions, it is also important to note exactly where the pedestrians were walking when the collision occurred. Figure 4-12 shows the pedestrian collisions by pedestrian action. The largest share of this pedestrian involved collisions occurred while the pedestrian was crossing at an intersection in the crosswalk (67 percent). In addition, 17 percent of pedestrian-involved collisions occurred when the pedestrian was on the road (including the shoulder), 10 percent of the collisions occurred when pedestrian crossing where a crosswalk was not present, and 6 percent of pedestrian collisions with a vehicle at a location that was not a roadway.

Figure 4-12. Lawndale Pedestrian Collisions by Pedestrian Action (2013-2017)



Source: TIMS, 2013-2017. Data does not include crashes that occurred in the Sphere of Influence.

### *Collision Locations*

Figure 4-13 illustrates all collisions that resulted in an injury or fatality. Collisions occurred primarily on Lawndale's major roadways, including Hawthorne Boulevard, Marine Avenue, Manhattan Beach Boulevard, Redondo Beach Boulevard, Prairie Avenue, Inglewood Avenue, and Rosecrans Avenue, with fewer collisions occurring on local residential streets. Severe injury collisions occurred primarily on Lawndale's arterial roads as well. A noticeable concentration of collisions occurred at the intersection of Hawthorne Boulevard and Manhattan Beach Boulevard and at the intersection of Hawthorne Boulevard and Marine Avenue. No fatal collisions occurred within the City of Lawndale; however, three fatal crashes occurred within the Sphere of Influence.

### *Bicycle and Pedestrian Collision Locations*

Bicycle and pedestrian-involved collisions are shown in Figure 4-14. As illustrated, a high concentration of bicycle and pedestrian collision occurred at Hawthorne Boulevard, Marine Avenue, Manhattan Beach Boulevard, Redondo Beach Boulevard west of Hawthorne Boulevard, and Rosecrans Avenue east of Hawthorne Boulevard. Fewer collisions occurred on local residential streets. While no fatal bicycle or pedestrian crashes resulted in a fatality within Lawndale city limits, three crashes within the Sphere of Influence resulted in a fatality (two pedestrians and one bicyclist). Two of the fatal crashes occurred in the vicinity of Manhattan Beach Boulevard and Cranbrook Avenue.

## **4.3 NEW TECHNOLOGIES**

Transportation and mobility services are constantly evolving, with emerging technologies having the potential to significantly change travel behavior and the transportation system. While some new technologies are already being implemented and cities are beginning to understand their effects and implications, others are still in the future and thus require regular monitoring and studying. The following are the major transportation recent and upcoming changes to the transportation system:

- **Bicycle and Scooter Sharing Programs.** Bicycle and scooter sharing services provide short-term rentals and are typically associated with bicycle/scooter travel in busy areas (such as downtowns and business districts) and improve access to transit stations. While currently there are no bicycle or scooter share programs in Lawndale, these services are becoming increasingly popular in Southern California. The LA Metro Bike Share program services Downtown Los Angeles, Central Los Angeles, North Hollywood and the Westside – since its launch in 2016, LA Metro Bike Share has seen over one million trips. Several scooter sharing services are also available in the Los Angeles area, including Bird, Lime, Lyft, and Spin.
- **Transportation Network Companies (TNCs).** TNCs, such as Uber and Lyft, provide easy door-to-door transportation services using smartphone applications. While data on TNC use (especially for commute trips) is still limited, these services are becoming a significant part of the transportation system. Some jurisdictions and agencies have begun incorporating TNCs into their transportation systems, such as including ample pick-up and drop-off areas at transit stations and mobility hubs. Lawndale is currently within areas serviced by Uber and Lyft.
- **Car-Sharing Programs.** These programs allow users to borrow a car for short periods of time (for example, to buy groceries for an hour) and provide increased mobility and flexibility for people who may not want to or cannot pay for vehicle ownership. Car-sharing



services are available in the Los Angeles area, including Zipcar and BlueLA, which maintains a fleet of all-electric cars for use mainly in central and downtown Los Angeles.

- Microtransit. Microtransit services are privately-operated transit services that can often overlap with public transit routes. As relatively new form of transit, microtransit benefits from high flexibility in determining routes, fares, and making other service changes. Examples of microtransit services in cities include SmaRT in Sacramento, California and Via Rideshare in Arlington, Texas. In February 2020, LA Metro approved a 3-year microtransit pilot project. The pilot project will provide on-demand shared rides for short trips 7 days a week, with an initial soft launch (60 days) of 12 hours per day, in 6 service zones across Los Angeles County.
- Autonomous Vehicles (AVs). AVs, robotic or self-driving vehicles, are projected to be available on the consumer market in the next five to ten years. AVs will initially represent a small percentage of vehicles on the road due to normal fleet turnover rates but are expected to represent 50 percent of the vehicle market within 25 years. Once driverless vehicles represent the majority of vehicles on the road, operational roadway efficiency is expected to improve since AVs are able to communicate with one another. This is likely to lead to increase vehicle travel by non-drivers (10 to 30 percent of communities), such as people with disabilities and adolescents. In addition, autonomous driving may increase driver convenience and productivity which can stimulate vehicle travel. The increase of vehicle trips can be anywhere from 2 percent to 47 percent<sup>3</sup> depending on demographic trends, economic factors, and other technologies). AVs have the potential to improve roadway safety for vehicle passengers, bicyclists, pedestrians, and other users. AVs can reduce parking costs by allowing vehicles to park further from destinations, AVs can also change land use patterns since parking demand may decrease. The reduced traffic risk and parking facilities can make urban living more attractive. However, during the transition period when AVs are mixed with the standard vehicle fleet, jurisdictions need to carefully plan and design facilities to reduce conflicts and allow for flexibility in zoning designations.

## 4.4 REFERENCES

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<sup>3</sup>Autonomous Vehicle Implementation Predictions, *Implications for Transport Planning*, February 2020.

## Mobility

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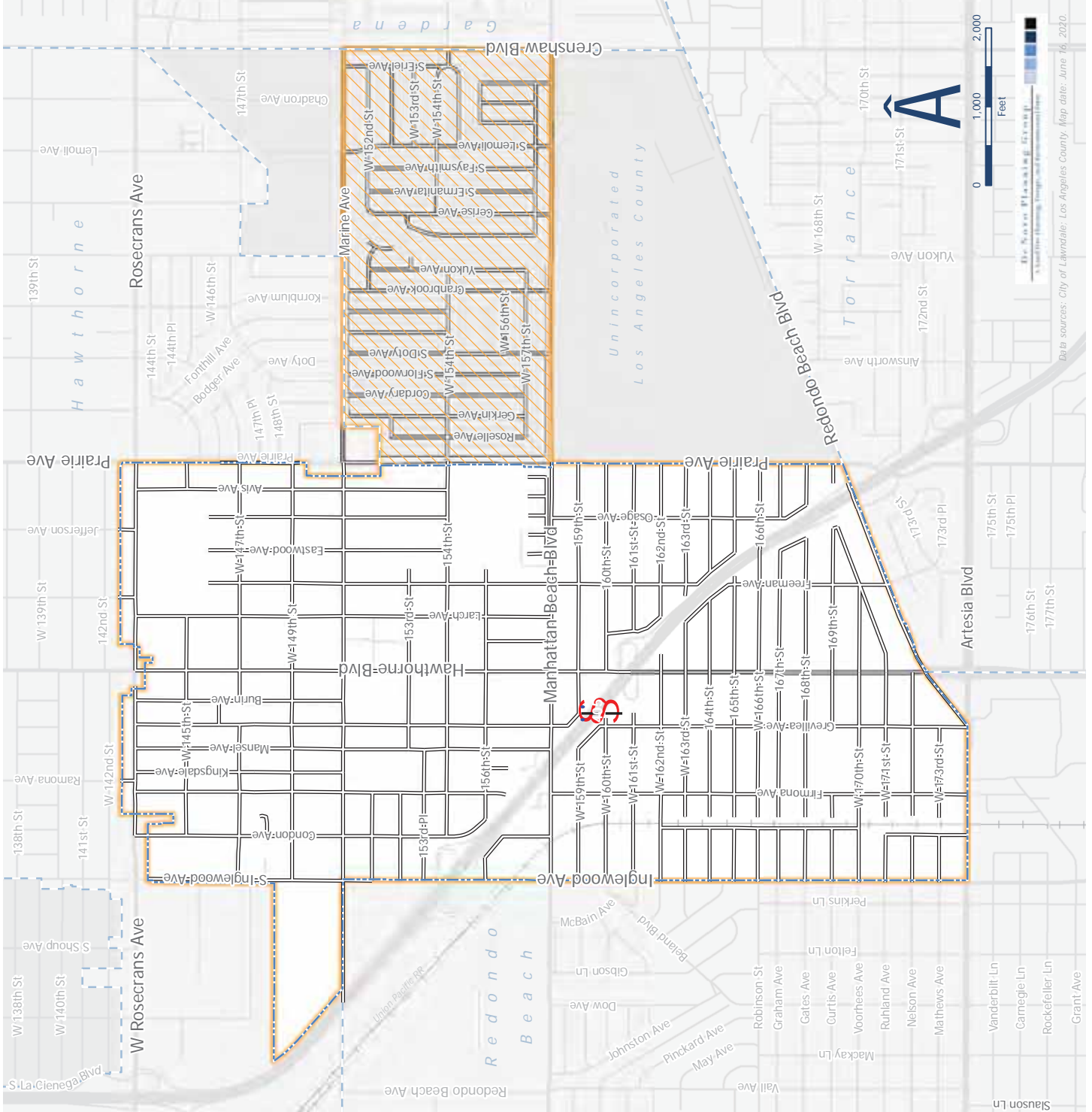
Transportation Injury Mapping System (TIMS). 2020. <https://tims.berkeley.edu/>.

Figure 4-1.

# Existing Sidewalks

## LEGEND

-  Existing Sidewalks
-  City of Lawndale
-  Sphere of Influence
-  Planning Area/Sphere of Influence
-  Surrounding Jurisdiction
-  Unincorporated Los Angeles County



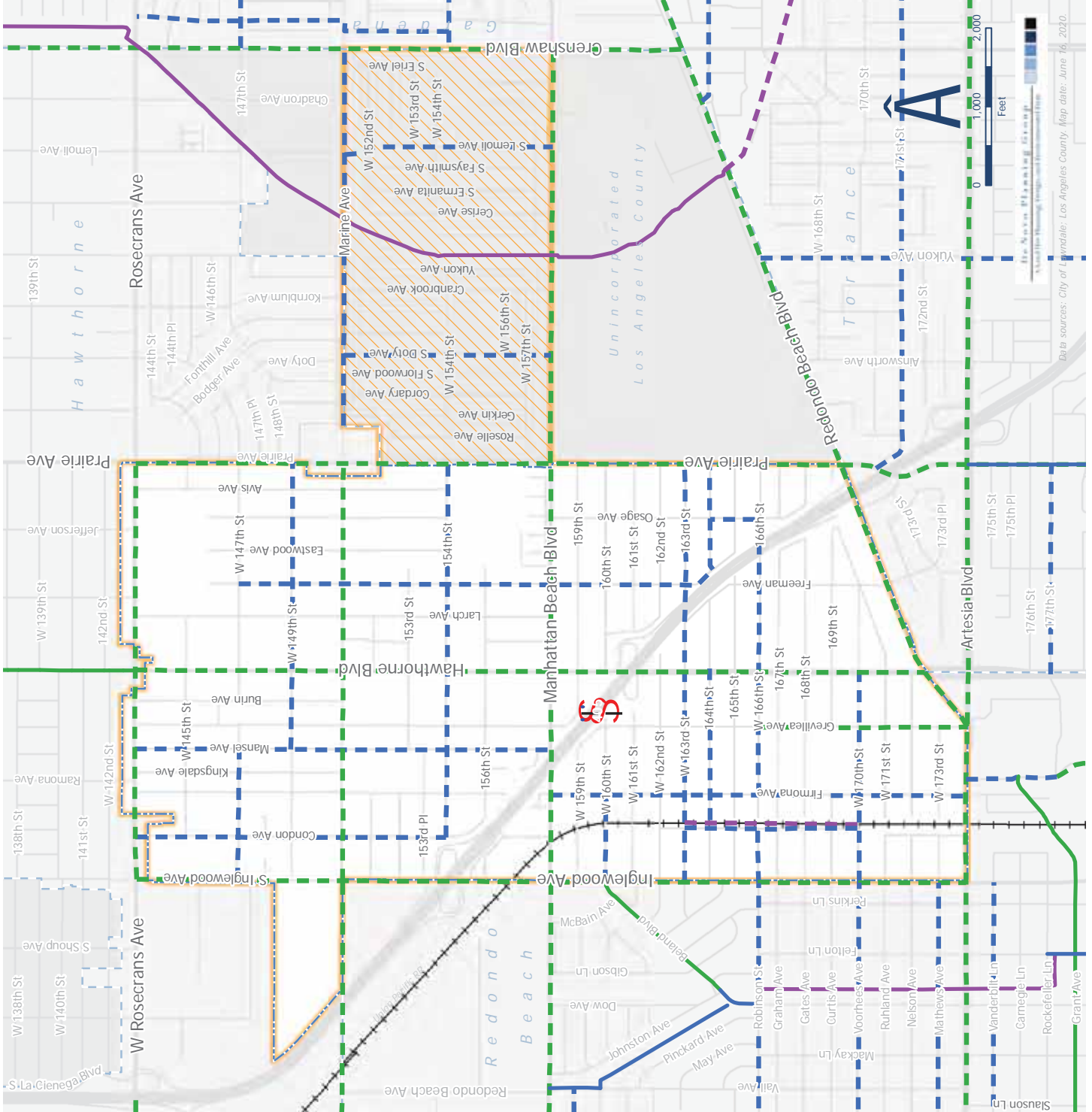
Data sources: City of Lawndale, Los Angeles County. Map date: June 16, 2020.

## Mobility

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**Figure 4-2.  
Existing and  
Planned  
Bike Facilities**

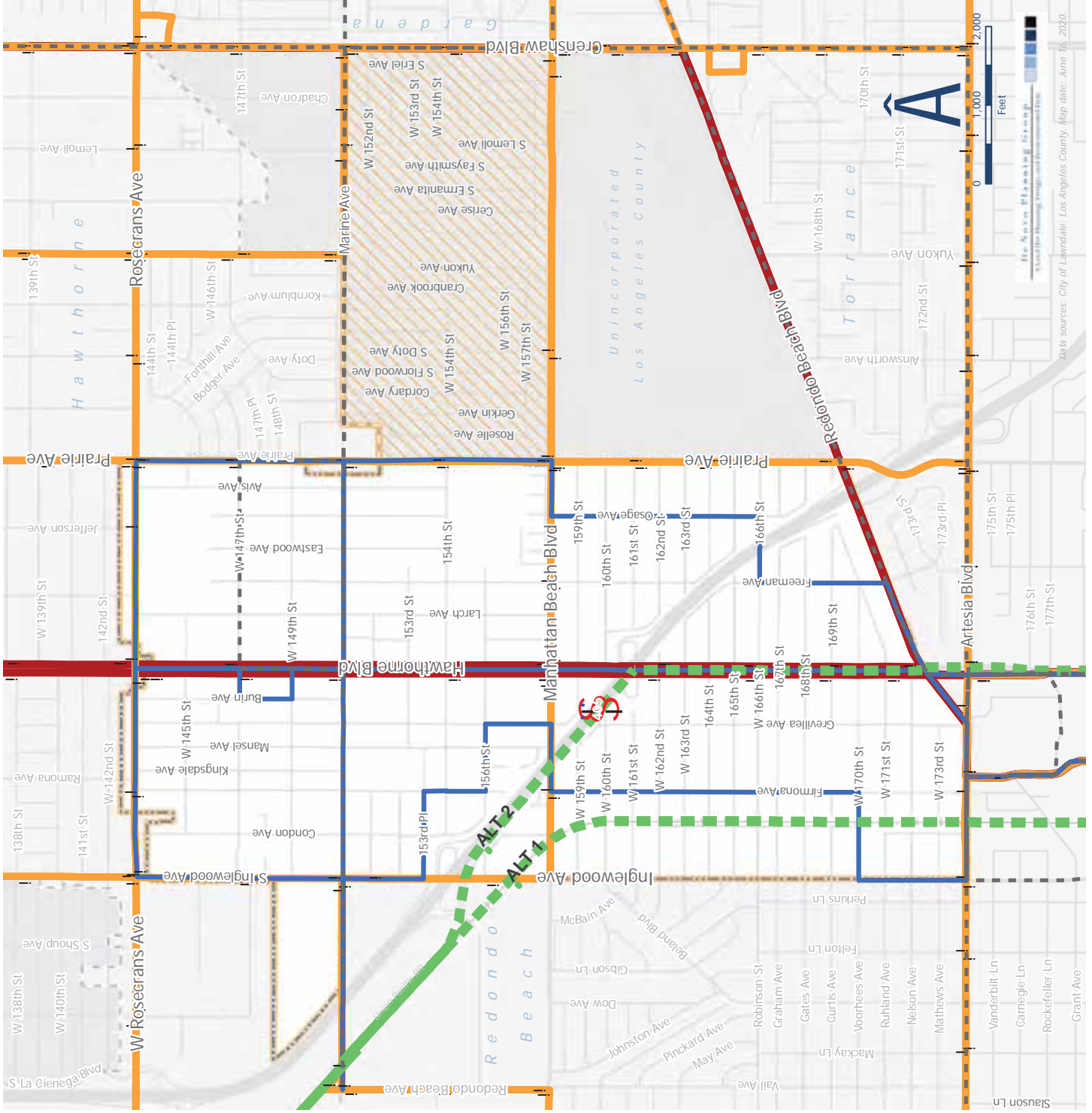
- LEGEND**
- Existing Bike Facilities**
    - Class I Bike Paths
    - Class II Bike Lanes
    - Class III Bike Routes
    - Class IV Protected Bike Lanes
  - Proposed Bike Facilities**
    - Class I Bike Paths
    - Class II Bike Lanes
    - Class III Bike Routes
    - Class IV Protected Bike Lanes
  - Existing LA Metro Railway Line
  - City of Lawndale
  - Sphere of Influence
  - Planning Area/Sphere of Influence
  - Surrounding Jurisdiction
  - Unincorporated Los Angeles County



## Mobility

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Figure 4-3.  
Existing and  
Planned  
Transit Routes



**LEGEND**

**LA Metro Bus and Rail System**

- LA Metro Bus Stop Location
- LA Metro Local or Limited Line
- LA Metro Rapid Line
- LA Metro C Line (Green Line)
- LA Metro C Line (Green Line) Proposed Extension Alternative

**Local Transit Routes**

- Lawndale Beat Route
- GTrans and Torrance Local Routes
- City of Lawndale
- Sphere of Influence
- Planning Area/Sphere of Influence
- Surrounding Jurisdiction
- Unincorporated Los Angeles County
- City of Lawndale

*City of Lawndale*  
The Best of the Southbay

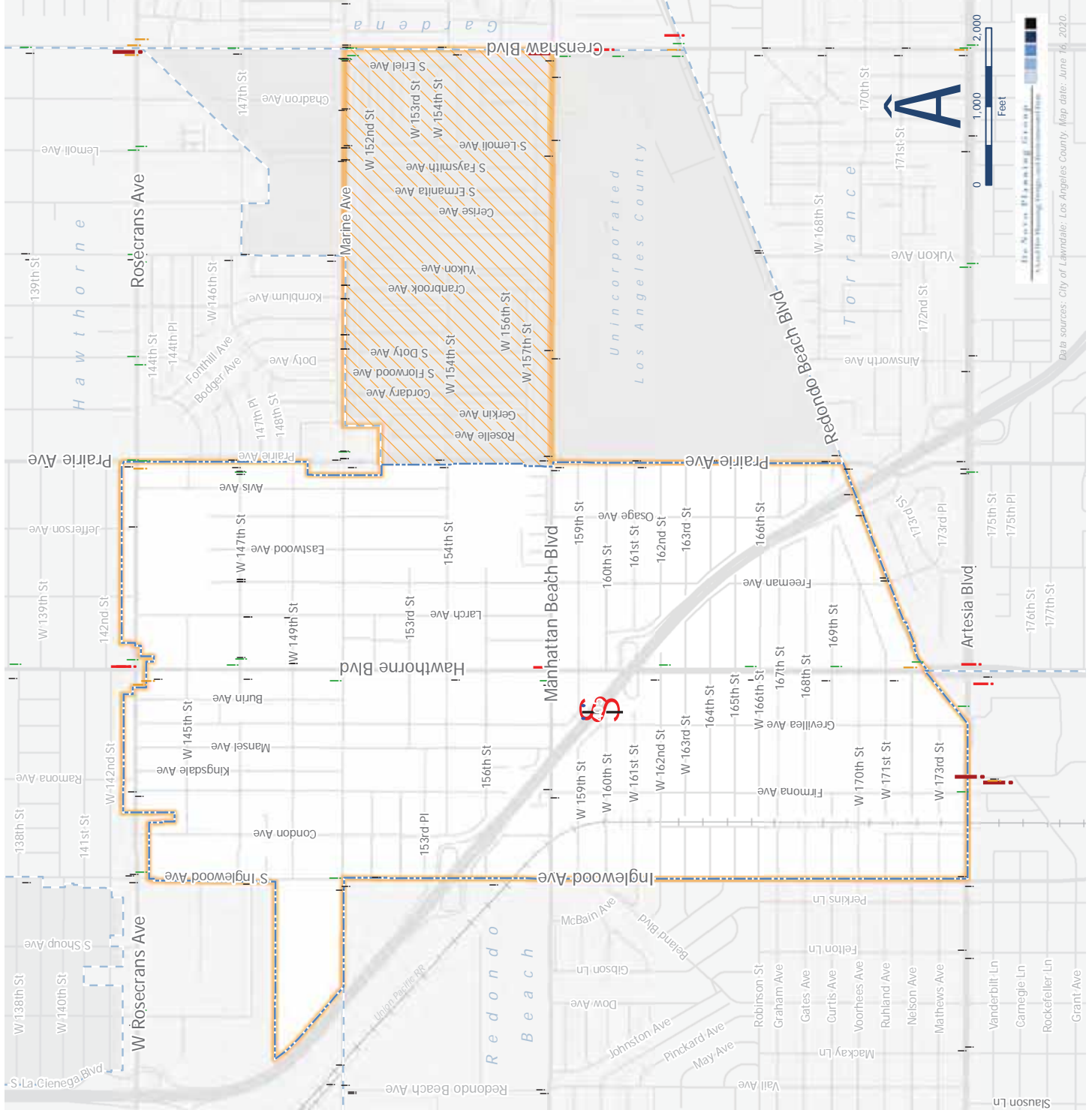
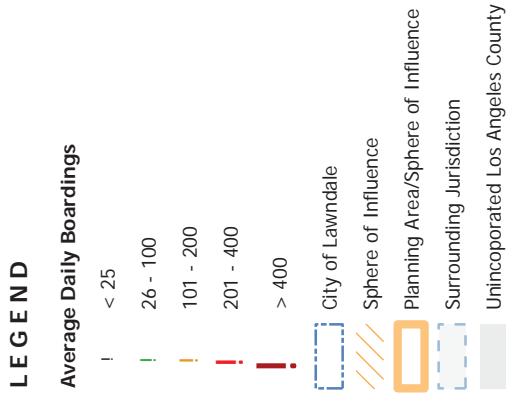


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# Figure 4-4. LA Metro Transit Ridership



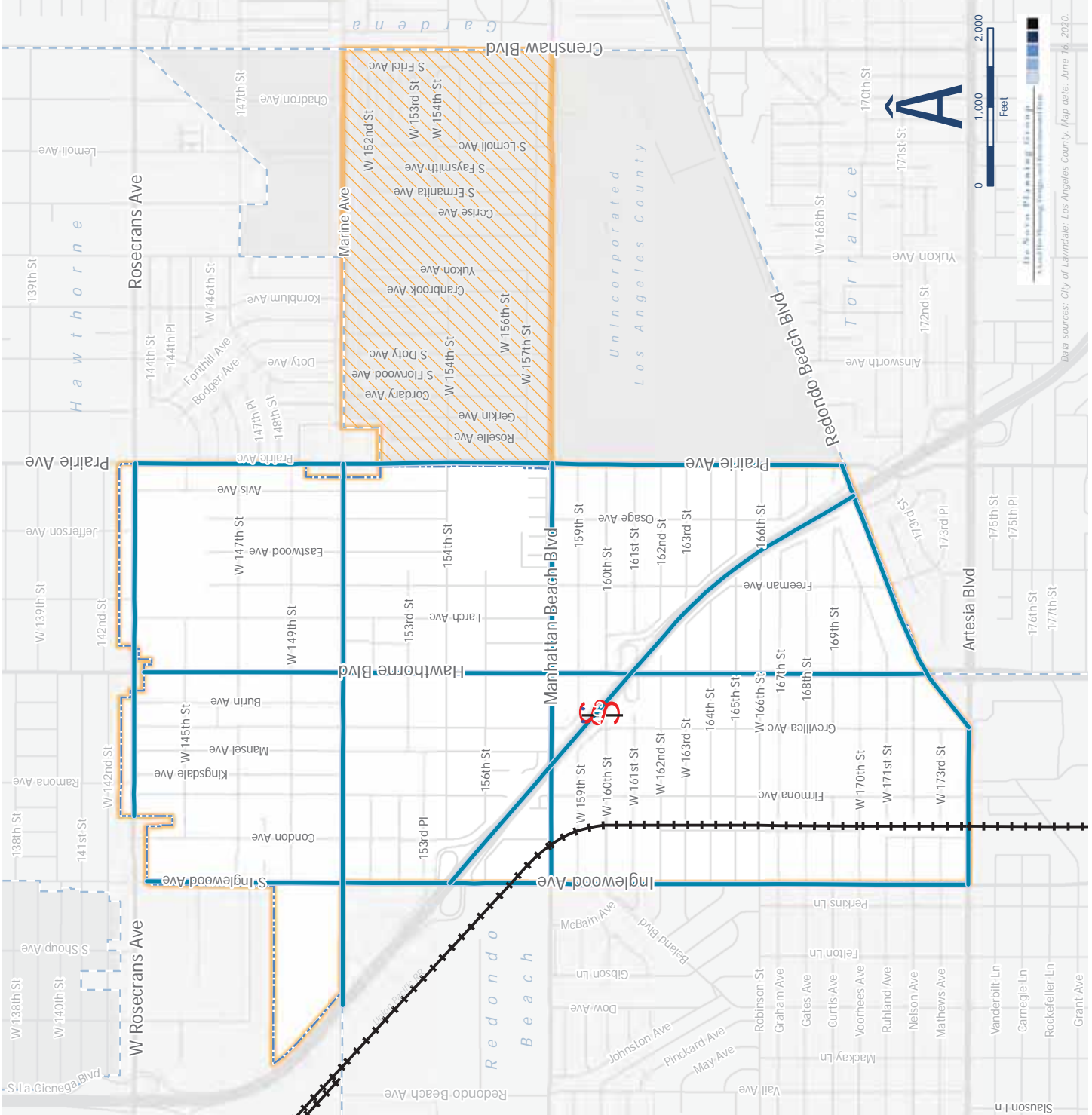
Data sources: City of Lawndale, Los Angeles County. Map date: June 16, 2020.

## Mobility

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# Figure 4-5. Existing Truck and Freight Network

- LEGEND**
- Existing Truck Routes
  - Existing Freight Rail System
  - City of Lawndale
  - Sphere of Influence
  - Planning Area/Sphere of Influence
  - Surrounding Jurisdiction
  - Unincorporated Los Angeles County

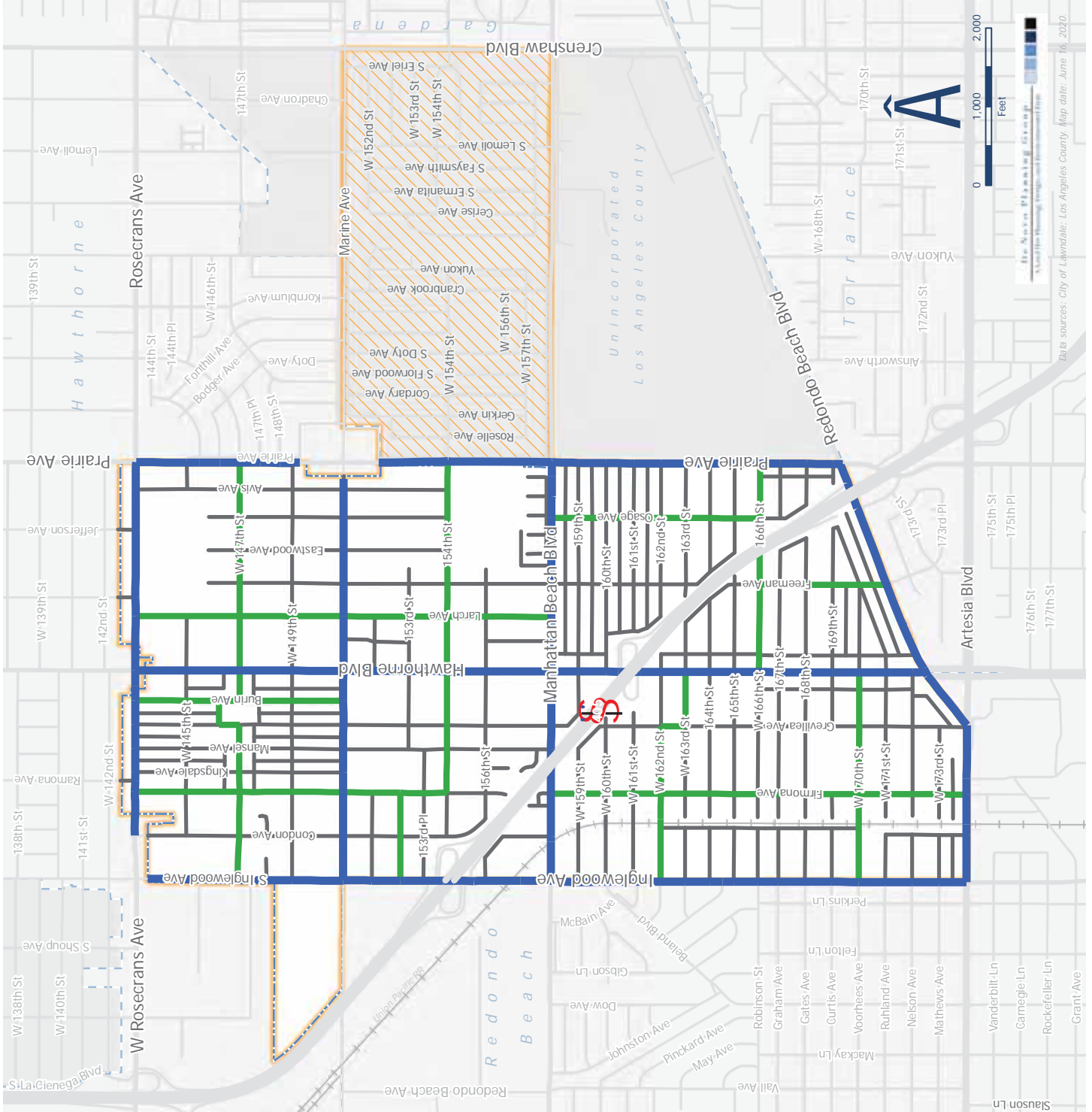
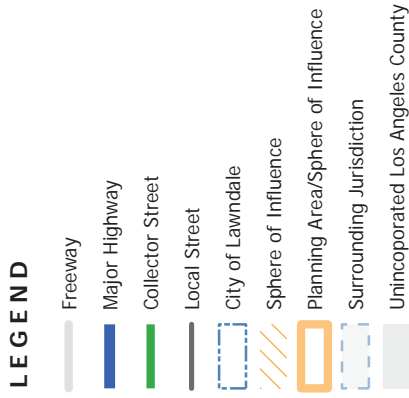


Data sources: City of Lawndale, Los Angeles County. Map date: June 16, 2020.

## Mobility

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**Figure 4-6.  
Roadway  
Classification**



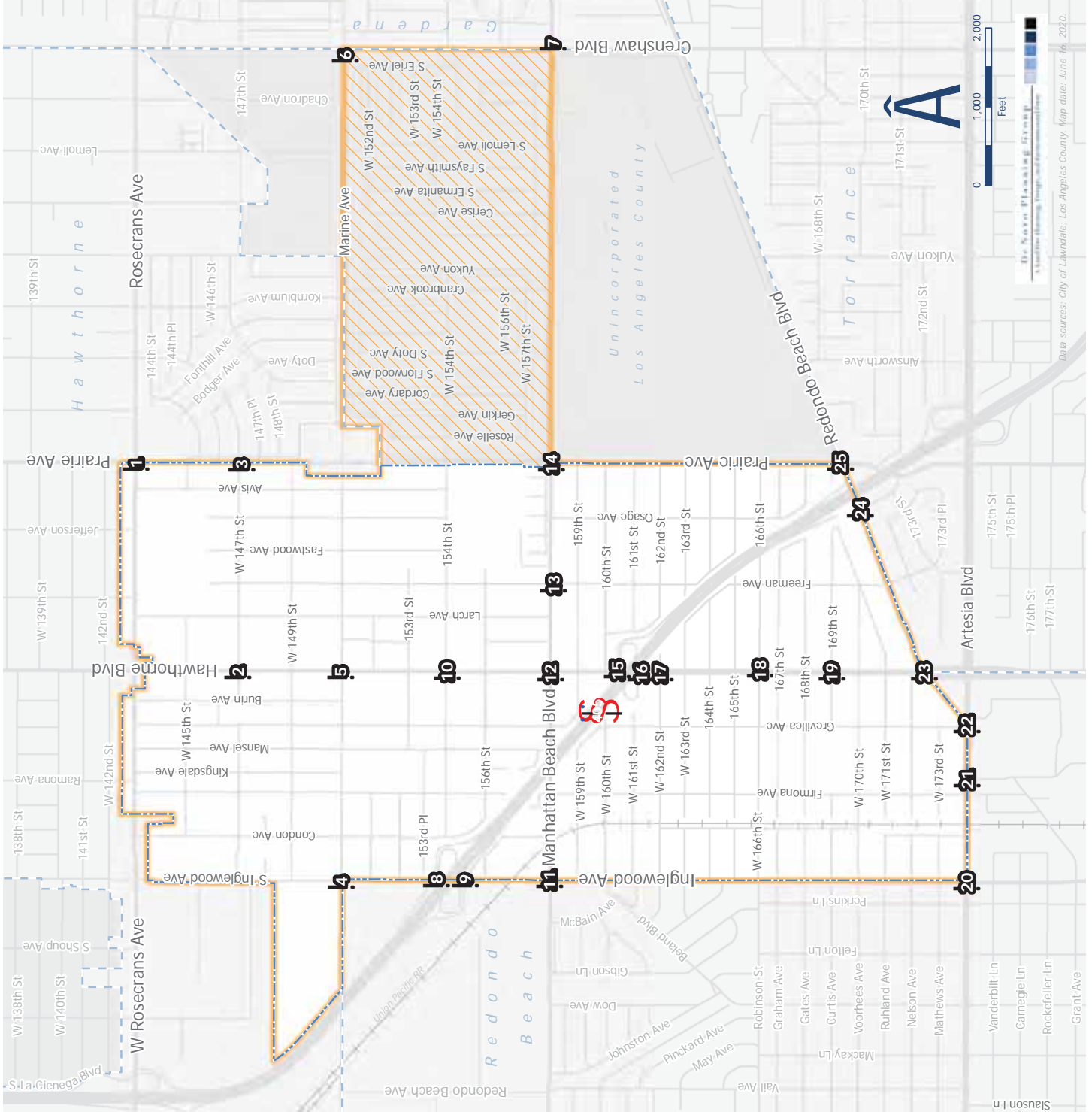
## Mobility

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Figure 4-7.

# Study Intersections

- LEGEND**
- ! Study Intersection
  - City of Lawndale
  - Sphere of Influence
  - Planning Area/Sphere of Influence
  - Surrounding Jurisdiction
  - Unincorporated Los Angeles County



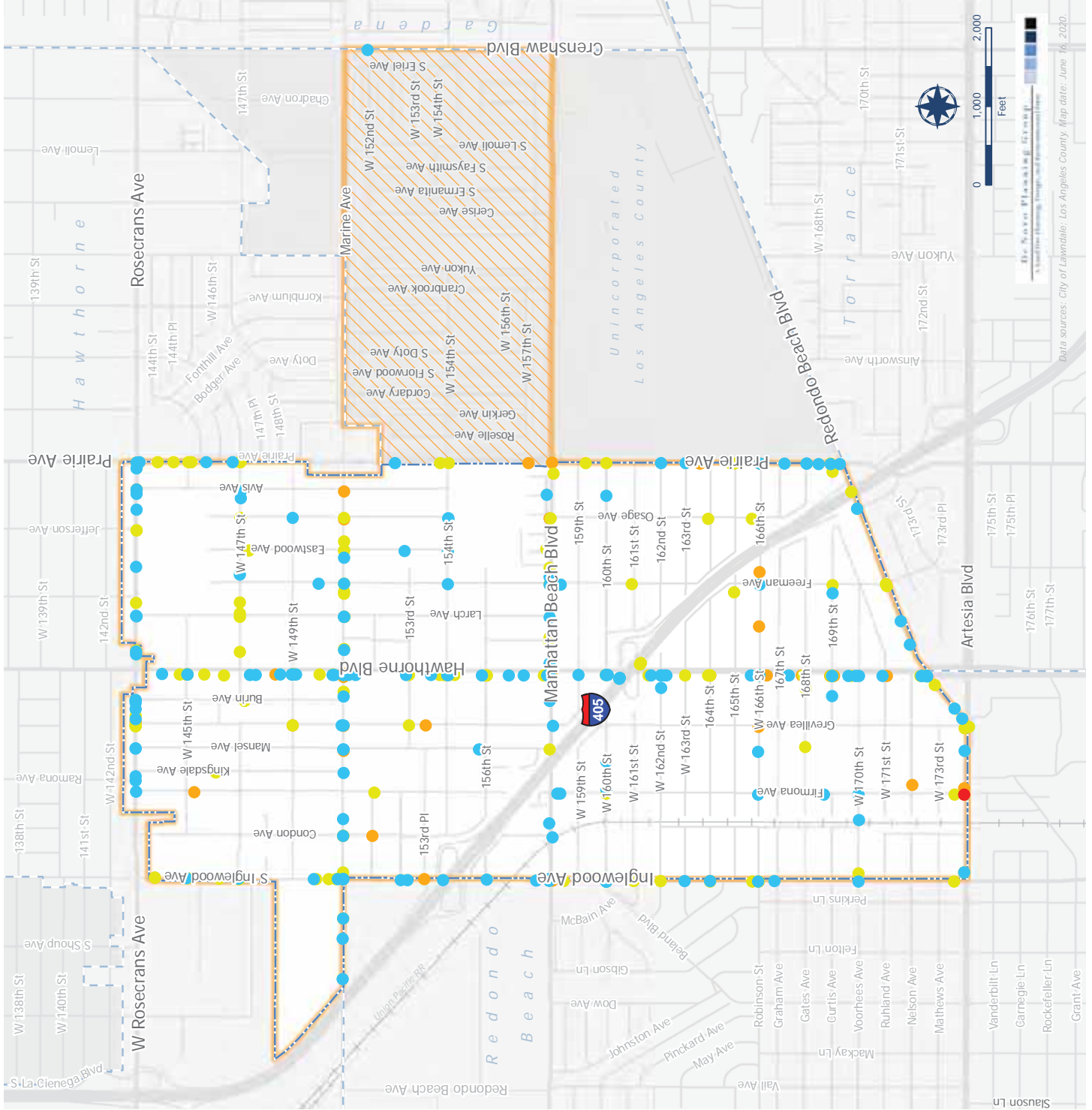
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**Figure 4-13.**  
**Collision Data**  
**(2016 - 2020)**

- LEGEND**
- Fatal
  - Injury (Severe)
  - Injury (Other Visible)
  - Injury (Complaint of Pain)
  - City of Lawndale
  - Sphere of Influence
  - Planning Area/Sphere of Influence
  - Surrounding Jurisdiction
  - Unincorporated Los Angeles County



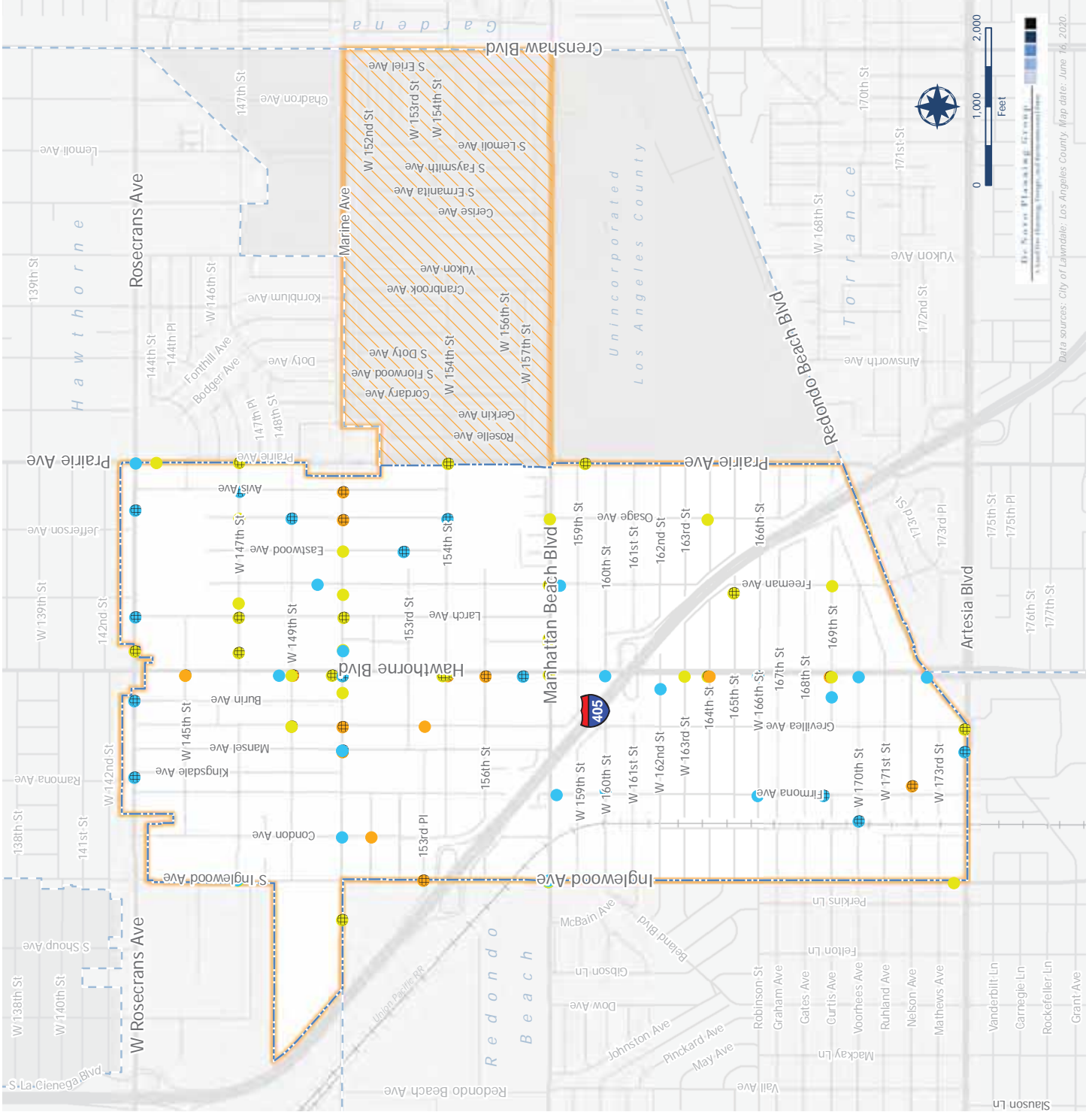
Mobility

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# Figure 4-14. Bicycle and Pedestrian Collision Data (2016 - 2020)

## LEGEND

- Fatal
- Injury (Severe)
- Injury (Other Visible)
- Injury (Complaint of Pain)
- Bicycle Collision
- ⊕ Pedestrian Collision
- City of Lawndale
- Sphere of Influence
- Planning Area/Sphere of Influence
- Surrounding Jurisdiction
- Unincorporated Los Angeles County



Data sources: City of Lawndale; Los Angeles County. Map date: June 16, 2020.

## Mobility

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## 5 UTILITIES AND COMMUNITY SERVICES

This chapter addresses utilities and community services within the Planning Area. Utility services include the provision of water services, wastewater (sewer) services, stormwater and drainage, solid waste disposal, electricity, and natural gas. Community services include fire protection, law enforcement, parks and recreation, schools, libraries, and other public facilities.

- 5.1 Water Services
- 5.2 Wastewater
- 5.3 Stormwater and Drainage
- 5.4 Solid Waste
- 5.5 Electricity and Natural Gas
- 5.6 Public Safety
- 5.7 Parks and Recreation
- 5.8 Schools, Libraries, and Other Public Facilities

The City’s current General Plan includes the following goals and policies related to the provision of public services.

Element	Topic Area	Goal	Policy
Land Use Element	Land Use Patterns and Infrastructure	Goal 3: The land use pattern and population of Lawndale should be consistent with the capability of existing and planned public services and facilities.	<p>Policy 3a: The number of dwelling units in the City shall be limited to those which can be adequately served by public services or facilities.</p> <p>Policy 3b: The City shall keep current information concerning the capability of public services and facilities it provides.</p> <p>Policy 3c: The City shall encourage other public service agencies to keep current information regarding their capabilities.</p> <p>Policy 3d: The City shall review and update the City Zoning Ordinance and other City implementation documents so as to be in conformance with the General Plan.</p>

## 5.1 WATER SERVICES

This section describes the Planning Area’s water demands, water supplies, water quality, water distribution system, and area plans. The Planning Area’s water supply and services are provided by Golden State Water Company (GSWC), an investor-owned public utility company which owns 39 water systems throughout California regulated by the California Public Utilities Commission (CPUC). The Planning Area is a part of GSWC’s Southwest System, which also includes the cities of Gardena and Lawndale and parts of Carson, Compton, El Segundo, Redondo Beach, Hawthorne, Inglewood, and unincorporated parts of Los Angeles County. GSWC’s potable water supplies consist of groundwater pumped from the West Coast Basin and Central Basin groundwater systems and imported water. Imported water is purchased from West Basin Municipal Water District (WBMWD) and Central Basin Municipal Water District (CBMWD), who obtain their imported water supplies from Metropolitan Water District (MWD). MWD owns and operates the Colorado River Aqueduct and buys the most water from the State Water Project for the delivery of Sacramento-San Joaquin Delta water to Southern California.

### 5.1.1 Water Demands

For the Planning Area, water is provided by GSWC’s Southwest System as further described below. Figure 5-1 shows an overview of the City’s water service area.

#### Golden State Water Company (GSWC) – Southwest Service Area

Water service in Lawndale is provided by GSWC’s Southwest Customer Service Area, which also serves the City of Gardena and portions of Carson, Compton, El Segundo, Hawthorne, Inglewood, Redondo Beach, and unincorporated Athens, Del Aire, El Camino Village, Lennox and Gardena Heights. According to the GSWC 2020 Urban Water Management Plan (UWMP), GSWC’s Southwest System services an area of approximately 25.2 square miles containing 47,013 residences. Table 5-1 shows actual water deliveries and losses for the overall GSWC Southwest System in 2020.

**Table 5-1: Actual Demands for Potable Water – Year 2020 (AFY) for GSWC - Southwest**

Category	Volume (AFY)
Single Family	9,597
Multi Family	8,562
Commercial/ Institutional	5,769
Industrial	313
Landscape	391
Other	0
Water Loss	1,596
Total	26,228

*SOURCE: GOLDEN STATE WATER COMPANY, 2020 URBAN WATER MANAGEMENT PLAN (UWMP)*

GSWC’s 2020 UWMP shows growth projections for the number of service connections and water use for the years 2025 through 2045 in 5-year increments and were developed using an approach based on projections from the Southern California Association of Governments (SCAG). The SCAG-based water use projections are based on the population and housing growth rates, which used the City of Hawthorne as representative of the Southwest System. SCAG household projections were used to determine the growth in single family and multi-family service connections. Similarly,

single-family account growth rates were used to determine the growth for commercial, industrial, institutional-government, agricultural irrigation, landscape, and other service connections. The SCAG-based methodology does not include geographic growth such as tariff area expansion.

The projected water use for the Southwest System’s retail service area was calculated by applying the corresponding water use factors to the projected number of retail service connections in each UWMP category. Table 5-2 presents the data from the 2020 UWMP for the projected potable water demands for the Southwest System through the year 2045.

**Table 5-2: Projected Demands for Potable Water - GSWC - Southwest**

Use Type	2025 (AFY)	2030 (AFY)	2035 (AFY)	2040 (AFY)	2045 (AFY)
Single Family	9,427	9,570	9,715	9,862	10,011
Multi Family	8,738	8,870	9,005	9,141	9,279
Commercial/ Institutional	6,763	6,866	6,970	7,075	7,182
Industrial	404	410	416	422	429
Landscape	422	428	435	442	448
Other	0	0	0	0	0
Water Loss	1,185	1,203	1,221	1,239	1,258
Total	26,939	27,347	27,761	28,181	28,608

SOURCE: GOLDEN STATE WATER COMPANY, 2020 URBAN WATER MANAGEMENT PLAN (UWMP)

## 5.1.2 Water Supplies

### Golden State Water Company (GSWC) – Southwest Service Area

GSWC Southwest’s water assets consist of adjudicated groundwater supplies, leased or purchased groundwater supplies, purchased water from Central Basin Municipal Water District (CBMWD) and West Basin Municipal Water District (WBMWD), and recycled water. Table 5-3 provides an assessment of GSWC Southwest’s current (2020) potable water supplies.

**Table 5-3: 2020 Annual Potable Water Supplies for the GSWC Southwest Service Area by Source**

Water Supply	Water Supplier	Volume (AF)
Purchased or Imported Water	Central Basin Municipal Water District	1,522
Purchased or Imported Water	West Basin Municipal Water District	17,533
Groundwater	Central Subbasin in the Coastal Plain of Los Angeles Groundwater Basin	3,010
Groundwater	West Coast Subbasin in the Coastal Plain of Los Angeles Groundwater Basin	4,162
Total	--	26,227

SOURCE: GOLDEN STATE WATER COMPANY, 2020 URBAN WATER MANAGEMENT PLAN (UWMP)

GSWC Southwest’s groundwater rights and future leases within the Central Basin are shared among all GSWC systems in the basin. Therefore, the actual pumping amounts for wells in each system could vary based on GSWC’s overall water supply management. Access to local groundwater and imported water affords GSWC flexibility to meet demands in all of its systems.

In addition to GSWC’s allowed pumping allocation in the Central Basin and adjudicated rights in the West Coast Basin, GSWC also has the ability to annually lease groundwater rights. Leased groundwater quantities are determined annually for all GSWC systems that obtain groundwater from the basin. While quantifiable estimates of groundwater leases are not available for future years, projections are based on historical pumping amounts, including leased groundwater, and assume that available unpumped groundwater will continue to be available as in the past. Table 5-4 provides an assessment of GSWC Southwest’s projected potable water supplies.

**Table 5-4: Projected Water Supplies for the GSWC Southwest Service Area (AFY)**

Water Supply	2025	2030	2035	2040	2045
Purchased Imported Water (from CBMWD)	2,100	2,100	2,100	2,100	2,100
Purchased Imported Water (from WBMWD)	21,000	21,000	21,000	21,000	21,000
Groundwater (from Central Subbasin)	16,439	16,439	16,439	16,439	16,439
Groundwater (from West Coast Subbasin)	7,502	7,502	7,502	7,502	7,502
Groundwater (from West Coast Subbasin - leased)	5,000	5,000	5,000	5,000	5,000
GSWC Southwest Projected Water Supply	52,041	52,041	52,041	52,041	52,041
GSWC Southwest Projected Supply Use	26,939	27,347	27,761	28,181	28,608

SOURCE: GOLDEN STATE WATER COMPANY, 2020 URBAN WATER MANAGEMENT PLAN (UWMP)

\* NOTE THAT THESE SUPPLIES REPRESENT THE TOTAL POTABLE SUPPLIES AVAILABLE TO GSWC SOUTHWEST BUT INCLUDE SUPPLIES SHARED WITHIN GSWC SERVICE AREAS WITHIN THE WEST COAST BASIN AND CENTRAL BASIN.

*Purchased or Imported Water*

GSWC obtains purchased or imported water through two connections with CBMWD and eleven connections with WBMWD. The two connections with CBMWD have a combined maximum capacity of 11,215 gpm (18,057 AFY), and the eleven connections with WBMWD have a combined maximum capacity of 47,098 gpm (76,020 AFY). Together, these connections have a total capacity of 58,313 gpm (83,304 AFY). Between 2016 and 2020 total annual purchased water quantities ranged from



18,559 AF to 21,450 AF. While the Southwest System receives water from both wholesale agencies, the City of Lawndale falls within WBMWD's jurisdictional boundary.

It should be noted that the connection capacity to deliver imported water to GSWC is significantly higher than the projected imported water supply that is expected to meet normal year demands. MWD is responsible for meeting all drinking water standards as water leaves the treatment plants and at all inter-connections.

### *Groundwater*

GSWC's Southwest System has 14 active wells, 12 of which are located within the West Coast Basin and two in the Central Basin. The City lies within the West Coast Basin.

The Central Basin Watermaster Service Area, which overlies about 227 square miles of the Central Basin in the southeastern part of the Los Angeles Coastal Plain in Los Angeles County. The Central Basin Watermaster Service Area is bounded by the Newport-Inglewood Uplift on the southwest, the Los Angeles-Orange County line on the southeast, and an irregular line that approximately follows Stocker Street, Martin Luther King Boulevard, Alameda Street, Olympic Boulevard, the boundary between the City of Los Angeles and unincorporated East Los Angeles, and the foot of the Merced and Puente Hills on the north. The Water Replenishment District of Southern California (WRDSC) collects a replenishment assessment from all groundwater producers in the Central Basin to pay for water supplies to replenish the Basin. WRDSC pays CBMWD for imported and recycled water for recharge into the Central Basin. GSWC's groundwater rights and future leases within the Central Basin are shared among all GSWC systems in the basin.

The adjudicated West Coast Basin underlies 160 square miles in the southwestern part of the Los Angeles Coastal Plain in Los Angeles County. The Basin is bounded on the west by Santa Monica Bay, on the north by the Ballona Escarpment, on the east by the Newport-Inglewood Uplift, and on the south by San Pedro Bay and the Palos Verdes Hills. A substantial portion of the water supply for the area overlying the Basin is pumped directly from groundwater storage.

Natural recharge to the West Basin's groundwater supply is mostly underflow from the Central Basin through the Newport-Inglewood fault zone. Injection wells in the West Coast Basin Barrier and Dominguez Gap Barrier create mounds of freshwater that help protect the West Coast Basin from seawater intrusion. Other minor sources of recharge include percolation of precipitation, irrigation return flow from fields and lawns, and other applied surface waters. The storage capacity of the primary water producing aquifer, the Silverado aquifer, is estimated to be 6,500,000 AF. Groundwater levels have risen approximately thirty feet since the Basin was adjudicated in 1961. Injection along the West Coast Basin Barrier and Dominguez Gap Barrier causes groundwater to flow inland from the coast.

Three agencies, LACDPW, WRDSC, and WBMWD, collaborate with the groundwater producers such as GSWC to ensure that the allowable 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 highly treated wastewater from the WBMWD's water recycling plant located in El Segundo and imported water from Metropolitan. LACDPW also injects imported water from Metropolitan into the Dominguez Gap Barrier Project. The project currently is permitted for up to 6 million gallons per day of recycled water to be injected

into the barrier with a 50 percent blend with potable water over a 60-month running average. WRDSC collects a replenishment assessment from all groundwater producers in the Basin to pay for water supplies to replenish the Basin, which is through the injection barrier. 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.

The groundwater wells for the Southwest System in the West Coast Basin meet all current State and Federal drinking water standards. However, there are impacts from manganese (Mn), hydrogen sulfide (H<sub>2</sub>S), and iron.

- Manganese. Five wells within the Southwest System are affected by Mn, four of which have a California secondary Maximum Contaminant Level (MCL) of 50 micrograms per liter (µg/L). In order to address the Mn issue, four out of the five affected wells have existing treatment processes, including pyrolusite media and dual media filtration.
- Hydrogen Sulfide Odor. H<sub>2</sub>S is another naturally occurring constituent within the Southwest System affecting 6 of the total 14 wells. Currently H<sub>2</sub>S is unregulated, however the odor is being reduced by oxidation with chlorine.
- Iron. Iron levels are closely monitored in the Southwest System. No wells currently exceed the California secondary MCL of 300 µg/L.

### *Recycled Water*

WBMWD is the recycled water wholesaler and is the lead agency in the implementation of the recycled water plan and distribution network. GSWC provides data to WBMWD for its use in planning a potential recycled water distribution system expansion and identifying additional recycled water customers. WBMWD recycled water distribution system within the City of Lawndale is described below. WBMWD acquires, controls, distributes, and sells recycled water to several cities, agencies, and customers in the greater Los Angeles area, including the City.

### 5.1.3 Local Water Infrastructure

The City is underlain by potable and non-potable water infrastructure owned and maintained by GSWC and WBMWD, respectively. GIS records provided by GSWC indicate there is approximately 59 miles of pipelines ranging in diameter from 2-inches to 16-inches within the City's boundary as shown on Figure 5-2.

### *Potable System*

The entire GSWC Southwest system is considered potable and is supplied from two main sources: local groundwater and imported water purchased from MWD.

GSWC owns and operates 13 active wells with a combined capacity of 13,400 gallons per minute which pump local groundwater from the Central subbasin and West Coast subbasin of the Coastal Plain of Los Angeles Groundwater Basin. This groundwater is injected with 12.5 percent liquid sodium hypochlorite and 19 percent ammonia hydroxide to provide a disinfectant residual in the distribution system. All wells are also fluoridated, and five wells are treated for manganese removal. Treated groundwater is then blended with water purchases from WBMWD and CBMWD, which are both in turn supplied by MWD. Purchased water is delivered through 12 interconnections with WBMWD and CBMWD and is already treated to potable standards upon delivery to GSWC.

The Southwest System does not include any treatment facilities besides at wellheads. The System also has 13 emergency interconnections to allow sharing of supplies during short term emergencies or during planned shutdowns of primary supply sources. These interconnections are with the City of Hawthorne, City of Inglewood, California Water Service Company, Liberty Utilities, and Los Angeles Department of Water and Power. Each of these is for emergencies only and is not used in normal operations.

#### *Non-potable System*

Secondary effluent from the Hyperion Wastewater Treatment Plant is pumped via the Hyperion Secondary Effluent Pump Station, which is owned and maintained by WBMWD, to WBMWD's main treatment facility, the Edward C. Little Water Recycling Facility (ECLWRF). WBMWD purchases approximately 37,600 AF, or roughly 13 percent of Hyperion's secondary effluent for treatment. The ECLWRF has a current capacity of 62,700 AF after its fifth expansion, completed in 2014.

The various types of product recycled water qualities from ELWRF are conveyed through a network of nearly 100 miles of distribution pipelines ranging in diameter from 4 to 60 inches. Most of WBMWD's recycled water is treated to meet California Code of Regulations Title 22 disinfected tertiary recycled water standards. The recycled water within the City is part of WBMWD's Title 22 system, which includes recycled water for landscape irrigation and industrial uses.

WBMWD owns all the existing recycled water pipelines that fall within the boundaries of the City and is planning to expand its distribution system to continue offsetting potable water demands in its service area.

#### 5.1.4 References

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West Yost Associates. 2020. Background Report for Infrastructure Analysis for the City of Lawndale General Plan Update. Prepared December 31, 2020.

## 5.2 WASTEWATER

This section describes the Planning Area's wastewater infrastructure, wastewater flows, and previous infrastructure planning. Sewer collection system infrastructure serving the City is owned and maintained by three separate entities: the City, Los Angeles County Department of Public Works (LACDPW), and the Los Angeles County Sanitation Districts (LACSD). Among the three entities, there are nearly 55 miles of sewer mains within the Planning Area. The wastewater infrastructure that serves Lawndale is shown in Figure 5-3.

Wastewater generated in Lawndale is discharged to a regional trunk sewer pipeline owned by the LACSD, which is a partnership of 24 independent special districts that serve the wastewater needs of approximately 5.5 million people in Los Angeles County. Wastewater from Lawndale then flows through a system of large diameter sewers to the Joint Water Pollution Control Plant (JWPCP) in Carson where sewage is treated and then discharged via ocean outfalls at Royal Palms Beach in San Pedro.

### 5.2.1 Wastewater Collection System

#### City of Lawndale

According to the City's 2014 Sanitary Sewer Management Plan, the City's Public Works Department manages the City-owned sanitary sewer collection system which serves a population of approximately 32,000 residences. The sanitary sewer collection system consists of 34 miles of gravity sewer lines that do not exceed 12-inches in diameter. The City's local gravity sewer lines discharge into LACSD's facilities for conveyance to the JWPCP. The City is responsible for ensuring that the public sewer infrastructure is correctly designed, adequately sized, and easily maintained.

#### Los Angeles County Department of Public Works

The City is part of the LACDPW's Consolidated Sewer Maintenance District (CSMD) and, therefore, relies on the staff and resources of the LACDPW for the maintenance of its collection sewer system. The CSMD has maintained the City's facilities for more than 60 years and utilizes the Lawndale Yard as its primary sewer operation and maintenance services provider. The CSMD is not a special district and does not own any infrastructure. LACDPW's Sewer Maintenance Division is responsible for operational maintenance services of the City's sewer collection system, including cleaning, closed-circuit television inspection, manhole inspection, and repairs of the system. The CSMD also provides a supporting role in reviewing all proposed sewer plans for new developments in the City to ensure that they conform to County design standards and to ensure that requirements for acceptability for maintenance are met.

#### Los Angeles County Sanitation Districts

The LACSD owns, operates, and maintains an interconnected network of trunk sewers which convey wastewater to JOS treatment facilities. The City falls completely within the LACSD's Joint Outfall District 5 service area, as shown in Figure 5-4. The LACSD's trunk system forms the backbone of the conveyance system. The JOS includes the Joint Outfall (JO) trunk sewers, which are typically high capacity sewers with diameters as large as 144-inches, and the LACSD trunk sewers, which generally feed the larger JO trunk sewers. The JO "A" and JO "D" trunk sewers run directly through the City along with other various District trunk lines. LACSD owns and maintains approximately 9.1 miles of sewers within the City.

### 5.2.2 Projected Wastewater Flows and Treatment Capacity

The City does not directly provide any wastewater treatment services. The City’s local sewers discharge into the LACSD facilities for treatment and disposal. All sewage produced within the City is treated at LACSD’s JWPCP, which provides both primary and secondary wastewater treatment for an average dry weather flow (DWF) of 280 MGD. The JWPCP has a design capacity of 400 MGD. The plant serves a population of approximately 3.5 million people throughout Los Angeles County, including the City.

The treated wastewater is disinfected with hypochlorite and discharged to the Pacific Ocean through a network of outfalls. These outfalls extend 1.5 miles off the coast of Southern California near the Palos Verdes Peninsula to a depth of 200 feet. All of the JWPCP treated effluent is discharged because the JWPCP only provides primary and secondary treatment and do not meet Title 22 standards for using recycled water.

In general, wastewater flows are expected to increase in proportion to population growth within the JOS service area. Population forecasts are derived from projections by SCAG. As part of the LACSD’s Clearwater Facility Plan, these projections are then converted to flows using per capita generation rates. Contract and industrial flows are separately projected and added into the projected flow totals. As show in Table 5-5, the projected average flows at the JWPCP for 2050 are estimated to be 423 MGD, which is 23 MGD more than the plant’s current permitted capacity. The LACSD continues to monitor and adjust its projected flows and would expand treatment capacity as needed based on these updates. No current plant expansion is being planned as ongoing water conservation efforts throughout the region continue to lower current wastewater flows.

**Table 5-5: Annual Projected Buildout Flow vs. Current Treatment Capacity (MGD)**

Treatment Plant	Projected Buildout Flow (2050)	Current Treatment Capacity
WPCP	423	400

*SOURCE: WEST YOST ASSOCIATES, 2020; LOS ANGELES COUNTY SANITATION DISTRICTS, 2022.*

*NOTE: PROJECTED WASTEWATER FLOW AND CURRENT TREATMENT CAPACITY ARE BASED ON THE 2012 CLEARWATER PROGRAM MASTER FACILITIES PLAN.*

### 5.2.3 References

Los Angeles County Sanitation Districts. 2022. Wastewater Treatment Process at JWPCP. <https://www.lacsd.org/services/wastewater-sewage/facilities/joint-water-pollution-control-plant/wastewater-treatment-process-at-jwpcp>, accessed February 15, 2022.

West Yost Associates. 2020. Background Report for Infrastructure Analysis for the City of Lawndale General Plan Update. Prepared December 31, 2020.

### 5.3 STORMWATER AND DRAINAGE

Provided below is a discussion of the stormwater drainage and flood control systems that serve the Planning Area. The existing City of Lawndale General Plan identifies the following goals and policies pertaining to hydrology and water quality as they relate to stormwater drainage.

Element	Topic Area	Goal	Policy
Conservation Element	Water Conservation	Goal 1: Conserve water resources in the City through retention of the existing drainage system, the protection of limited groundwater resources, and domestic water conservation measures.	Policy 1h: Provide additional storm drainage facilities, and improve existing deficient facilities, where necessary as determined by the Los Angeles County Department of Waste Water Management and/or the City of Lawndale.

#### 5.3.1 Storm Drainage System

The City of Lawndale is responsible for managing the public storm drain system within Lawndale’s limits and ensuring that an adequate level of service is provided to protect the public from excessive surface flooding conditions. Los Angeles County Flood Control District (LACFCD) infrastructure conveys stormwater out of City limits via its regional infrastructure systems. Stormwater within the City of Lawndale is tributary to the Dominguez Channel and eventually discharges to Los Angeles Harbor. The City is completely contained within the Upper Channel Subwatershed – one of five subwatersheds of the Dominguez Watershed. The five subwatersheds within the Dominguez Watershed include: the Upper Channel Subwatershed, Lower Channel Subwatershed, Retention Basins Subwatershed, Machado Lake Subwatershed, and Harbors Subwatershed.

The primary purpose of the public storm drain system is to facilitate the conveyance of drainage water from rainfall events away from urban areas. In addition, the facilities are designed to mitigate the increase in runoff volumes and velocities to downstream areas and drainages to prevent flooding of public and private facilities and urbanized areas. The drainage system includes any roads with drainage infrastructure, catch basins, natural and artificial channels, aqueducts, canyons, stream beds, gullies, curbs, gutters, ditches, natural and artificial channels, and storm drains.

#### 5.3.2 Local Infrastructure

The City owns and maintains smaller stormwater and flood control pipelines, typically 24-inch and smaller. Digital records do not exist for the City’s infrastructure. Thus, the City’s system is not included on Figure 5-5 and a detailed system description of the system is unable to be provided.

The LACFCD owns and maintains stormwater conveyance infrastructure within the City’s SOI, which typically include storm drains with a diameter or width greater than 24-inches. According to LACFCD’s GIS database, there is approximately 11.8 miles of LACFCD-owned gravity mains within the City. Dominguez Channel does pass through the City, but it does pass through the City’s SOI (east of the City) for a total of 0.55 miles.

### 5.3.3 Stormwater and Flood Control

As shown on Figure 6-2, there are no 100-year flood hazards zones of concern within the City. As no information was provided regarding any capacity or condition issues related to the City or LACFCD's facilities, no assessment was made as future improvement needs of these systems.

More information on flooding and flooding potential can be found in Chapter 6, Hazards, Safety, and Noise.

### 5.3.4 Stormwater Quality

In general, potential hazards to surface water quality include the following nonpoint pollution problems: high turbidity from sediment resulting from erosion of improperly graded construction projects, concentration of nitrates and dissolved solids from agriculture or surfacing septic tank failures, contaminated street and lawn run-off from urban areas, and warm water drainage discharges into cold water streams.

The most critical period for surface water quality is following a rainstorm which produces significant amounts of drainage runoff into streams at low flow, resulting in poor dilution of contaminants in the low flowing stream. Such conditions are most frequent during the fall at the beginning of the rainy season when stream flows are near their lowest annual levels. Besides the greases, oils, pesticides, litter, and organic matter associated with such runoff, heavy metals such as copper, zinc, and cadmium can cause considerable harm to aquatic organisms when introduced to streams in low flow conditions.

Surface water pollution is also caused by erosion. Excessive and improperly managed grading, vegetation removal, quarrying, logging, and agricultural practices all lead to increased erosion of exposed earth and sedimentation of watercourses during rainy periods. In slower moving water bodies these same factors often cause siltation, which ultimately reduces the capacity of the water system to percolate and recharge groundwater basins, as well as adversely affecting both aquatic resources and flood control efforts.

303(d) Impaired Water Bodies: Section 303(d) of the Federal Clean Water Act requires states to identify waters that do not meet water quality standards or objectives and, thus, are considered "impaired." Once listed, Section 303(d) mandates prioritization and development of a Total Maximum Daily Load (TMDL). The TMDL is a tool that establishes the allowable loadings or other quantifiable parameters for a waterbody and thereby the basis for the states to establish water quality-based controls. The purpose of TMDLs is to ensure that beneficial uses are restored and that water quality objectives are achieved.

There is one water body within the Planning Area listed by the State Water Resources Control Board (SWRCB) as 303(d) impaired Water Bodies: Dominguez Channel (lined portion above Vermont Ave).

### 5.3.5 References

California Department of Water Resources. 2019. Final California 2019 Integrated Report (C A Section 303(d) List 305(b) Report).  
[https://www.waterboards.ca.gov/water\\_issues/programs/tmdl/integrated2014\\_2016.shtml](https://www.waterboards.ca.gov/water_issues/programs/tmdl/integrated2014_2016.shtml).

## Utilities and Community Services

West Yost Associates. 2020. Background Report for Infrastructure Analysis for the City of Lawndale General Plan Update. Prepared December 31, 2020.



## 5.4 SOLID WASTE

The following section describes solid waste disposal contracting and facilities serving the Planning Area. The existing Lawndale General Plan includes the following goals and policies related to solid waste.

Element	Topic Area	Goal	Policy
Conservation Element	Solid Waste	Goal 5: Promote source reduction as well as the safe and efficient transportation and disposal of the City's municipal solid waste.	Policy 5a: Prepare, adopt, and implement an Integrated Solid Waste Management Plan which includes a Source Reduction and Recycling Element per the provisions of Chapter 2 and commencing with Chapter 6 of the California Integrated Waste Management Act of 1989, Assembly Bill 939.

### 5.4.1 Waste Collection Services

Waste collection is conducted by two waste haulers within the Planning Area. Republic Services is a private franchise hauler that provides solid waste disposal within the City of Lawndale. Likewise, Waste Management currently provides trash collection and recycling services to the unincorporated area of El Camino Village, within the SOI. With minor exceptions for certain homeowners' associations, these two waste haulers handle all residential, commercial, and industrial collections within the Planning Area. Waste collected by Republic Services is hauled to a transfer station at 1449 W. Rosecrans Avenue in Gardena. Waste collected by Waste Management is hauled to a transfer station at 321 Francisco Street in Carson. According to the LACSD website, the Mesquite Regional Landfill, located in Imperial County, will be a destination for municipal solid waste from Los Angeles County as part of the LACSD's Waste-by-Rail System. Solid waste will be placed in sealed intermodal containers at local transfer stations, loaded onto rail cars at the Puente Hills Intermodal Facility, and hauled by rail to Mesquite Regional Landfill for disposal.

### 5.4.2 Hazardous Waste Disposal

Household hazardous waste (HHW) is any hazardous waste generated incidental to owning or maintaining a residence, including paints, solvents, varnishes, acids, flammables, acrylics, and resins. Republic Services provides free pickup of household hazardous waste from residential customers in Lawndale. Alternatively, 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 Washington Blvd. S.A.F.E. Center (2649 E. Washington Boulevard, Los Angeles).

In addition, Republic Services provides residents in Lawndale with free sharps disposal kits for related medical waste (e.g., needles, syringes, or lancets). Kits come with a pre-paid postage mailing packet for easy and reliable disposal.

### 5.4.3 Solid Waste Generation Rates and Volumes

The California Department of Resources Recycling and Recovery (CalRecycle) tracks and monitors solid waste generation rates on a per capita basis. The total annual solid waste disposal amount for the City of Lawndale for the year 2019 (latest available data) was 18,770.93 tons. The per capita solid waste generation rate was 3.1 pounds/person/day. The annual disposal amount for 2019 had increased from the 2018 rate of 17,288.56 tons per year.

The City of Lawndale has complied with state requirements to reduce the volume of solid waste through recycling and reuse of solid waste. The City's per capita disposal target rate in 2019 was 3.4 pounds/person/day. The City's per capita disposal rate in 2019 was 2.7 pounds/person/day, which successfully satisfies the target reduced disposal rate.

### 5.4.4 References

CalRecycle. 2019. Jurisdiction Diversion Disposal Rate Detail (2019). <https://www2.calrecycle.ca.gov/LGCentral/%20DiversionProgram/JurisdictionDiversionDetail/255/Year/2019>, accessed February 18, 2022.

CalRecycle. 2019. Jurisdiction Review Reports. <https://www2.calrecycle.ca.gov/LGCentral/AnnualReporting/ReviewReports>, accessed February 18, 2022.

Republic Services. 2022. <https://www.republicservices.com/>, accessed February 18, 2022.

## 5.5 ELECTRICITY AND NATURAL GAS

This section describes the Planning Area's electricity and natural gas infrastructure and the utility companies providing these services.

### 5.5.1 Existing Setting

Electricity in the Planning Area is provided by Southern California Edison (SCE), which is a regulated public utility that provides energy service to 15 million people across a 50,000 square mile service area, including the South Bay cities and Los Angeles County. 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. Electricity is generated from a variety of energy sources, including coal, natural gas, nuclear, hydroelectric, and a mix of other renewable resources. High voltage transmission lines (220kV) run north/south along Firmona Avenue and Grevillea Avenue with an electrical substation at 4605 Marine Avenue. There are 15 distribution circuits serving customers within the City Limits and additional distribution circuits serving the SOI.

The Southern California Gas Company (SoCalGas) is the primary provider of natural gas to the region of Southern California, including the Planning Area. SoCalGas is owned by Sempra Energy, which is a regulated public utility that provides clean, safe, and reliable energy to 21.8 million consumers across a 24,000 square mile service area. SoCalGas obtains its supply of natural gas from 552 diverse suppliers. High pressure distribution lines run the length of Hawthorne Boulevard and Rosecrans Avenue within the City Limits, and along Crenshaw Boulevard in the SOI.

### 5.5.2 References

California Energy Commission. 2020. California Electric Infrastructure App.

<https://cecgis-caenergy.opendata.arcgis.com/app/ad8323410d9b47c1b1a9f751d62fe495>, accessed June 2020.

Southern California Edison. 2020. <https://www.sce.com/>,

Southern California Gas Company. 2020. <https://www.socalgas.com/>, accessed June 2020.

## 5.6 PUBLIC SAFETY

This section addresses the provision of public safety services in the Planning Area, including fire protection, law enforcement, and other local safety provisions.

### 5.6.1 Fire Protection

Historically, Lawndale has contracted essential services through established county agencies, including the Los County Fire Department, which provides full-service fire protection services to the City and the Planning Area. The existing City of Lawndale General Plan identifies the following goals and policies related to fire protection services.

Element	Topic Area	Goal	Policy
Safety Element	Fire Hazards	Goal SAF-4: A community protected from loss of life or injury and damage to property due to fire hazards.	<p>Policy SAF-4.1: Continue to coordinate fire protection services with Los Angeles County Fire Department to ensure sufficient capacity, stations, personnel, and equipment are available to meet needs in Lawndale for fire protection and related emergency services.</p> <p>Policy SAF-4.2: Continue to involve the Los Angeles County Fire Department in the development review process to ensure fire safety is addressed in new and modified developments.</p> <p>Policy SAF-4.3: Continue to enforce fire prevention and suppression requirements for water supply and water flows throughout the City for firefighting purposes.</p> <p>Policy SAF-4.4: Ensure all new development provides adequate access for emergency vehicles and evacuation.</p> <p>Policy SAF-4.5: Regularly update and consistently enforce all building and fire codes and ordinances.</p> <p>Policy SAF-4.6: Promote public safety education programs to reduce accidents, injuries, and fires, as well as to train members of the public to respond to emergencies.</p>

## Fire Protection Services

The Los Angeles County Fire Department (LACoFD) provides full-service firefighting and emergency medical services to the City of Lawndale and the Planning Area. The Kenny Hahn Memorial Lawndale Fire Station No. 21 is located at 4312 W. 147th Street and serves the Planning Area. Station No. 21 includes an engine company and a rescue squad (EMS).

The 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.

FY 2020-21 Performance Measures for the Los County Fire Department indicate that department-wide, actual response times slightly exceeded targeted response times for emergency 9-1-1 calls (<5 minutes; <8 minutes for EMS) within urban areas such as Lawndale. Performance measures were not specified for the Lawndale Fire Station in the report. Table 5-6 shows how the LACoFD deployment system responds in urban areas across LA County for emergency medical and fire incident types of calls.

**Table 5-6: Actual Response Time Averages for Emergency 9-1-1 Calls (In Minutes)**

Department-wide	2017-18	2018-19	2019-20	2020-2021 (Projected)
Emergency 9-1-1 – Urban Areas	5.15	5.12	5.15	5.20
Paramedic Response – Urban Areas	5.93	5.86	5.85	5.82

SOURCE: COUNTY OF LOS ANGELES, 2020-2021 PERFORMANCE MEASURES, 2020

## Fire Department Programs

The LACoFD provides more than traditional fire services and emergency medical services; the LACoFD also participates and manages a range of additional programs related to health and safety.

### *Safe House Program*

The Safe House Program was implemented across Los Angeles County in 1997 as a program to ensure temporary haven for any child or adult facing a potentially threatening situation and needs a safe place to go. Concerned communities have been demonstrating a desire to accept a shared responsibility for the well-being of children. Local fire departments, school districts, police departments, parents, and community members have been joining together in building the neighborhood Safe House Program.

### *Baby Safe Surrender Program*

The Los Angeles County Board of Supervisors has designated all hospital emergency rooms and select fire stations as the appropriate places to surrender infants safely. The Lawndale Fire Station is a Safe Surrender site.

## 5.6.2 Law Enforcement

The City of Lawndale contracts with the Los Angeles County Sherriff’s Department for its law enforcement services. The Los Angeles County Sheriff’s captain assigned to the Lawndale Sheriff’s Center 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 existing City of Lawndale General Plan identifies the following goals and policies related to law enforcement and police protection services.

Element	Topic Area	Goal	Policy
Safety Element	Emergency Services, Preparedness, and Response	Goal SAF-5: A community prepared to provide effective response and recovery efforts in the event of an emergency.	<p>Policy SAF-5.3: Support policies and programs that ensure adequate resources are available to respond to health, fire, and police emergencies.</p> <p>Policy SAF-5.8: Involve the Los Angeles County Sherriff’s Department in the development review process to address safety concerns, access issues, and potential traffic conflicts, and identify opportunities to apply Crime Prevention Through Environmental Design (CPTED) principles.</p>

### Police Protection Services

Lawndale is served by a standalone Sheriff’s Center located at 15331 Prairie Avenue. The Sheriff’s Center provides services specifically to the citizens and visitors of Lawndale. Furthermore, the South Los Angeles Sheriff’s Station located at 1310 W. Imperial Highway, Los Angeles, provides additional police protection services to the City and serves unincorporated El Camino Village within the Planning Area.

The Lawndale Sheriff’s Center provides the City with general law enforcement services including field patrol deputies, supervision, and traffic services. Specialized services such as Detective Bureau, Narcotics Bureau, Commercial Crimes Bureau, Family Crimes Bureau, Special Weapons Teams, and other such services are provided to the City by the South Los Angeles Station and/or other Los Angeles County Sheriff’s Department resources.

The City does not have an adopted target officer-to-population service ratio. However, the City works closely with the Sheriff’s Department to determine and meet the community needs for adequate personnel and equipment to effectively combat crime, and meet existing and projected service demands. Supervisory staff at the Lawndale Sheriff’s Center consists of a captain, a lieutenant, two sergeants, and a Traffic Office deputy. The City of Lawndale is divided into four quadrants with a Special Assignment Officer (deputy) assigned to each section. The Sheriff’s Department provides 24-hour per day coverage.

## Crimes by Category in Lawndale

Statistics on the number of crimes by category of crime in Lawndale during each year from 2010 to 2019, as reported by the Federal Bureau of Investigation (FBI) Criminal Justice Information Services Division, are shown in Table 5-7 below.

**Table 5-7: Crimes by Category**

Category	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Violent Crimes	228	175	167	162	157	196	194	178	129	125
Homicide	4	5	2	1	0	0	0	2	3	1
Rape	10	7	4	9	6	9	9	3	10	6
Robbery	67	72	51	51	49	62	71	66	30	40
Aggravated Assault	147	91	110	101	102	125	114	107	86	78
Violent Crime Rate Per 10,000 Population	73.2	52.8	50.1	48.7	47.1	58.3	57.8	53.6	38.9	38.2
Property Crimes	513	447	397	419	398	502	528	433	348	411
Burglary	152	157	135	151	118	114	93	75	61	83
Larceny-theft	223	196	164	172	192	284	276	214	185	228
Vehicle Theft	138	94	98	96	88	104	159	144	102	100
Arson	2	1	3	4	2	2	1	2	1	4
Property Crime Rate Per 10,000 Population	164.8	134.8	119.2	126.1	119.4	149.4	157.3	130.4	105.1	125.5
Population	31,132	33,154	33,312	33,234	33,340	33,605	33,560	33,205	33,121	32,751

SOURCE: FEDERAL BUREAU OF INVESTIGATION, CRIMINAL JUSTICE INFORMATION SERVICES DIVISION, OFFENSES KNOWN TO LAW ENFORCEMENT TABLES (2010 THROUGH 2019).

### 5.6.3 Emergency Preparedness

The existing City of Lawndale General Plan identifies the following goals and policies related to emergency preparedness.

Element	Topic Area	Goal	Policy
Safety Element	Emergency Services, Preparedness, and Response	Goal SAF-5: A community prepared to provide effective response and recovery efforts in the event of an emergency.	<p>Policy SAF-5.1: Continue to implement emergency preparedness and response measures in coordination with Los Angeles County's Emergency Operations Plan and the Lawndale Emergency Operations Plan.</p> <p>Policy SAF-5.2: Conduct periodic trainings with staff and/or participate in Los Angeles County trainings on emergency operations procedures and response.</p> <p>Policy SAF-5.3: Support policies and programs that ensure adequate resources are available to respond to health, fire, and police emergencies.</p> <p>Policy SAF-5.4: Investigate and seek out opportunities to improve emergency access and circulation throughout the community.</p> <p>Policy SAF-5.5: Provide residents and businesses with information about local safety hazards and emergency plans, including evacuation plans and procedures to accommodate special needs populations and efficient post-disaster recovery.</p> <p>Policy SAF-5.6: Support policies and programs to involve and educate the community in emergency preparedness and disaster response skills such as fire safety, light search and rescue, and disaster medical operations.</p> <p>Policy SAF-5.7: Collaborate with the school district, businesses, nonprofit organizations, and community members/groups to maintain safety throughout the City.</p>



The City of Lawndale prepared an all-hazards Emergency Operations Plan (EOP) in 2015 that defines the actions and roles necessary to provide a coordinated response within the City before, during, and following extraordinary emergencies associated with natural, manmade, and technological disasters. The plan has built-in flexibility to allow use in all emergencies and will facilitate response and short-term recovery activities. It was developed in accordance with the Standardized Emergency Management System (SEMS) and the National Incident Management System (NIMS). The EOP is also designed to integrate into and support the Los Angeles County Operational Area Emergency Response Plan for a more seamless multi-jurisdictional response to disasters.

The EOP includes detailed sections related to: Hazard Profiles, Training and Exercises, Assignment of Responsibilities, Mutual Aid, Emergency Operations Center (EOC), Emergency Declarations, Public Information, Finance, and Logistics. Furthermore, the City has an Emergency Operations Center (City Hall main conference room) for use, if necessary. In the event of a major emergency, the EOC would be used to coordinate resources, assist in mitigating the emergency, and properly allocate emergency resources and relief aid.

In addition, Lawndale's Local Hazard Mitigation Plan (LHMP) addresses several natural disasters that may affect the City: earthquake (geologic), severe weather, drought, and extreme heat. The LHMP serves to organize resources, assess potential risks, describe hazards, identify at-risk populations and assets, and set goals, objectives, and tools to reduce the effects of these hazards, minimize property and infrastructure damage, strengthen resources from local and regional public safety facilities, and increase education and awareness of hazard mitigation planning and emergency preparedness.

#### 5.6.4 References

City of Lawndale. 2015. City of Lawndale Emergency Operations Plan.

City of Lawndale. 2015. City of Lawndale General Plan Safety Element.

City of Lawndale. Law Enforcement. <http://www.lawndalecity.org/html/depthhtml/PUBLICSAFETY/LawEnf.htm>, accessed June 2020.

Federal Bureau of Investigation. 2020. Criminal Justice Information Services Division, 2010 through 2019. Table 8 Offenses Known to Law Enforcement, by State by City.

Los Angeles County Fire Department. 2018. 2017-2021 Strategic Plan (Revised).

Los Angeles County Fire Department. 2020. 2020-21 Performance Measures.

Los Angeles County Sheriff's Department. 2020. South Los Angeles Sheriff's Station. <https://lasd.org/south-los-angeles/>, accessed June 2020.

## 5.7 PARKS AND RECREATION

There are two forms of parkland in the Planning Area – parks that are City-owned and parks that are contracted through a Joint Powers Agreement with the Lawndale Elementary School District for City utilization. All parks and recreation facilities lie within the City Limits. There are six parks, one gymnasium, and one community garden in Lawndale. The City operates the 41,000 square feet Harold E. Hofmann Community Center and the approximately one-half acre Dan McKenzie Community Garden facility comprised of 44-200 square feet garden plots available for lease to residents.

The existing City of Lawndale General Plan identifies the following goals and policies related to parks and recreation.

Element	Topic Area	Goal	Policy
Open Space Element	Open Space	Goal 1: It is the City of Lawndale's goal to provide sufficient and accessible open space areas for all existing and future residents.	<p>Policy 1a: Develop and adopt a comprehensive open space funding program contingent on new development for acquisition and maintenance of open space and recreational facilities.</p> <p>Policy 1b: Continue and pursue additional Joint Powers Agreements with Lawndale School District for Park uses at School sites.</p> <p>Policy 1c: Should the Lawndale School District propose to sell or develop an existing facility, pursue a purchase from, or joint venture with, the District to ensure long-term open space availability.</p>
	Recreation	Goal 2: It is the intent of the City of Lawndale to provide recreational facilities and programs for all segments of the community.	<p>Policy 2a: Encourage and promote use of the Civic Center and Prairie Avenue Community Center facilities for recreational activities and programs provided by the City.</p> <p>Policy 2b: Study the feasibility of annexing all, or portions, of Alondra Park to increase City-wide recreational opportunities.</p> <p>Policy 2c: Evaluate all vacant parcels within the City for their ability to accommodate active recreational uses (i.e. basketball, volleyball, etc.).</p> <p>Policy 2d: Encourage new development, through development incentives, to provide on-site</p>

			<p>recreational facilities for employees and residents.</p> <p>Policy2e: Encourage multi-family residential developments to provide active open space and recreational uses which are maintained by Homeowners Associations.</p>
	Trails	<p>Goal 3: It is the City of Lawndale’s goal to provide safe and accessible riding and walking trails for the City’s residents.</p>	<p>Policy 3a: Pursue the feasibility of acquisition and development of a trail corridor along the AT &amp; SF railroad right-of-way.</p> <p>Policy 3b: Pursue funding and development of City-wide pedestrian/bicycle trails to integrate with the Los Angeles County Regional Trail System.</p> <p>Policy 3c: Where feasible, improve and promote the establishment of a fitness trail utilizing alleys, streets, sidewalks, railroad right-of-way, and other open space areas.</p>

### 5.7.1 Types of Parks

The National Recreation and Parks Association (NRPA) has created a set of standards for classification of park and recreation facilities to help serve as a guide to planning. This classification system is to be used as a boilerplate set of standards to be modified to fit the individual municipality’s needs. According to the NRPA classification system, parks are usually categorized according to their service area, size, function, and acres/1,000 population.

Below are descriptions and requirements of the four categories of parks as defined by NRPA guidelines. Note, however, that the current General Plan has no specific standards tied to the guidelines other than referencing the “commonly accepted ratio of desirable parkland area to population (2.5 acres per 1,000 persons),” and that the RPA guidelines are presented here only as a benchmark.

Mini (Urban) Parks: The mini park is designed to offer green space in those urban locations where yards are limited or in areas not served by any other park. They are established when larger acreage is unavailable, particularly in densely populated, developed areas. The cost of development and maintenance of mini parks is very high relative to the number of people served. They often bring development and maintenance endowment dollars as well as sweat-equity to a project as part of a community partnership commitment. Land most frequently used for such a facility is vacant lots scattered throughout an inner city, although newer suburban subdivisions are setting land aside for mini parks. Such parks are usually designed for the use by a specific age group (i.e. preschool children, teens, or senior citizens) living within the immediate neighborhood. They also address limited or isolated recreation needs. They may be located where dense

residential populations limit the availability of open space. Recreation resources include both active and passive use.

Sample standards:

- Size: Mini parks are between 2,500 square feet and one acre in size.
- Service Area: Several city blocks or less than 1/4 mile in a residential setting.

Neighborhood Parks: Neighborhood parks remain the basic unit of the park system and serve as the recreation and social focus of the neighborhood. They should be developed for both active and passive recreation activities geared specifically for those living in the service area. Accommodating a wide variety of age and user groups, including children, adults, senior citizens, and special populations, is important. Creating a sense of place by bringing together the unique character of the site with that of the neighborhood is vital to successful design. The neighborhood park is designed to provide the types of recreation one would expect to be able to walk to rather than be required to drive to gain access. Neighborhood parks offer small areas of open space and a sampling of park resources to service individual neighborhoods.

Sample standards:

- Size: Generally, 5 acres is accepted as the minimum size necessary to provide space for a variety of recreation activities; 7 to 10 acres is considered optimal.
- Service Area: A neighborhood park is limited by geographical or social limits (maximum 15-20 minutes walking distance). The park primarily serves the local neighborhoods located within a radius of 1/4 to 1/2 mile of the park, without physical or social barriers to the boundaries.

Community Parks: Community parks fall between regional and neighborhood parks in size and scope of services. Their focus is on meeting the recreation needs of several neighborhoods or large sections of the community, as well as preserving unique landscapes and open spaces. They allow for group activities and offer other recreation opportunities not feasible, nor perhaps desirable, at the neighborhood level. As with neighborhood parks, they should be developed for both active and passive recreation activities.

Sample standards:

- Size: In addition to minimum size of 10 to 100 acres, a park may be classified as a community park solely on the amenities and programs offered.
- Service Area: The service area should be 0.5 to 3.0 miles in radius. A community park should serve two or more neighborhoods.

Regional Parks: Regional parks offer county residents the opportunity to participate in a variety of park experiences capable of entertaining the entire family for extended time periods. They may provide a natural setting or sense of remoteness from the common urban fabric or enrich participants about the area's cultural heritage. Because regional parks are designed for both active and passive recreation, and are centered on unique terrain, extensive natural areas, scenic views, a lake, river, or cultural features, they typically attract a large number of persons from throughout the county. These parks serve a broader purpose than community parks and are used when community and neighborhood parks are not adequate to serve the needs of the community.

Sample standards:

- Size: Minimum of 50 acres with 75 or more acres being optimal.
- Service Area: The normal drive time is 1 hour or less.

### 5.7.2 Parks within the Planning Area

As shown below in Table 5-8, there are six parks within the City of Lawndale consisting primarily of mini (urban) and neighborhood parks as described in the prior section. In addition, the City has one community recreational center and one community garden. All parks and recreational centers are located within the City Limits (i.e., none within the SOI). A linear area along the BNSF railroad right-of-way also serves as de facto open space.

A summary of existing City parks with notable amenities and locations is provided below.

**Table 5-8: Existing Park Facilities**

Park	Address	Facilities	Acreage
Hogan Park	4045 W. 167th Street	6 Picnic Tables, 2 Playgrounds, 2 Picnic Shelters, 1 Outdoor Fitness Space, 1 Restroom and Open Green Space.	0.75
Hopper Park	4418 W. 162nd Street	2 Covered Picnic Areas, 1 Fitness Zone, 1 Full-size Playground, 1 Mini Playground/Sand Play Area, 1 Restroom and Open Green Space.	0.63
Jane Addams Park	15114 Firmona Avenue	3 Outdoor Basketball Courts, 3 Baseball Diamonds, 1 Multi-use Athletic Field, 3 Playgrounds, 1 Wading Pool, 1 Recreation Office, 2 Restrooms, 1 Picnic Area and Open Green Space.	4.59
Larry R. Rudolph Park	14725 Larch Avenue	1 Covered Picnic Area, 1 Fitness Zone, 1 Walking Trail, 1 Playground, 1 View Deck, 1 Performance Stage, 1 Restroom and Open Green Space.	1.44
Rogers/Anderson Park	4161 Manhattan Beach Blvd	6 Outdoor Basketball Courts, 1 Full-size Baseball Field, 1 Soccer Field, 1 Multi-use Athletic Field, 2 Playgrounds, 1 Gymnasium, 1 Restroom and Open Green Space.	14.73
William Green Park	4558 W. 168th Street	6 Outdoor Basketball Courts, 1 Skin Softball Diamond, 1 Multi-use Athletic Field, 1 Recreation Office, 1 Community Room, 2	4.06

## Utilities and Community Services

		Playgrounds, 1 Restroom and Open Green Space.	
Park Acreage Totals			26.2

SOURCES: CITY OF LAWNSDALE, 2022, CITY OF LAWNSDALE, 2020, AND LA COUNTY PARK NEEDS, 2016.

Combined, the Planning Area has approximately 26.2 acres of existing parkland. Therefore, with a 2021 population of approximately 32,710, the current distribution of park acreage per 1,000 residents is 0.8, which is below the City's target ratio of 2.5 per 1,000 residents for park acreage.

### 5.7.3 References

City of Lawndale. 1992. City of Lawndale General Plan Open Space Element.

City of Lawndale. 2020. City of Lawndale Community Services. <http://www.lawndalecity.org/html/DEPTHTML/CSD/CommServc.htm>, accessed June 2020.

City of Lawndale. Personal correspondence, Mike Estes, Director of Community Services. April 20, 2022.

County of Los Angeles. 2016. Los Angeles Countywide Comprehensive Park Recreation Needs Assessment. City of Lawndale, Study Area Profile. [https://lacountyparkneeds.org/FinalReportAppendixA/StudyArea\\_074.pdf](https://lacountyparkneeds.org/FinalReportAppendixA/StudyArea_074.pdf), accessed June 2020.

## 5.8 SCHOOLS, LIBRARIES, AND OTHER PUBLIC FACILITIES

Lawndale is a proud community with strong support for public schools. There are 13 public schools in the Planning Area, which form two school districts – Lawndale Elementary School District and Centinela Valley Union High School District. The City and Planning Area are also served by the Lawndale Library, which is part of the Los Angeles County Library system.

The City’s “Public Facilities” land use designation in the current General Plan is intended for public institutional uses including schools, the Civic Center, fire stations, police stations, community centers, and other related facilities. The Public Facilities designation provides for publicly owned properties and facilities and also includes City government offices and maintenance yards. Existing General Plan goals and policies related to schools and public facilities are listed below.

Element	Topic Area	Goal	Policy
Land Use Element	Public Facilities	Goal 10: To preserve, enhance and expand the land base and structures necessary to provide public services to the residents of the City of Lawndale.	<p>Policy 10a: The Public Facilities designation shall be applied to existing public facility sites:</p> <ul style="list-style-type: none"> <li>• Public School Sites</li> <li>• Atchison, Topeka and Santa Fe Railroad Right-of-Way</li> <li>• Civic Center</li> <li>• Maintenance Yards Utility Easements</li> <li>• Library</li> <li>• Prairie Avenue Recreation Center</li> </ul>
	Public Facilities Overlay	Goal 11: The Public Facilities Overlays shall identify areas that possess public facility characteristics and locations needed to serve the residents of the City of Lawndale.	<p>Policy 11a: The overlay designation shall not preclude the ability to develop the property with the underlying designation, but should encourage the development of public facilities needed to serve the community.</p> <p>Policy 11b: The overlay designation is applied to the Billy Mitchell, Betsy Ross and Lucille Smith School sites. The overlay identifies each site, or a portion of each site as being suitable for a public park, recreation facilities, or public facility uses.</p> <p>Policy 11c: The area between the existing Civic Center and Hawthorne Boulevard shall be designated with the Public Facility overlay. The overlay identifies this area as being appropriate for expansion of the existing Civic Center and/or the creation of additional public facilities uses.</p>

### 5.8.1 Public Schools

Primary education (grades kindergarten through 12) in the Planning Area is provided mainly by two school districts – Lawndale Elementary School District (LESD) and Centinela Valley Union High School District (CVUHSD). Also, Environmental Charter High School leases a site from LESD and

provides a grade 9-12 program with emphasis on experiential, project-based learning. As shown in Table 5-9, LESD includes 6 elementary and 2 middle schools; and CVUHSD includes 2 comprehensive high schools, 2 alternative high school, and one adult education school. For the 2020-2021 school year, 9,715 students were enrolled in grades kindergarten through 12 in schools within the Planning Area. LESD and CVUHSD also serve portions of the City of Hawthorne and unincorporated Los Angeles County.

**Table 5-9: Schools Serving the Planning Area**

School	Grade	Address	Total Enrollment
Lawndale Elementary School District			
ane Addams Middle School	6-8	4535 W. 153rd Place	846
F. D. Roosevelt Elementary	-5	3533 West Marine Ave.	530
William Anderson Elementary	-7	4130 W. 154th Street	634
William Green Elementary	-5	4520 W. 168th Street	614
Billy Mitchell Elementary	-5	14429 Condon Avenue	471
Will Rogers Middle School	6-8	4110 W. 154th Street	917
Lucille Smith Elementary	-5	4521 W. 147th Street	392
Mark Twain Elementary	-5	3728 W. 154th Street	541
Centinela Valley Union High School District			
Lawndale High School	9-12	14901 Inglewood Avenue	2,077
Leuzinger High School	9-12	4118 W. Rosecrans Avenue	1,867
Lloyd High School (Alternative)	10-12	4951 Marine Avenue	282
Centinela Valley Independent Study School (Alternative)	9-12	4951 Marine Avenue	23
Centinela Valley Adult School	9-12	4951 Marine Avenue	N/A
Other			
Environmental Charter High School	9-12	16315 Grevillea Avenue	521

SOURCES: LESD, CVUHSD, AND ECHS, 2021-2022 SCHOOL ACCOUNTABILITY REPORT CARDS.

NOTE: F. D. ROOSEVELT ELEMENTARY SCHOOL IS LOCATED OUTSIDE OF THE PLANNING AREA BUT IS A PART OF THE LESD AND SERVES THE PLANNING AREA.

### 5.8.2 Lawndale Library

The Lawndale Library opened in 2009 and is part of the LA County Library system. It is located within the Civic Center at 14615 Burin Avenue. The Lawndale Library is a modern, 17,360-square foot facility with space for children and teens, a study room, a technology lab (with 10 computers), and a meeting room with capacity for 78 people. The library has both a print collection and large online collection, and has computers available for public use (12 public computers and 12 computers reserved for children).

### 5.8.3 Lawndale Community Center

The Harold E. Hofmann Community Center is located in the Civic Center at 14700 Burin Avenue. The community center is an approximately 41,000-square foot facility with parking on the ground floor. The community center includes one 3,600 square feet multi-purpose room (or two 1,800 square feet multi-purpose rooms) with a performance stage and a full-service catering kitchen,



one 1,800 square foot meeting room (or two 900 square foot meeting rooms), one mirrored dance room, one 18-station computer room, one fitness room with fifteen exercise machines, one conference room, several common-use areas, two outdoor terraces, two restrooms, one family room, waiting areas and administrative offices for the City's Community Services Department employees. The facility, including multi-purpose room, meeting room and kitchen, is available for rent to the public.

#### 5.8.4 References

California Department of Education. 2022. School Accountability Report Card Search. <https://sarconline.org/public/findASarc>, accessed February 18, 2022.

Centinela Valley Union High School District. 2022. School Accountability Report Cards 2021. [https://www.centinela.k12.ca.us/apps/pages/index.jsp?uREC\\_ID=1072630&type=d&pREC\\_ID=1364265](https://www.centinela.k12.ca.us/apps/pages/index.jsp?uREC_ID=1072630&type=d&pREC_ID=1364265), accessed February 18, 2022.

City of Lawndale, 2022. City of Lawndale Community Services. [https://www.lawndalecity.org/government/departments/community\\_services](https://www.lawndalecity.org/government/departments/community_services), accessed February 18, 2022.

Environmental Charter High School. 2022. Environmental Charter High School Lawndale. <https://ecsonline.org/echs-lawndale/>, accessed February 18, 2022.

LA County Library. 2020. Lawndale Library. <https://lacountylibrary.org/lawndale-library>

Lawndale Elementary School District, 2022. School Accountability Report Cards 2020-21. <http://www.lawndale.k12.ca.us/sarc>, accessed February 18, 2022.








Utilities and Community Services

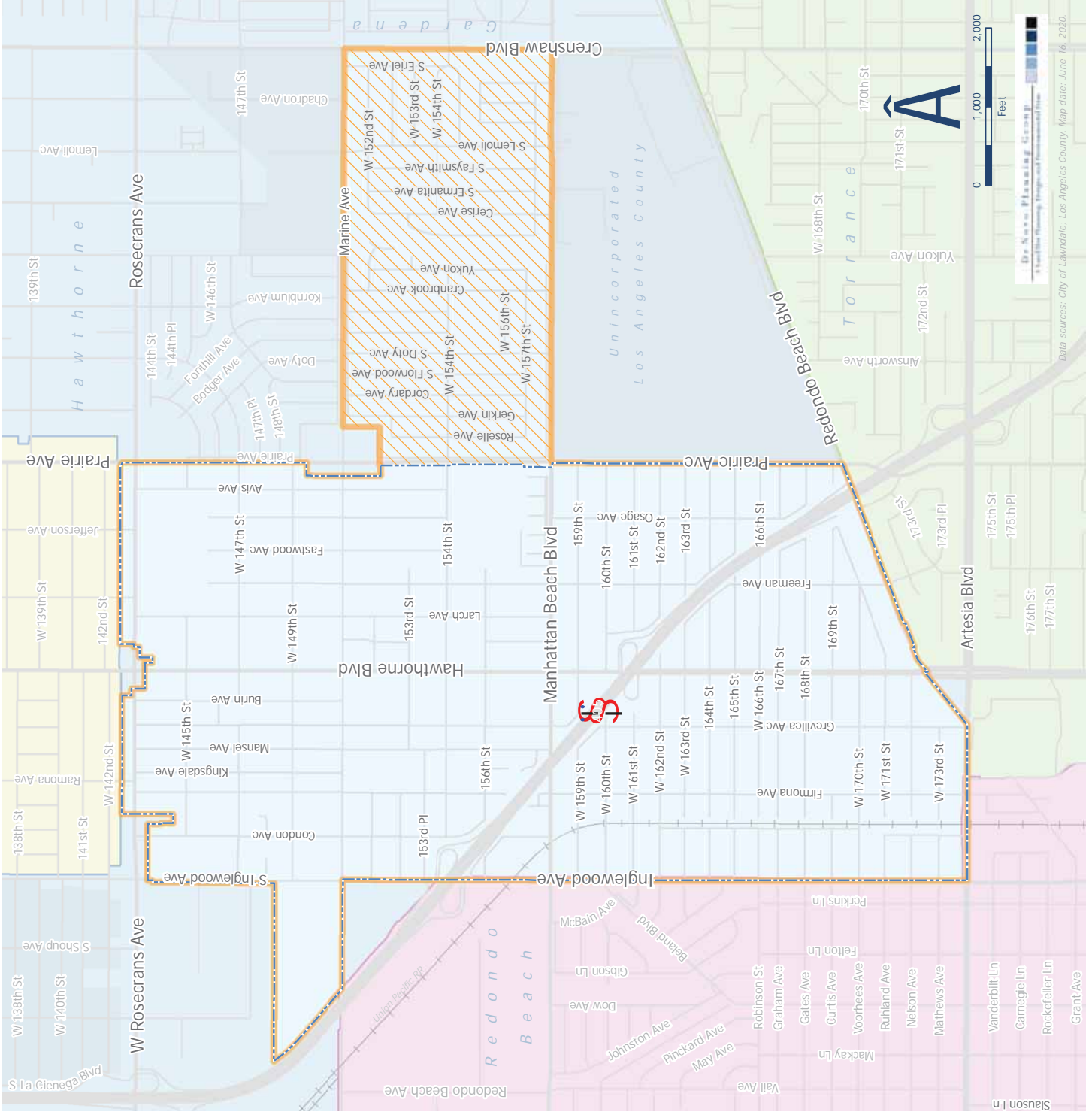
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Figure 5-1.

# Water Agency Boundaries

## LEGEND

-  City of Lawndale
-  Sphere of Influence
-  Planning Area/Sphere of Influence
- Agency Name**
-  California Water Service Company
-  City of Hawthorne
-  City of Torrance Municipal Water District
-  Golden State Water Company



**City of Lawndale**  
*5th Avenue of the Sunbelt*



Data sources: City of Lawndale, Los Angeles County. Map date: June 16, 2020.

Utilities and Community Services

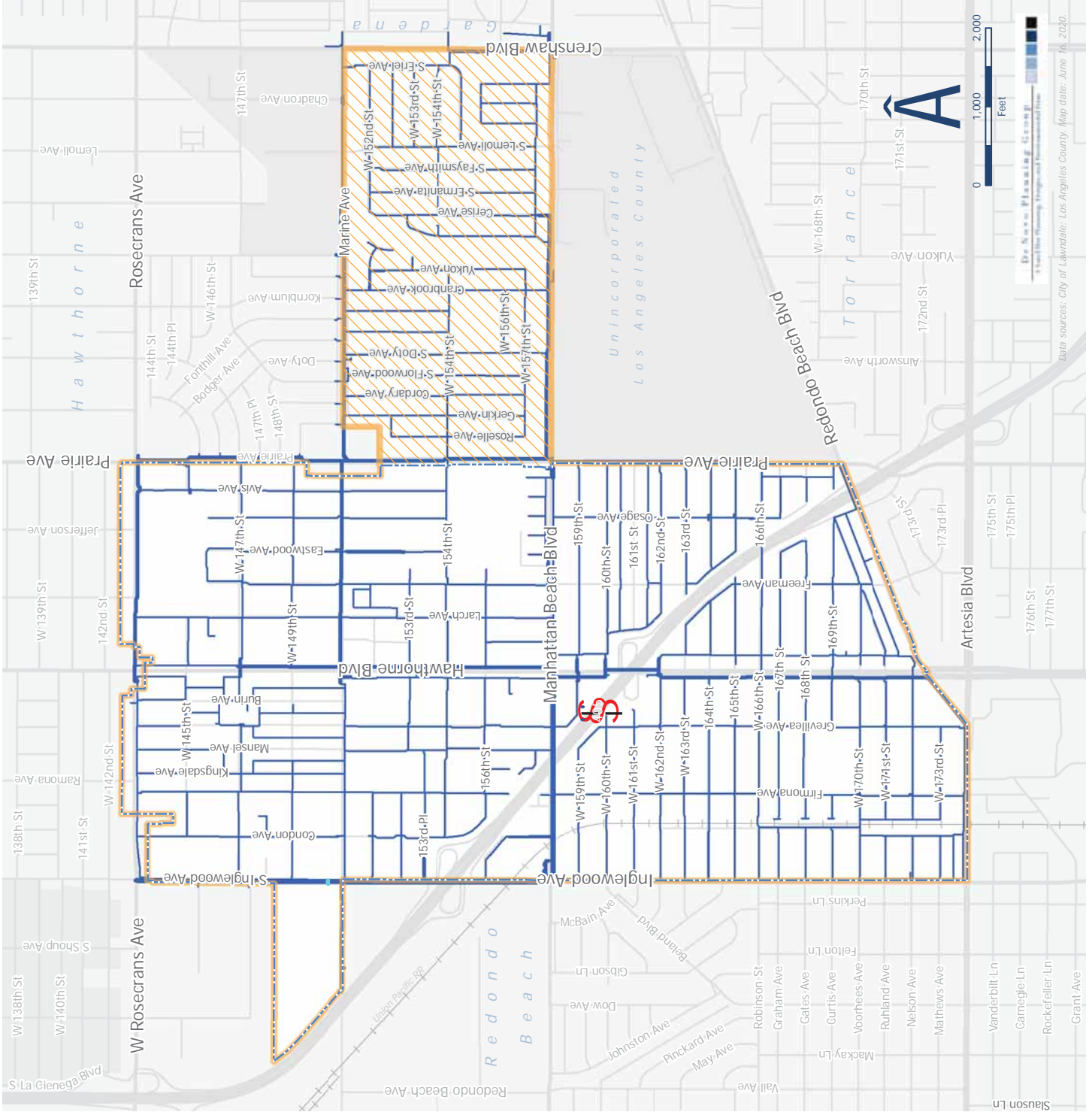
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Figure 5-2.

# Existing Water Facilities

## LEGEND

-  City of Lawndale
-  Sphere of Influence
-  Planning Area/Sphere of Influence
-  Golden State Water Company Pipelines
-  2-inch - 8-inch
-  10-inch - 16-inch



**City of Lawndale**  
*5th Avenue of the Sunbelt*



Data sources: City of Lawndale, Los Angeles County. Map date: June 16, 2020.











Utilities and Community Services

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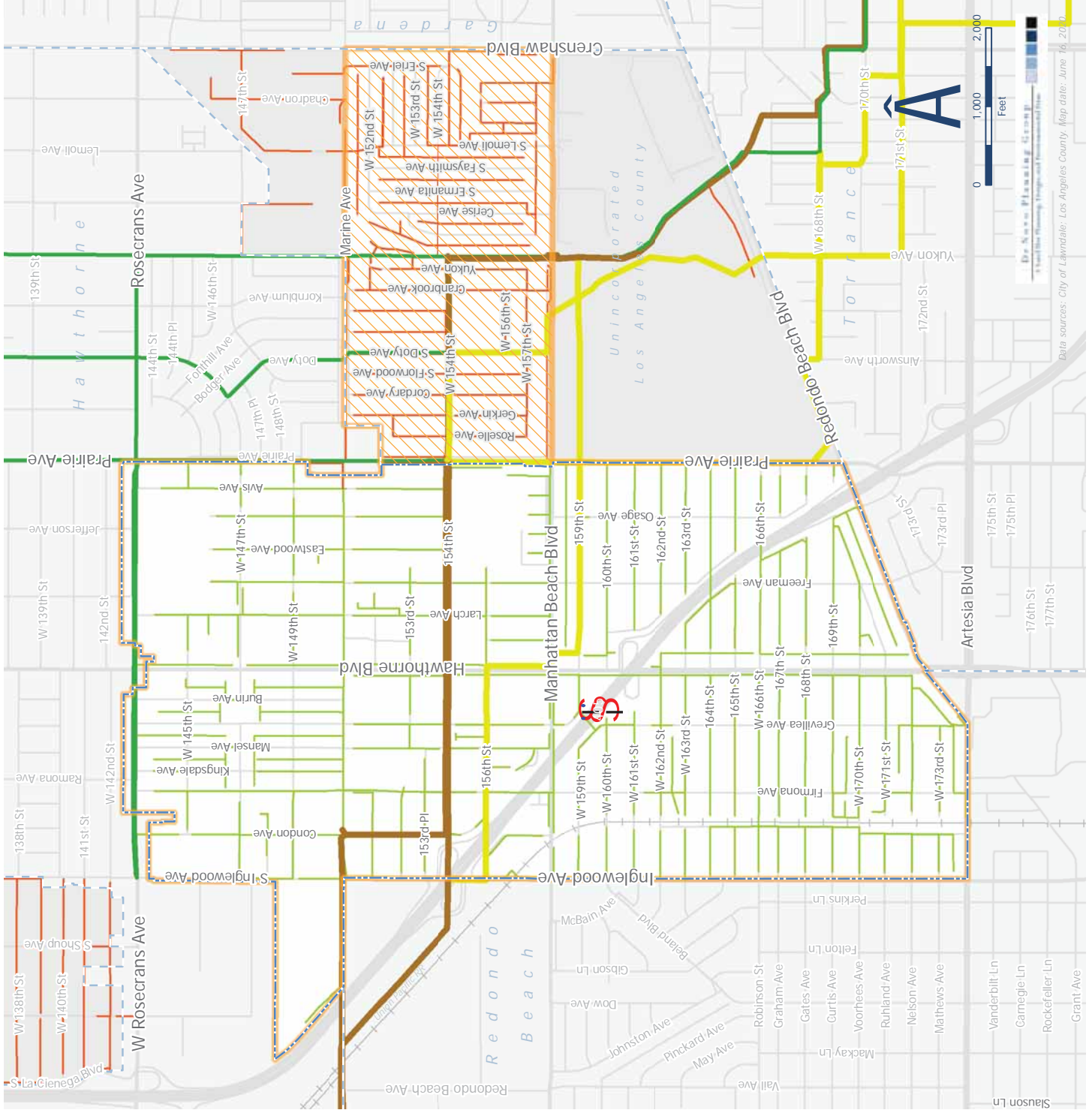
Figure 5-3.

# Existing Sewer Facilities

## LEGEND

-  City of Lawndale
-  Sphere of Influence
-  Planning Area/Sphere of Influence
-  LACSD Conveyance System
-  District Trunk Sewers
-  JO A Trunk Line
-  JO D Trunk Line
-  Collection Pipes
-  City of Lawndale
-  County of Los Angeles

Note:  
 1. The collection pipes are maintained by LACDPW's SMD.



**City of Lawndale**  
*5th Avenue of the Sunbelt*



## Utilities and Community Services

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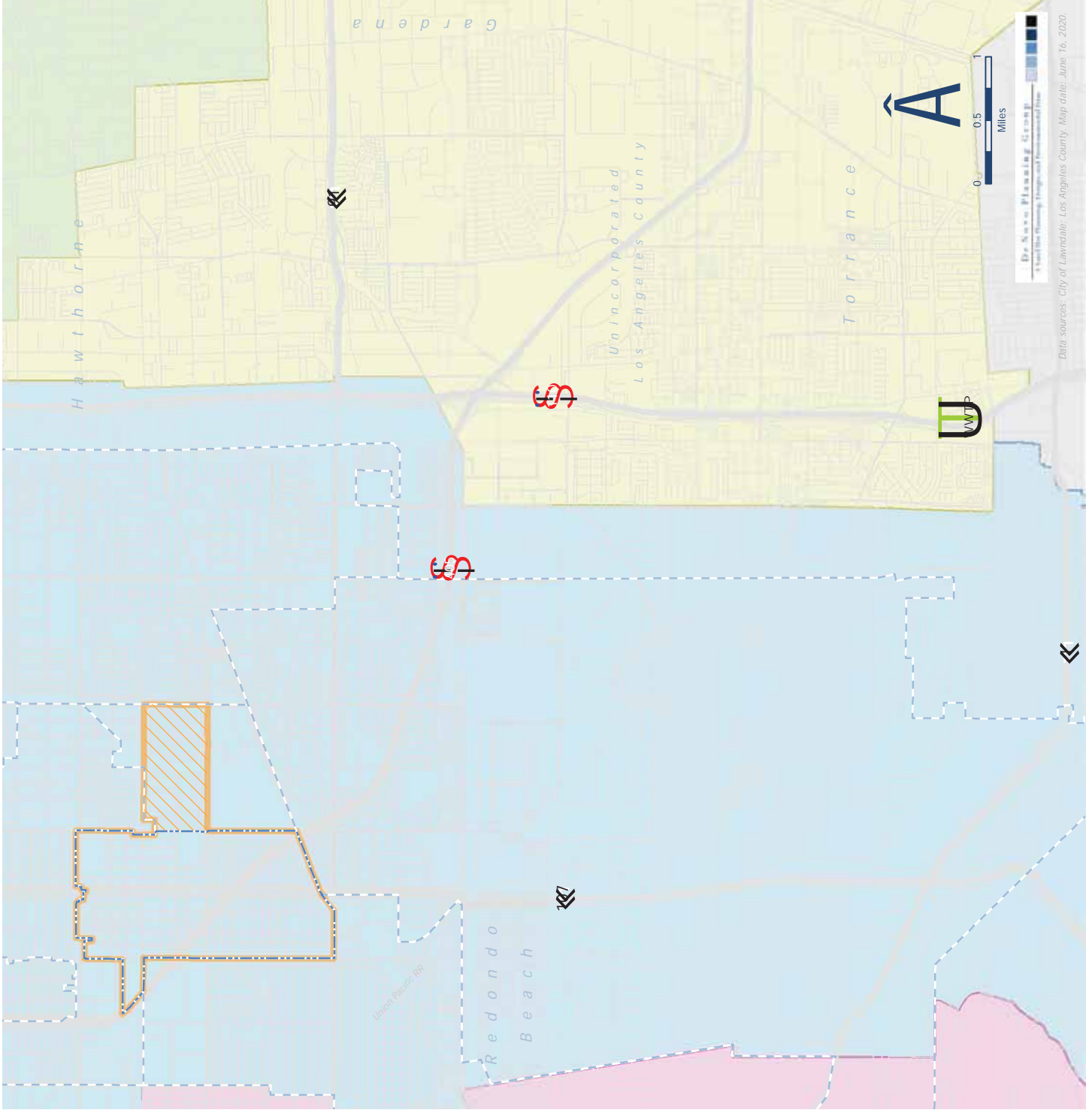


Figure 5-4.

# Sewer Agency Boundaries

## LEGEND

- City of Lawndale
- Sphere of Influence
- Planning Area/Sphere of Influence
- Joint Water Pollution Control Plant
- LACSD Service Areas
  - District 1
  - District 5
  - District 8
  - District 30
  - Not Served by LACSD



City of Lawndale  
*She's Ready to Go*











## Utilities and Community Services

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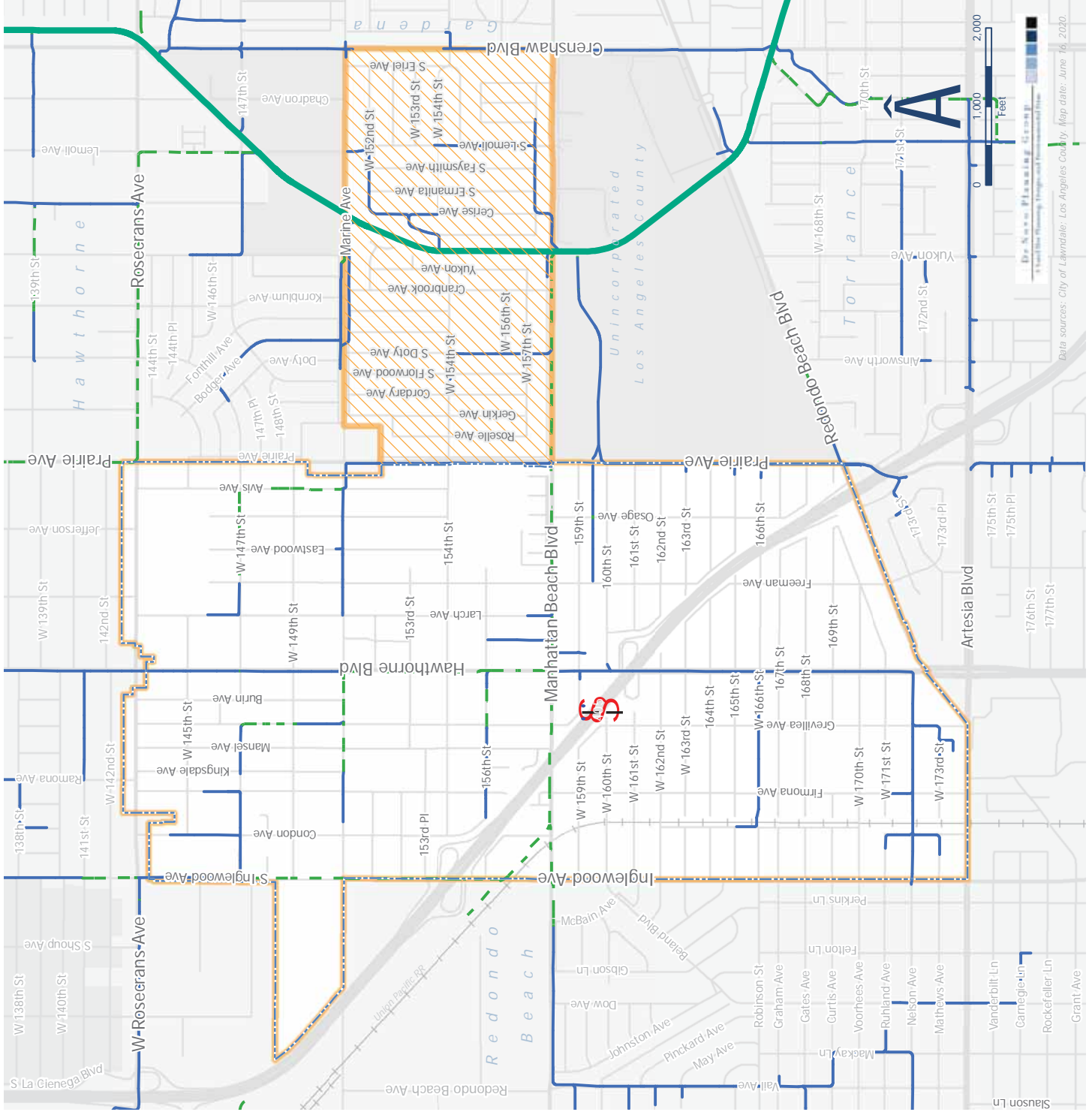
Figure 5-5.

# Existing Stormwater & Flood Control Facilities

## LEGEND

-  City of Lawndale
-  Sphere of Influence
-  Planning Area/Sphere of Influence
-  LACFCD Conveyance Infrastructure
-  Dominguez Channel
-  LACFCD Collection Infrastructure
-  Reinforced Concrete Box (RCB)
-  Reinforced Concrete Pipe (RCP)

Note:  
 1. GIS for City owned and maintained flood control facilities does not exist; therefore these facilities are not shown on this figure.



City of Lawndale  
*5th Avenue of the Sunbelt*



Utilities and Community Services

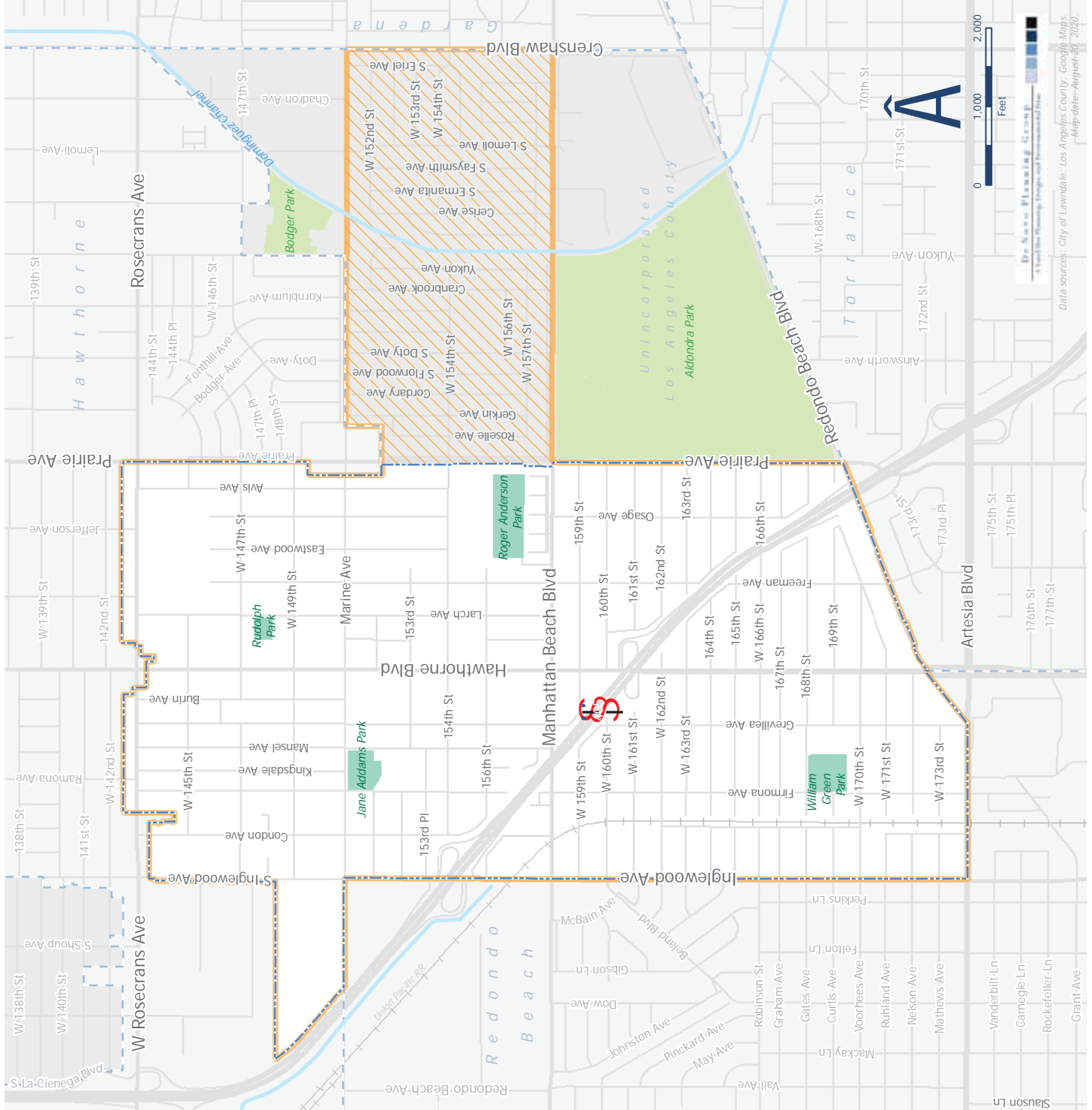
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Figure 5-6.

# Parks and Recreation Facilities

## LEGEND

-  City of Lawndale
-  Sphere of Influence
-  Planning Area/Sphere of Influence
-  Surrounding Jurisdiction
-  Unincorporated Los Angeles County
-  Lawndale City Park
-  Los Angeles County Park



Utilities and Community Services

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## 6 HAZARDS, SAFETY, AND NOISE

Issues and topics related to hazards and public safety within the Planning Area are addressed in this chapter. Some of the hazards addressed may be naturally induced, such as flooding hazards. Other health and safety hazards may be the result of natural hazards which are exacerbated by human activity, such as development in areas prone to flooding. Additional hazards are entirely human-made, including exposure to hazardous materials and airport crash hazards.

This chapter also addresses topics related to noise and vibration, including descriptions of the characteristics of sound and noise and existing transportation, stationary, and construction noise sources within the Planning Area. Seismic hazards are discussed in Chapter 7, Conservation, under Geology, Soils and Seismicity. This chapter includes the following sections:

- 6.1 Hazardous Materials and Waste
- 6.2 Air Traffic
- 6.3 Fire Hazards
- 6.4 Flooding
- 6.5 Climate Change and Resilience Planning
- 6.6 Noise

### 6.1 HAZARDOUS MATERIALS AND WASTE

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 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.

The existing City of Lawndale General Plan identifies the following goals and policies related to hazardous materials and waste.

Element	Topic Area	Goal	Policy
Safety Element	Hazardous Materials	Goal SAF-3: A community protected from the harmful effects of hazardous materials, hazardous waste, and environmental contamination.	<p>Policy SAF-3.1: Ensure that land uses involved in the production, storage, transportation, handling, or disposal of hazardous materials are located and operated to reduce risk to neighboring land uses.</p> <p>Policy SAF-3.2: Discourage the development of residential uses adjacent to or near potentially hazardous land uses.</p> <p>Policy SAF-3.3: Review and update, as appropriate, the City's Emergency Operations Plan Hazardous Materials Annex to ensure it adequately addresses and responds to potential hazardous materials incidents within the City.</p> <p>Policy SAF-3.4: When approving new development, ensure that the site:</p> <ul style="list-style-type: none"> <li>• Is sufficiently surveyed for contamination and remediation, particularly for sensitive uses near existing or former toxic or industrial sites.</li> <li>• Is adequately remediated to meet all applicable laws and regulations, if necessary.</li> <li>• Is suitable for human habitation.</li> <li>• Is protected from known hazardous and toxic materials.</li> <li>• Does not pose higher than average health risks from exposure to hazardous materials.</li> </ul> <p>Policy SAF-3.5: Monitor the operations of businesses and individuals that handle hazardous materials through the planning and business permit processes.</p> <p>Policy SAF-3.6: Work with the appropriate Federal, State, regional, and local agencies to identify previously unidentified contaminated sites in the City, particularly on sites with a high likelihood of past contamination, such as old gas stations or industrial sites, and work with the property owners and applicable agencies to remediate them.</p> <p>Policy SAF-3.7: Ensure the safe transport of hazardous materials through the City by:</p>



			<ul style="list-style-type: none"> <li>• Restricting transport of hazardous materials within Lawndale to designated routes.</li> <li>• Prohibiting the parking of vehicles transporting hazardous materials on City streets.</li> <li>• Requiring new pipelines or other facilities that would transport hazardous materials to avoid locating within residential areas to the greatest extent possible.</li> <li>• Coordinating with Metro and Burlington Northern and Santa Fe Rail (BNSF) on opportunities to maintain and improve safety along the rail corridor.</li> </ul> <p>Policy SAF-3.8: Support Caltrans and California Highway Patrol efforts to ensure safe transportation of hazardous materials on I-405.</p> <p>Policy SAF-3.9: Educate residents and businesses on how to reduce or eliminate the use of hazardous materials and products, and encourage the use of safer, nontoxic, environmentally friendly equivalents.</p> <p>Policy SAF-3.10: Raise public awareness of appropriate disposal for household hazardous waste, and publicize collection events and locations.</p> <p>Policy SAF-3.11: Continue to coordinate with the California Department of Conservation Division of Oil, Gas, and Geothermal Resources for any development proposed to occur near oil wells.</p>
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## 6.1.1 Environmental Setting

### EnviroStor Data Management System

The California Department of Toxic Substances Control (DTSC) maintains the EnviroStor data management system, which provides information on hazardous waste facilities (both permitted and corrective action) as well as any available site cleanup information. This site cleanup information includes: Federal Superfund Sites (NPL), State Response Sites, Voluntary Cleanup Sites, School Cleanup Sites, Corrective Action Sites, Tiered Permit Sites, and Evaluation/Investigation Sites. The hazardous waste facilities include: Permitted-Operating, Post-Closure Permitted, and Historical Non-Operating.

There are two active site locations with an address in the Planning Area that are listed in the EnviroStor database:

- Cashman Property located at 15201-15211 Hawthorne Boulevard – Site was identified as of 8/15/2002 and is listed as “Evaluation” with cause of contamination not specified. Site has since been developed with a Smart & Final Extra and other retail/restaurant uses.
- Classic Cleaners/South Bay Place located at 4427 Redondo Beach Boulevard – Site was identified as of 2/2/2000 and is listed as “Evaluation” with cause of contamination not specified. Tenant space was formerly occupied by a dry cleaner, which had received notification of the action.

### **Cortese List**

The Hazardous Waste and Substances Sites (Cortese) List is a planning document used by the state, local agencies, and developers to comply with the California Environmental Quality Act requirements in providing information about the location of hazardous materials release sites. Government Code Section 65962.5 requires the California Environmental Protection Agency to develop at least annually an updated Cortese List. The DTSC is responsible for a portion of the information contained in the Cortese List. Other state and local government agencies are required to provide additional hazardous material release information for the Cortese List. There are no hazardous materials release sites located in the Planning Area identified on the Cortese List.

### **GeoTracker**

GeoTracker is the California State Water Resources Control Board’s (SWRCB) data management system for managing sites that impact groundwater, especially those that require groundwater cleanup (Leaking Underground Storage Tank Sites, Department of Defense Sites, Cleanup Program Sites).

#### *Leaking Underground Storage Tanks (LUST)*

There are 27 locations within the Planning Area that are listed in the GeoTracker database for Leaking Underground Storage Tanks (LUST). Table 6-1 lists the site name for LUSTs in the Planning Area and the status of each site. As shown in the table, the vast majority of LUST sites in the Planning Area have a status of Completed – Case Closed. However, 4 locations have open cases – three undergoing Remediation and one Eligible for Closure.

**Table 6-1: Geotracker Database LUST Sites**

Site Name	Status
76 7252 FORMER/THRIFT 256	Completed - Case Closed
A & S FUEL STOP	Completed - Case Closed
ARCO 5107	Open - Site Remediation
CHEVRON 9-5760 (FORMER)	Completed - Case Closed
CIT OF LAWNDALE PUBLIC WORKS DEPT.	Completed - Case Closed
COLES EQUIPMENT RENTAL	Completed - Case Closed
CRENSHAW AUTO REPAIR	Completed - Case Closed
E & F ARCO	Open - Site Remediation
ECONOLUBE N'TUNE 20	Completed - Case Closed
ELSON 7-3051 (FORMER)	Completed - Case Closed
ELSON 7-3363	Completed - Case Closed
ELSON 7-3363 FORMER	Completed - Case Closed
FORMER ARCO 09651/FORMER THRIFT 257	Open - Site Remediation
FORMER ELSON 7-3696	Completed - Case Closed
GALLERIA CARWASH (FORMER)	Completed - Case Closed
LAWNDALE CARWASH	Completed - Case Closed
LOS ANGELES COUNTY ROAD DIVISION 232	Completed - Case Closed
P & M 911 (AUTOMATION)	Completed - Case Closed
RICH-LAWNDALE LLC	Completed - Case Closed
STADLER & ENSON MOVING	Completed - Case Closed
STANDARD OIL STATION (FORMER)	Completed - Case Closed
SHELL 204-4236-0101 (FORMER)	Completed - Case Closed
SHELL 204-4236-0200	Completed - Case Closed
THRIFT 257	Completed - Case Closed
TOSCO - 76 STATION 3859	Completed - Case Closed
UNITED OIL 4	Completed - Case Closed
WESTWOOD BLDG MATERIALS CO	Open - Eligible for Closure

SOURCE: CALIFORNIA STATE WATER RESOURCES CONTROL BOARD GEOTRACKER, FEBRUARY 2022.

## Solid Waste Information System

The Solid Waste Information System (SWIS) is a database of solid waste facilities that is maintained by California's Department of Resources Recycling and Recovery (CalRecycle). The SWIS database identifies active, planned, and closed sites, including landfills, transfer stations, material recovery facilities, composting sites, transformation facilities, waste tire sites, and closed disposal sites. There is one facility listed in the SWIS database located within the Planning Area. The facility is a Limited Volume Transfer Operation (Solid Waste Operation class) located at 4055 Marine Avenue, which is a facility for LA County's Road Maintenance Division. The site is active and handles mixed municipal, construction/demolition, and green materials waste generated by LA County operations.

**Table 6-2: Solid Waste Information System Sites**

SWIS Number	Site Name	Type	Status
19-AA-0304	Road Maintenance Division 232 S.V.T.S.	Limited Volume Transfer Operation	Active

SOURCE: CALRECYCLE, MAY 2022.

## 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 31 plugged and abandoned wells in the Planning Area (23 within the City and seven in the City’s Sphere of Influence area). There are also five idle wells in the Planning Area, all located within the City boundary (refer to Figure 6-2). 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.

### 6.1.2 References

Data and information found in this section primarily came from the following sources:

California Department of Conservation, Geologic Energy Management Division (CalGEM). 2020. Well Finder mapping application.

<https://maps.conservacion.ca.gov/doggr/wellfinder/#openModal/-118.94276/37.12009/6>

California Department of Resources Recycling and Recovery (CalRecycle). 2022. Solid Waste Facility Site Summary Road Maintenance Division 232 S.V.T.S. (19-AA-060).

<https://www2.calrecycle.ca.gov/SolidWaste/Site/Summary/1063>, accessed February 2022.

California Department of Toxic Substances Control. 2022. EnviroStor Database.

<http://www.envirostor.dtsc.ca.gov/public/>, accessed February 2022.

California State Water Resources Control Board. 2022. GeoTracker Database.

<https://geotracker.waterboards.ca.gov/>, accessed February 2022.

City of Lawndale. 1992. City of Lawndale General Plan.

## 6.2 AIR TRAFFIC

There are several public, private, and military airports that operate within Los Angeles County. The nearest airports to Lawndale are the Hawthorne Municipal Airport and the Los Angeles International Airport (LAX). According to the Los Angeles County Airport Land Use Commission, Lawndale is not located in the Hawthorne Airport Influence Area or the LAX Airport Influence Area. Furthermore, the National Transportation Safety Board (NTSB) Aviation Accident Database does not identify any historical aircraft accidents in Lawndale.

### 6.2.1 Environmental Setting

#### Los Angeles International Airport (LAX)

LAX is located in the City of Los Angeles, approximately 2.5 miles northwest of the City of Lawndale. It is the primary international airport serving Los Angeles and its surrounding metropolitan area. LAX is owned by the City of Los Angeles and operated by the airport authority Los Angeles World Airports (LAWA). In 2004, the LAX Master Plan was adopted in order to address the pressing need for modernization and improved levels of service, as well as the demand for increased security. The LAX Master Plan sets forth land use compatibility policies that are intended to ensure that future land uses in the surrounding area will be compatible with potential long-range aircraft activities at the airport, and that the public's exposure to safety hazards and noise impacts are minimized.

#### Hawthorne Municipal Airport

Hawthorne Municipal Airport, also known as Jack Northrop Field, is an FAA-designated general aviation reliever airport owned by the City of Hawthorne. The airport is located approximately 1.5 miles away from the City of Lawndale, adjacent to the 105 Freeway.

### 6.2.2 References

Data and information found in this section primarily came from the following sources:

City of Lawndale. 2015. City of Lawndale General Plan Safety Element.

Los Angeles World Airports (LAWA). 2004. LA Master Plan.

National Transportation Safety Board. 2020. Aviation Accident Database Synopses.

[https://www.nts.gov/\\_layouts/nts.aviation/Results.aspx?queryId=48191ba9-f320-42c8-a12b-5507e2859cc6](https://www.nts.gov/_layouts/nts.aviation/Results.aspx?queryId=48191ba9-f320-42c8-a12b-5507e2859cc6).

### 6.3 FIRE HAZARDS

This section addresses the hazards associated with fires in the Planning Area. The discussion of fire suppression resources, including fire station locations, is located in Chapter 5, Utilities and Community Services. The existing City of Lawndale General Plan identifies the following goals and policies related to fires.

Element	Topic Area	Goal	Policy
Safety Element	Fire Hazards	Goal SAF-4: A community protected from loss of life or injury and damage to property due to fire hazards.	<p>Policy SAF-4.1: Continue to coordinate fire protection services with Los Angeles County Fire Department to ensure sufficient capacity, stations, personnel, and equipment are available to meet needs in Lawndale for fire protection and related emergency services.</p> <p>Policy SAF-4.2: Continue to involve the Los Angeles County Fire Department in the development review process to ensure fire safety is addressed in new and modified developments.</p> <p>Policy SAF-4.3: Continue to enforce fire prevention and suppression requirements for water supply and water flows throughout the City for firefighting purposes.</p> <p>Policy SAF-4.4: Ensure all new development provides adequate access for emergency vehicles and evacuation.</p> <p>Policy SAF-4.5: Regularly update and consistently enforce all building and fire codes and ordinances.</p> <p>Policy SAF-4.6: Promote public safety education programs to reduce accidents, injuries, and fires, as well as to train members of the public to respond to emergencies.</p>

#### 6.3.1 Environmental Setting

##### Fire Hazard Severity Zones

The California Department of Forestry and Fire Protection (CAL FIRE) conducts fire hazard severity mapping, including mapping areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors. These zones, referred to as Fire Hazard Severity Zones (FHSZ), define the

application of various mitigation strategies and influence how buildings are constructed and how property is protected within State Responsibility Areas to reduce risk associated with wildland fires. In addition, CAL FIRE must recommend Very High Fire Hazard Severity Zones (VHFHSZ) identified within any Local Responsibility Areas. According to the Los Angeles County FHSZ map, there are no FHSZ zones located within the Planning Area and no threat of wildland fire. Likewise, there are no VHFHSZ zones within the Planning Area.

### Urban Fires

Due to the urbanized character of the City, fires would primarily be associated with structures, trash/debris, and vehicle fires. Structure fires, including homes, industrial and commercial buildings, and other facilities are of the greatest concern due to the potential for loss of life as well as property. Generally, the risk of injury and damage is greater for higher occupancy structures, such as condominiums, apartment buildings, hotels, and churches. In addition, higher density areas are of increased concern due to the large number of people residing within a concentrated area and the potential for fires to spread from one structure to another. Lawndale is one of the highest density areas within Los Angeles County. Development of the City has resulted in small lot development with multiple structures on single lots and narrow streets. Emergency access is limited between the closely spaced structures and along the narrow streets that occur throughout the City. On-street parking, especially during the evening hours, further restricts the access and maneuverability of fire equipment. Due to the nature of the development that has occurred, many structures do not meet current emergency access requirements.

### 6.3.2 References

Data and information found in this section primarily came from the following sources:

California Department of Forestry and Fire Protection. 2020. Fire Hazard Severity Zones in SRA. [https://osfm.fire.ca.gov/media/6705/fhszs\\_map19.pdf](https://osfm.fire.ca.gov/media/6705/fhszs_map19.pdf), accessed February 2022.

City of Lawndale. 2015. City of Lawndale General Plan Safety Element.

## 6.4 FLOODING

This section addresses the hazards associated with flooding in the Planning Area. The discussion of storm drainage infrastructure is located in Chapter 5, Utilities and Community Services. The discussion of hydrological conditions and water quality is located in Chapter 7, Conservation. The existing City of Lawndale General Plan does not identify any goals or policies related to flooding.

### 6.4.1 Environmental Setting

Flooding is a temporary increase in water flow that overtops the banks of a river, stream, or drainage channel to inundate adjacent areas not normally covered by water.

The Planning Area is built out and fully developed. The Planning Area is largely paved which reduces infiltration and increases surface runoff, which 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. For additional information on stormwater and drainage infrastructure see Chapter 5, Utilities and Community Services.

### 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 cities in planning for flooding events and regulating development within identified flood hazard areas. FEMA's National Flood Insurance Program (NFIP) is intended to encourage State and local governments to adopt responsible floodplain management programs and flood measures. As part of the program, the NFIP defines floodplain and floodway boundaries that are shown on Flood Insurance Rate Maps (FIRMs). Special Flood Hazard Areas (SFHA) identified by FEMA are referred to as the 100-year flood hazard areas. A 100-year flood hazard area is defined as an area that will be inundated by a flood event having a one-percent chance of being equaled or exceeded in any given year. The entire Planning Area is not located in a 100-year flood hazard area and there is minimal chance of flooding; refer to Figure 6-3.

### Dam Inundation

The Planning Area is not located within a dam inundation area, and therefore no risks exist from dam failure.

### 6.4.2 References

California Department of Water Resources. 2019. *Dams Within Jurisdiction of the State of California*. [https://water.ca.gov/-/media/DWR-Website/Web-Pages/Programs/All-Programs/Division-of-Safety-of-Dams/Files/Publications/2019-Dams-Within-Jurisdiction-of-the-State-of-California-Alphabetically-by-County\\_a\\_y20.pdf](https://water.ca.gov/-/media/DWR-Website/Web-Pages/Programs/All-Programs/Division-of-Safety-of-Dams/Files/Publications/2019-Dams-Within-Jurisdiction-of-the-State-of-California-Alphabetically-by-County_a_y20.pdf).

California Department of Water Resources. 2020. *Best Available Maps (BAM)*. <http://gis.bam.water.ca.gov/bam/>.

City of Lawndale. 2015. *City of Lawndale General Plan Safety Element*.



## 6.5 CLIMATE CHANGE AND RESILIENCE PLANNING

This section addresses hazards associated with climate change as well as resilience planning and adaptation strategies. For additional information on climate change and greenhouse gases, see Chapter 7, Conservation. Information in this section is primarily from the Climate Change and Health Profile Report – Los Angeles County and the California State Legislature’s Senate Environmental Quality Committee Report on Southern California Regional Adaptation Efforts to Climate Change Impacts.

### 6.5.1 Background

Climate change is having global and local impacts that are occurring in response to greenhouse gas (GHG) emissions from human activities, as noted in the Fifth Assessment Report by the Intergovernmental Panel on Climate Change (IPCC). These global changes are manifesting in varied environmental health and infrastructure consequences for different countries, regions, and states, necessitating a change in public policy decision-making in order to adapt to a new environment.

Over the next century, increasing atmospheric GHG concentrations are expected to cause a variety of changes to global climate conditions, including sea level rise and storm surge in coastal areas, increased riverine flooding, and higher temperatures more frequently (leading to extreme heat events and wildfires), particularly in inland areas. Local impacts stemming from climate related conditions range from impacts to water quality and supply, public health, air quality, wildfires, and infrastructure. While weather changes are a normal, short-term change in atmospheric condition, climate change refers to changes in long-term averages in atmospheric condition. Scientists attribute recent climate change trends to human expansion of greenhouse gases into the atmosphere. Climate change can cause extreme weather conditions, including heat waves, more frequent droughts, heavier rainfall, and more powerful hurricanes.

Because local governments largely determine the shape of development through land use plans, regulations, and implementing decisions, local governments play an important role in developing climate change strategies, including resilience planning and adaptation. Inasmuch as local governments play an important role in adaptation strategies through local land use plans and policies, many climate adaptation strategies will need to be coordinated as part of a larger regional or statewide strategy requiring cooperation by many local governments and decision-making and regulatory bodies.

## 6.5.2 Environmental Setting

The most comprehensive study of climate change in the Los Angeles metropolitan area to date, the Climate Change in the Los Angeles Region Project, was conducted by the Center for Climate Science at the University of California Los Angeles (UCLA) between 2010-2015. The Los Angeles study area for the project incorporated areas as far inland as Riverside County. Focusing on two future periods, 2041-2060 (mid-century) and 2081-2100 (end of century), researchers analyzed changes in various aspects of climate – temperature, extreme heat, precipitation, snowfall, and runoff from precipitation in the region’s mountains – under two different scenarios of GHG emissions. The “business as usual” scenario represents a continued rise in emissions of heat-trapping GHG, and the “mitigation” scenario represents aggressive action to curb emissions over the coming decades. Key findings from this research include:

- At mid-century under the business as usual scenario, average temperatures over the region’s land areas rise by 4.3°F, compared with a reference period of 1981-2000.
- Warming is not uniform across the LA region; valleys and inland areas warm more than areas near the coast.
- The number of days hotter than 95°F increases across the region, but to a greater extent in the inland areas compared with coastal areas.
- At mid-century, temperature changes in the mitigation scenario are 70% of those in the business as usual scenario.
- At the end of century, there is a much larger difference between the two scenarios. In the mitigation scenario, temperatures level off, and by the end of century, average temperatures are about 3°F warmer than in 1981-2000. Under business as usual, end of century average temperatures will be 8.2°F warmer than they were in 1981-2000. This stark difference indicates that global action to reduce GHG emissions would have significant benefits.
- Average annual precipitation totals do not change significantly in either time period or scenario although further studies are required for a holistic analysis of precipitation changes.
- Because temperature increases cause a greater share of winter precipitation to fall as rain instead of snow, snowfall in the region’s mountains will be reduced. At mid-century under business as usual, elevations below 6,500 feet lose half their snowfall compared with 1981-2000, while higher elevations lose up to 30%. At the end of century under business as usual, lower elevations stand to lose approximately 80% of the snowfall they received in 1981-2000. Since California relies heavily on water supplies from melting snow, a reduction in snowpack reduces the reservoir of water that the state can access from the melting snow, thereby contributing to increased water shortages.

Other studies have indicated that a variety of changes to local climate conditions as a result of climate change are expected to occur, leading to several local conditions that may affect the region. For the City of Lawndale, possible future local conditions may include: increased urban flooding (from overwhelmed stormwater infrastructure), higher temperatures, more frequent heat waves (leading to extreme heat events), water quality and water supply impacts, impacts to regional air quality, and other public health impacts.

## Flooding

Precipitation change is a climate variable that is directly affected by changes in global atmospheric and oceanic temperatures. Projected changes in precipitation include annual trend changes as well as extreme precipitation events. Although the Planning Area may not be impacted by riverine flooding which occurs when heavy rainfall causes rivers or creeks to overtop their banks and inundate surrounding areas, it is subject to urban flooding which commonly occurs when local stormwater infrastructure is overwhelmed during extreme precipitation events. According to the Climate Change and Health Profile Report – Los Angeles County, written by the California Department of Public Health, annual precipitation will vary by area within the Los Angeles Region but will decline overall throughout the century. Nonetheless, local model predictions include more extreme precipitation events, which in turn cause flood risks to worsen, increasing the likelihood of damaging infrastructure, increasing erosion, and overwhelming sewage treatment systems, which may reduce water quality and impact public health.

## Water Supply and Quality

According to the Climate Change and Health Profile Report – Los Angeles County, overall mean precipitation amounts are expected to decrease slightly by 2050. It is also expected that climate change will likely impact water demand, water supply, and water quality of both surface and ground water. The same study notes that for the Los Angeles Region, low-lying coastal areas will lose up to 2 inches of precipitation by 2050 and 3-5 inches by 2090, while higher elevations will see a drop of 4-5 inches by 2050 and 8-10 inches by 2090. Furthermore, March snowpack in the San Gabriel Mountains will decrease from the 0.7-inch level in 2010 to zero by the end of the century. With resulting decreased stream flows and higher temperatures, impacts could include a reduction of fish habitat, increased surface water temperatures, pollutant levels, and sedimentation, intensified algal growth, and subsequently, more harmful algal blooms. For groundwater, the potential for salt water intrusion into aquifers with sea level rise could be worsened by overpumping. The decreased water quality could further deteriorate as pollutant concentrations increase due to reduced water levels and recharge from drought and lack of snowpack.

## Extreme Heat

Temperature (near surface) is a climate variable that is directly affected by changes in global atmospheric and oceanic conditions. While trends in average annual temperature are an important indicator of climate change, extreme temperature events have greater impacts on society due to their episodic nature. Therefore, vulnerability and risk assessment tends to specifically focus on extreme heat events and not on average temperature changes. The IPCC defines extreme heat events as a period of abnormally hot weather. While extreme heat events can have various durations, Cal-Adapt defines an extreme heat event as a period of five or more consecutive extreme heat days. Cal-Adapt defines an extreme heat day in a given region as a day in April through October where the maximum temperature exceeds the 98th historical percentile of maximum temperatures for that region based on daily temperature data from 1961 to 1990. The 98th historical percentile of maximum temperatures varies by locality and inland areas tend to be at a greater risk of extreme heat events when compared to areas near the coast.

Increasing numbers of extreme heat days are projected in the coming decades. The Public Health-Related Impacts of Climate Change in California report points out that increasing high heat days from climate change have a number of impacts on communities, including direct heat-related mortalities and worsening of chronic health conditions (Drechsler et al. 2006). Southern California already experiences energy shortages, and higher demand from more frequent and intense high heat days could further impact health.

As noted in the Climate Change and Health Profile Report – Los Angeles County, extreme heat days can lead to adverse health impacts and worsen many existing medical conditions, including respiratory disease, diabetes, kidney, and heart disease. Some residents in California who will be exposed to extreme heat days are at the greatest risk for related health problems. Reasons for this higher amount of risk include a combination of lack of air conditioning or shaded areas, outdoor work exposure to air pollutants, and preexisting health conditions. The California Department of Public Health Report notes that as of 2010, there were approximately 252,385 outdoor workers in Los Angeles County whose occupation increased their risk of heat illness, and in 2009 approximately 44 percent of Los Angeles County households were estimated to lack household air conditioning, thus increasing the risk of heat-related health impacts.

### **Increased Risk and Spread of Diseases**

In addition to the health impacts related to air and water quality, warmer temperatures and drought conditions can contribute to the spread of diseases by aiding development and spread of the vectors that transmit them (Drechsler et al. 2006). A vector-borne disease (VBD) is one caused by a virus, bacteria, or protozoan that spends part of its lifecycle in a host species (e.g., mosquitoes, ticks, fleas, rodents), which subsequently spreads the disease to other animals and people.

Regional research assessments have previously concluded that climate change and variability are highly likely to influence current VBD spread, including both short-term outbreaks and shifts in long-term disease trends. For example, as temperatures rise, mosquito reproductive cycles are shortened, allowing more breeding cycles each season, and viral transmission rates rise sharply (Githeko et al. 2000). Mosquitoes are an increasing vector of concern, particularly those species that have been introduced from other countries because changes in temperature and precipitation conditions can allow exotic species to become established in places where they could not previously survive year-round.

In Los Angeles County, there are multiple invasive mosquito species including the *Aedes aegypti* (yellow fever mosquito). These invasive mosquitoes bite aggressively during the day and can spread a variety of disease, including chikungunya, yellow fever, and dengue, as seen with recent outbreaks in Florida and Texas. Once established, the mosquitoes can reproduce in extremely small amounts of water and are very difficult to control.

The California Department of Public Health further notes three vector-borne diseases that climate change may impact in the state: hantavirus, Lyme disease, and West Nile virus (WNV). As the ecology of vectors changes with climate, exposure to disease in people may increase significantly.

### 6.5.3 Climate Change and Resilience Planning Efforts

#### State Efforts in Climate Adaptation

Key documents that summarize climate impacts in sectors and regions and provide adaptation guidance include the Safeguarding California Reducing Climate Risk (201 ) report, focused at the state level, and the California Adaptation Planning Guide (2012) to support local governments and regional collaboratives. Additionally, Cal-Adapt was designed to be a web-based climate adaptation planning tool for local planning efforts with downscaled climate change scenarios and research for regions within California.

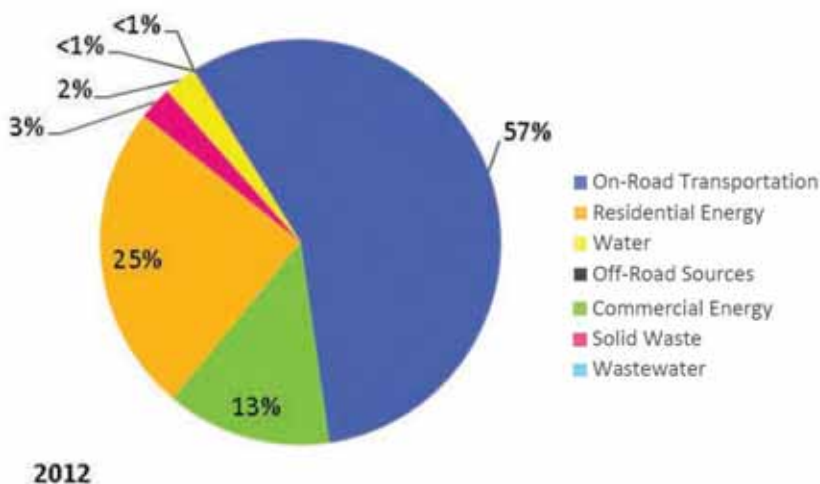
#### Local and Regional Efforts in Climate Adaptation

In southern California there are a number of regional collaboratives, agencies, academic institutions, and local governments engaged in climate change mitigation, adaptation, and research. A subset of the work from these many stakeholder groups is highlighted here.

The City of Lawndale adopted a Climate Action Plan (CAP) in 2017 in compliance with the adopted policies in the General Plan and consistent with both Assembly Bill (AB) 32, known as the Global Warming Solutions Act of 2006, and Senate Bill (SB) 32. The Climate Action Plan is a long-range plan that outlines strategies to reduce greenhouse gas (GHG) emissions to 40 percent below the 1990 levels by 2030. The CAP advances state goals and streamlines City efforts to deploy specific initiatives and programs that target the reduction of GHG emissions, while integrating these efforts with the other priorities such as economic development, regional mobility and connectivity, and improving the local air and water quality.

Inventories of GHG emissions were estimated for the CAP for 2005, 2007, 2010, and 2012. The total GHG emissions from Lawndale in 2012 were estimated at 126,819 metric tons CO<sub>2</sub>e (MT CO<sub>2</sub>e), distributed into categories as shown in Figure 6-1.

Figure 6-1: City of Lawndale Community-Wide GHG Emissions by Sector (2012)



The Climate Action Plan identifies strategies and measures to reduce the City's contribution of greenhouse gas emissions to the atmosphere to meet the state's 2020 and 2030 GHG emissions targets, and to demonstrate progress towards the 2050 GHG reduction goal.

The Alliance of Regional Collaboratives for Climate Adaptation is a network of regional collaboratives across the state that strives to build regional resilience to climate impacts, and includes two collaboratives in southern California: the Los Angeles Regional Collaborative for Climate Action and Sustainability (LARC) and the San Diego Regional Climate Collaborative.

LARC, with support from the UCLA Institute of the Environment and Sustainability, fosters a network of local and regional decision-makers in the Los Angeles County region for both climate mitigation and adaptation work across sectors and locally focused research on impacts. LARC is the sole climate collaborative in the LA region and its network is a cross-section of climate practitioners and decision-makers including academia, cities, LA County, regional agencies, non-profits, and businesses. Part of LARC's goals include serving as a convening body to ensure consistency of performance, collaboration among decision-makers and practitioners in determining or taking the best course of action for the region, and coordination of climate action efforts to maximize limited resources and optimize outcomes for the LA region as a whole. LARC also facilitates the exchange of the latest scientific research, best practices in policy development, information management systems, and education efforts.

The Southern California Association of Governments' (SCAG) Sustainability Program works actively with southern California communities and stakeholders to create a dynamic regional growth vision based on the principles of mobility, livability, prosperity, and sustainability. The program's work focuses on implementing the region's Sustainable Communities Strategy, the state-mandated plan for reducing greenhouse gas emissions from cars and light trucks through integrated transportation, land use, housing, and environmental planning.

Additionally, the State and Regional Water Boards have been working to coordinate climate action planning. The Los Angeles Regional Water Quality Control Board has been engaging in a dialogue with state and federal colleagues to develop a framework for adaptation within their programs.

## 6.5.4 References

California Department of Public Health. 2017. Climate Change and Health Profile Report Los Angeles County.

California Emergency Management Agency, and California Natural Resources Agency. 2012. California Adaptation Planning Guide Identifying Adaptation Strategies, 2012. [http://resources.ca.gov/docs/climate/APG\\_Identifying\\_Adaptation\\_Strategies.pdf](http://resources.ca.gov/docs/climate/APG_Identifying_Adaptation_Strategies.pdf), accessed February 2022.

California Emergency Management Agency, and California Natural Resources Agency. 2012. California Adaptation Planning Guide Planning for Adaptive Communities, 2012. [https://resources.ca.gov/CNRALegacyFiles/docs/climate/01APG\\_Planning\\_for\\_Adaptive\\_Communities.pdf](https://resources.ca.gov/CNRALegacyFiles/docs/climate/01APG_Planning_for_Adaptive_Communities.pdf), accessed February 2022.

Drechsler, Deborah M., Ph.D. 2009. Climate Change and Public Health in California. California Climate Change Center, California Air Resources Board.

Drechsler, Deborah M., Ph.D., Motallebi, Nehzat, et al. 2006. Public Health-Related Impacts of Climate Change in California. California Climate Change Center, California Air Resources Board.

Githeko, Andrew K., Steve W. Lindsay, Ulisses E. Confalonieri, and Jonathan A. Patz. 2000. Climate Change and Vector-Borne Diseases: A Regional Analysis. Bulletin of the World Health Organization.

South Bay Cities Council of Governments. December 2017. City of Lawndale Climate Action Plan.

## 6.6 NOISE

This section provides a discussion of the regulatory setting and a general description of existing noise sources in the City. The analysis in this section is primarily from the General Plan Update Noise Impact Study City of Lawndale prepared by MD Acoustics. The existing City of Lawndale General Plan Noise Element identifies the following goals and policies related to noise and vibration.

Element	Topic Area	Goal	Policy
Noise Element	Noise	Goal 1: To achieve and maintain an environment which is free from excessive or harmful noise through identification, control and abatement.	<p>Policy 1a: Control and abate undesirable sounds through the development of land use compatibility guidelines and a noise ordinance.</p> <p>Policy 1b: Encourage the development of industrial and commercial land uses which do not produce excessive noise.</p> <p>Policy 1c: Discourage development of noise sensitive land uses in area impacted by high noise levels.</p> <p>Policy 1d: Ensure that sensitive land uses are not subjected to inappropriate noise levels resulting from transportation systems.</p> <p>Policy 1e: Maintain coordination of noise control policies and standards with the surrounding cities and Caltrans.</p> <p>Policy 1f: Provide for implementation, periodic review and revision of the Noise Element.</p> <p>Policy 1g: Provide for the education of the community in the nature and extent of noise the City of Lawndale.</p>

### 6.6.1 ENVIRONMENTAL SETTING

#### Fundamentals of Acoustics

Acoustics is the science of sound. Sound may be thought of as mechanical energy of a vibrating object transmitted by pressure waves through a medium to human (or animal) ears. If the pressure variations occur frequently enough (at least 20 times per second), then they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound, and is expressed as cycles per second or Hertz (Hz).

Noise is a subjective reaction to different types of sounds. Noise is typically defined as (airborne) sound that is loud, unpleasant, unexpected or undesired, and may therefore be classified as a



more specific group of sounds. Perceptions of sound and noise are highly subjective from person to person.

Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale uses the hearing threshold (20 micropascals), as a point of reference, defined as 0 dB. Other sound pressures are then compared to this reference pressure, and the logarithm is taken to keep the numbers in a practical range. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB, and changes in levels (dB) correspond closely to human perception of relative loudness.

The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by A-weighted sound levels. There is a strong correlation between A-weighted sound levels (expressed as dBA) and the way the human ear perceives sound. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment. All noise levels reported in this section are in terms of A-weighted levels, but are expressed as dB, unless otherwise noted.

The decibel scale is logarithmic, not linear. In other words, two sound levels 10 dB apart differ in acoustic energy by a factor of 10. When the standard logarithmic decibel is A-weighted, an increase of 10 dBA is generally perceived as a doubling in loudness. For example, a 70 dBA sound is half as loud as an 80 dBA sound, and twice as loud as a 60 dBA sound.

Community noise is commonly described in terms of the ambient noise level, which is defined as the all-encompassing noise level associated with a given environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level (Leq), which corresponds to a steady-state A weighted sound level containing the same total energy as a time varying signal over a given time period (usually one hour). The Leq is the foundation of the composite noise descriptor, Ldn, and shows very good correlation with community response to noise.

The day/night average level (Ldn) is based upon the average noise level over a 24-hour day, with a +10 decibel weighing applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because Ldn represents a 24-hour average, it tends to disguise short-term variations in the noise environment. CNEL is similar to Ldn, but includes a +3 dB penalty for evening noise. Table 6-3 lists several examples of the noise levels associated with common situations.

**Table 6-3: Typical Noise Levels**

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	--110--	Rock Band
Jet Fly-over at 300 m (1,000 ft)	--100--	
Gas Lawn Mower at 1 m (3 ft)	--90--	
Diesel Truck at 15 m (50 ft), at 80 km/hr (50 mph)	--80--	Food Blender at 1 m (3 ft) Garbage Disposal at 1 m (3 ft)
Noisy Urban Area, Daytime Gas Lawn Mower, 30 m (100 ft)	--70--	Vacuum Cleaner at 3 m (10 ft)
Commercial Area Heavy Traffic at 90 m (300 ft)	--60--	Normal Speech at 1 m (3 ft)
Quiet Urban Daytime	--50--	Large Business Office Dishwasher in Next Room
Quiet Urban Nighttime	--40--	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime	--30--	Library
Quiet Rural Nighttime	--20--	Bedroom at Night, Concert Hall (Background)
	--10--	Broadcast/Recording Studio
Lowest Threshold of Human Hearing	--0--	Lowest Threshold of Human Hearing

SOURCE: CALTRANS, TECHNICAL NOISE SUPPLEMENT, TRAFFIC NOISE ANALYSIS PROTOCOL, NOVEMBER 2009.

### Effects of Noise on People

The effects of noise on people can be placed in three categories:

- Subjective effects of annoyance, nuisance, and dissatisfaction;
- Interference with activities such as speech, sleep, and learning; and
- Physiological effects such as hearing loss or sudden startling.

Environmental noise typically produces effects in the first two categories. Workers in industrial plants can experience noise in the last category. There is no completely satisfactory way to measure the subjective effects of noise or the corresponding reactions of annoyance and dissatisfaction. A wide variation in individual thresholds of annoyance exists and different tolerances to noise tend to develop based on an individual’s past experiences with noise.

Thus, an important way of predicting a human reaction to a new noise environment is the way it compares to the existing environment to which one has adapted: the so-called ambient noise level. In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will be judged by those hearing it.

With regard to increases in A-weighted noise level, the following relationships occur:

- Except in carefully controlled laboratory experiments, a change of 1 dBA cannot be perceived;
- Outside of the laboratory, a 3 dBA change is considered a just-perceivable difference;
- A change in level of at least 5 dBA is required before any noticeable change in human response would be expected; and
- A 10 dBA change is subjectively heard as approximately a doubling in loudness, and can cause an adverse response.

Stationary point sources of noise – including stationary mobile sources such as idling vehicles – attenuate (lessen) at a rate of approximately 6 dB per doubling of distance from the source, depending on environmental conditions (i.e., atmospheric conditions and either vegetative or manufactured noise barriers, etc.). Widely distributed noises, such as a large industrial facility spread over many acres, or a street with moving vehicles, would typically attenuate at a lower rate.

### 6.6.2 EXISTING NOISE LEVELS

Existing land uses within the Planning Area include single and multiple-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.

The primary sources of noise in Lawndale are transportation-related noises. Major roadways create ambient noise levels that affect the overall quality of life in the community. Modeled existing noise levels provided in Table 6-4 and Figure 6-4 confirm that there are currently sensitive land uses in the Planning Area that are exposed to noise levels above 65 dBA CNEL.

It should be noted that the modeled noise contours do not take into account factors such as existing buildings, walls, etc., that may reduce or, in some cases, amplify or reduce noise sources. The model also assumes hard site, when in reality, some of the City has soft site ground such as grass or dirt, which will reduce the noise levels. Measured noise levels provided in Table 6-4 do take into account existing structures as well as other noise sources.

Those areas in the City that currently experience sound levels greater than 65 dBA CNEL are typically near major vehicular traffic 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 6-4: Existing Exterior Noise Levels Along Roadways**

Roadway	Segment Limits	CNEL, dBA @50 ft <sup>4</sup>	Distance to Contour (feet)			
			70 dBA	65 dBA	60 dBA	55 dBA
Inglewood Ave	Marine Ave to 153rd Pl	73.3	107	338	1,068	3,378
Inglewood Ave	I-405 S Entrance to Manhattan Beach Blvd	75.4	172	544	1,720	5,439
Inglewood Ave	Manhattan Beach Blvd to Artesia Blvd	75.5	178	562	1,777	5,619
Manhattan Beach Blvd	Inglewood Ave to Hawthorne Blvd	73.0	99	313	989	3,127
Artesia Blvd	Inglewood Ave to Grevillea Ave	73.9	123	390	1,234	3,901
Hawthorne Blvd	Marine Ave to Manhattan Beach Blvd	71.3	136	430	1,361	4,303
Hawthorne Blvd	Manhattan Beach Blvd to 160th St	71.6	145	460	1,455	4,600
Hawthorne Blvd	162nd St to 166th St	72.6	184	582	1,839	5,816
Hawthorne Blvd	169th St to Redondo Beach Blvd	72.3	170	538	1,703	5,384
Rosecrans Ave	Hawthorne Blvd to Prairie Ave	75.3	168	531	1,678	5,308
Redondo Beach Blvd	Hawthorne Blvd to Prairie Ave	71.8	75	237	749	2,369
Manhattan Beach Blvd	Freeman Ave to Prairie Ave	72.0	78	248	784	2,480
Prairie Ave	Marine Ave to Manhattan Beach Blvd	73.0	100	316	999	3,160
Manhattan Beach Blvd	Prairie Ave to Crenshaw Blvd	70.7	59	187	591	1,867
Crenshaw Blvd	Marine Ave to Manhattan Beach Blvd	71.9	78	246	778	2,461
I-405	West of Hawthorne Blvd	85.4	3,480	11,003	34,795	110,033
I-405	East of Hawthorne Blvd	85.2	3,315	10,483	33,152	104,835

SOURCE: MD ACOUSTICS, GENERAL PLAN UPDATE NOISE IMPACT STUDY, JUNE 29, 2023

**NOTES:**

1. EXTERIOR NOISE LEVELS CALCULATED AT 5- FEET ABOVE GROUND.
2. NOISE LEVELS CALCULATED FROM CENTERLINE OF SUBJECT ROADWAY.
3. 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.
4. HAWTHORNE BLVD & I-405 WERE CALCULATED AT 100 FT AWAY.

### Airport Noise

There are no airports located within the Planning Area, and the Planning Area is not located within any airport noise contours. The closest airport to the Planning Area is the Hawthorne Municipal Airport located approximately 1.4 miles northeast of the Planning Area. The Los Angeles International Airport is 2.5 miles from the Planning Area. The noise contours associated with these airports do not encroach into the Planning Area.

### Community Noise Survey

A community noise survey was conducted to document ambient noise levels at various locations throughout the Planning Area. Three (3) long-term 24-hour noise measurements and 10 short-term 15-minute noise measurements were conducted throughout the Planning Area to document the existing noise environment. Noise measurement locations are shown in Figure 6-5.

### Short-term Noise

Ten short-term noise measurements (15-minute) were taken on May 24<sup>th</sup>, 2023, and May 26<sup>th</sup>, 2023, in order to document the daytime Leq level at different locations throughout the Planning Area. Measured noise levels ranged between 57.4 and 72.3 dBA Leq. Vehicle noise associated with Hawthorne Boulevard, Marine Avenue, and Rosecrans Avenue noise were the primary sources of ambient noise. Noise measurement results are presented in Table 6-5.

**Table 6-5: Short-Term Noise Measurement Summary**

Noise Measurement Location	Approximate Location	Start Time	A-Weighted Sound Level (dBA)							
			Leq	Lmax	Lmin	L(2)	L(8)	L(25)	L(50)	L(90)
ST1	4317 Rosecrans Ave	5:37 PM	72.3	80.4	54.4	77.9	76.3	73.9	70.7	63.4
ST2	4221 Marine Ave	4:25 PM	69.7	82.7	53.7	74.9	73.1	70.9	68.3	61.8
ST3	15300 Hawthorne Blvd	4:03 PM	67.6	75.9	55.0	73.6	72.2	70.1	63.9	57.1
ST4	4241 Redondo Beach Blvd	2:48 PM	64.9	78.5	49.0	71.0	69.0	66.2	62.8	55.0
ST5	16607 Hawthorne Blvd	12:43 PM	66.4	79.4	51.1	72.2	70.6	67.9	64.4	55.7
ST6	16605 Osage Ave	3:15 PM	60.4	66.5	57.0	63.5	61.9	60.8	60.1	58.9
ST7	4521 W 147th St	5:14 PM	57.8	75.7	47.5	66.0	60.7	56.1	52.9	49.3
ST8	4604 Marine Ave	4:50 PM	66.0	82.7	50.6	71.8	70.1	66.8	62.8	56.3
ST9	16725 Firmona Ave	1:27 PM	57.4	72.8	42.4	64.3	61.3	57.9	54.0	45.7
ST10	4130 154th St	3:42 PM	59.9	78.2	47.2	68.8	63.0	57.5	53.2	48.9

SOURCE: MD ACOUSTICS, GENERAL PLAN UPDATE NOISE IMPACT STUDY, JUNE 29, 2023

### Long-Term Noise Measurements

Three (3) long-term noise measurements (24 consecutive hours) were taken in order to document the Community Noise Equivalent Level (CNEL) at different locations throughout the Planning Area. As shown in Table 11, the measured CNEL was 77.7 dBA CNEL at 55 feet from the centerline of Manhattan Beach Boulevard and 120 feet from the centerline of Interstate 405 (I-405), 74.8 dBA CNEL at 20 feet from the centerline of Freeman Ave and 170 feet from the centerline of I-405, and 61.6 dBA CNEL at 50 feet from the railroad and 160 feet from the centerline of Artesia Blvd. The primary noise source was vehicle traffic. Table 6-6 also outlines the daytime (7 AM to 7 PM), 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 6-6: Long-Term Noise Measurement Summary**

Noise Measurement Location	Approx. Location	Date	Description	A-Weighted Sound Level (dBA)			
				Daytime Leq	Evening Leq	Nighttime Leq	CNEL
LT1	4538 Manhattan Beach Blvd	05/24/23-05/25/23	I-405 & Manhattan Beach Blvd traffic noise	72.8	72.8	70.4	77.7
LT2	16310 Freeman Ave	05/24/23-05/25/23	I-405 traffic noise	72.4	70.2	66.7	74.8
LT3	4626 W 173rd St	05/31/23-06/01/23	Artesia Blvd traffic noise	62.9	51.5	50.2	61.6

SOURCE: MD ACOUSTICS, GENERAL PLAN UPDATE NOISE IMPACT STUDY, JUNE 29, 2023

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 Vibration

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 source of vibration during construction is usually from a bulldozer. A large bulldozer has a peak particle velocity of 0.089 inches per second at 25 feet.

### 6.6.3 REFERENCES









California Department of Transportation (Caltrans), Technical Noise Supplement, Traffic Noise Analysis Protocol, November 2009.

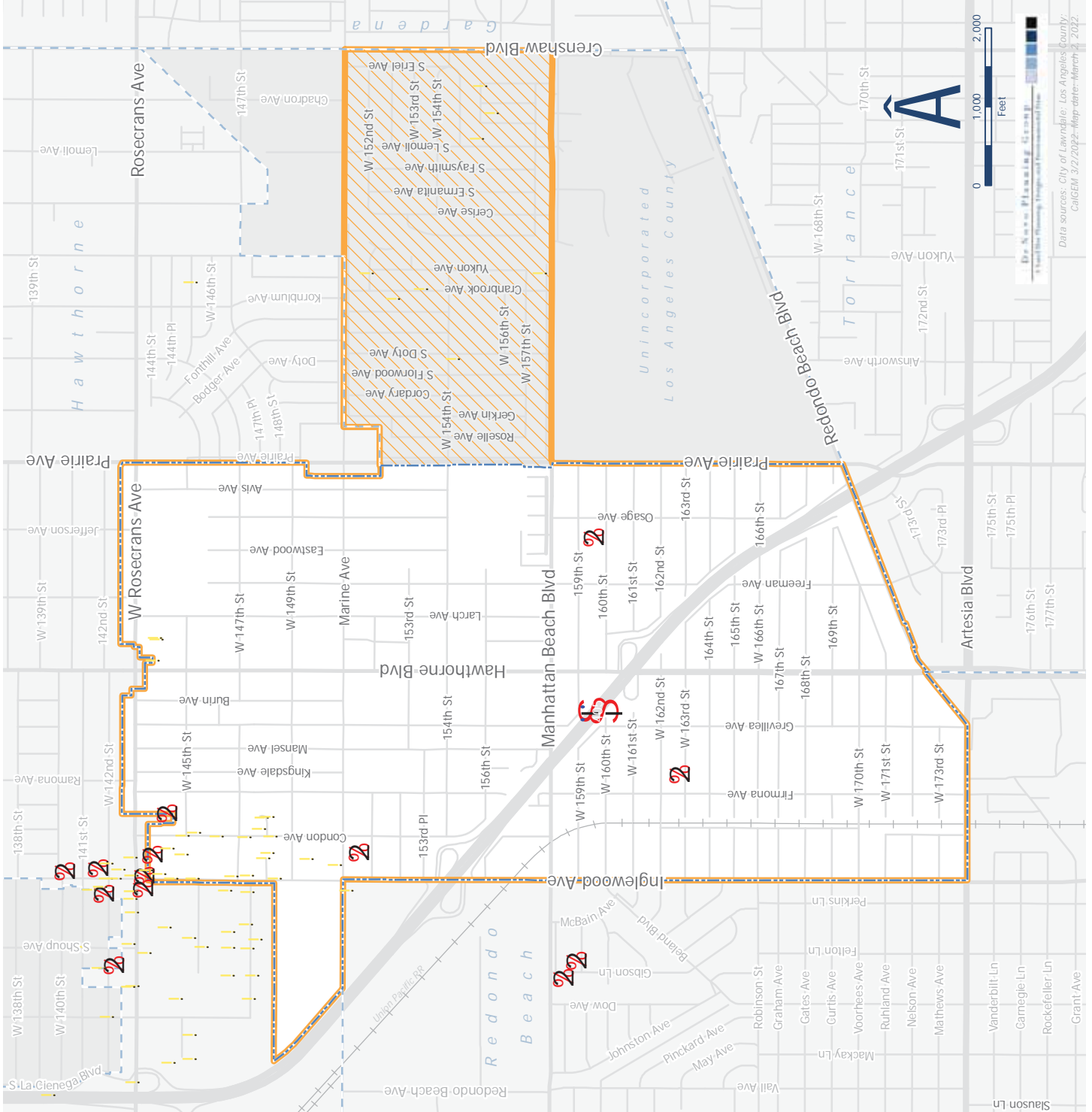
MD Acoustics, General Plan Update Noise Impact Study City of Lawndale, CA, June 29, 2023.

Figure 6-2.

# Oil Well Locations

## LEGEND

-  City of Lawndale
-  Sphere of Influence
-  Planning Area/Sphere of Influence
-  Surrounding Jurisdiction
-  Unincorporated Los Angeles County
-  Oil/Gas Wells by Status
-  Idle Well
-  Plugged and Abandoned Well










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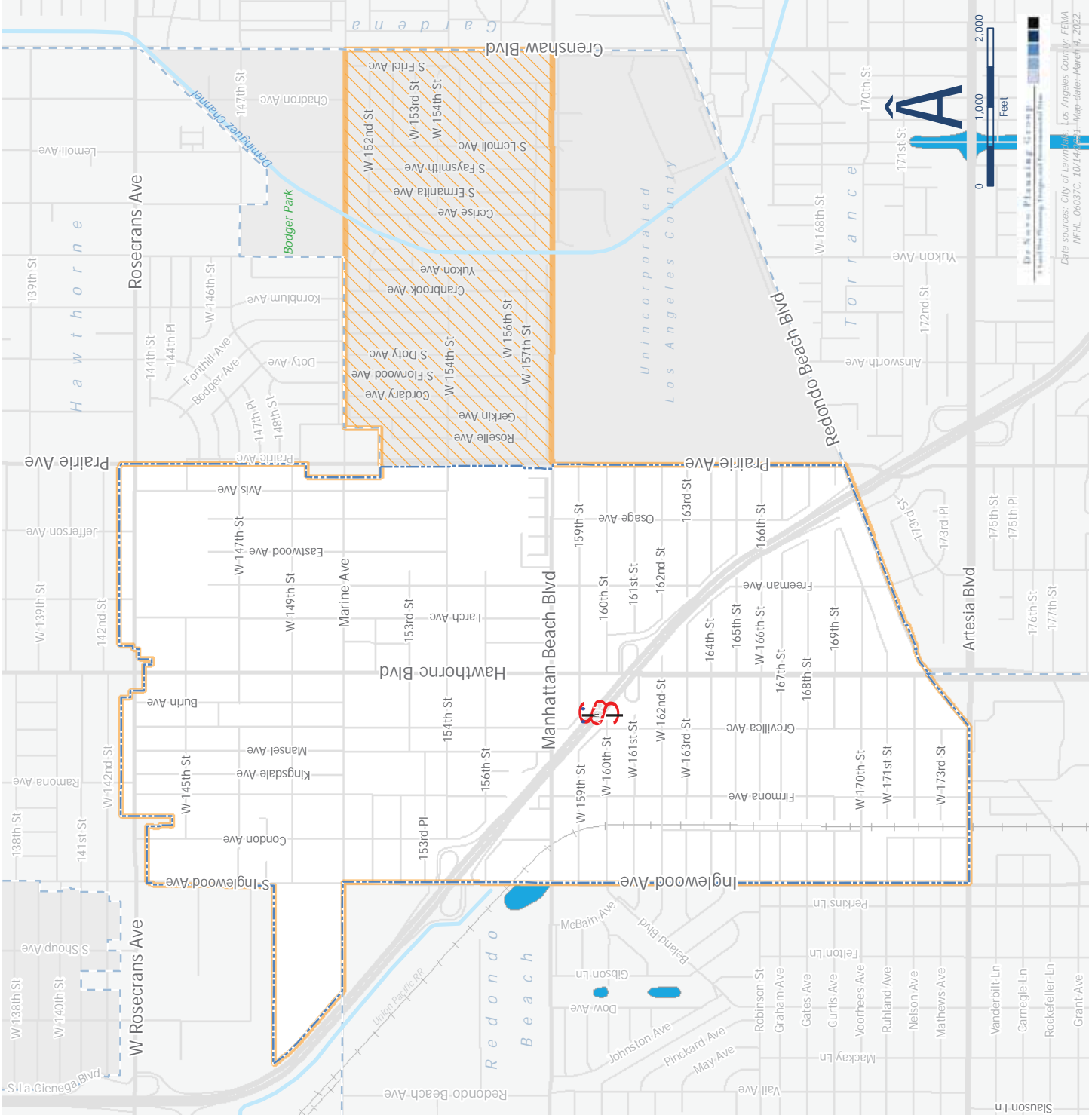


Figure 6-3.

# FEMA Flood Map

## LEGEND

-  City of Lawndale
-  Sphere of Influence
-  Planning Area/Sphere of Influence
-  Surrounding Jurisdiction
-  Unincorporated Los Angeles County
-  500-Year Flood Zone
-  Area of Minimal Flood Hazard



2020 GENERAL PLAN &  
HAWTHORNE BOULEVARD SPECIFIC PLAN UPDATE

Data sources: City of Lawndale; Los Angeles County; FEMA  
NPHL\_06037C\_10/14/2021; Map-0616-March 4, 2022.






Dr. Steve Manning, Esq.  
Lead the Planning Department

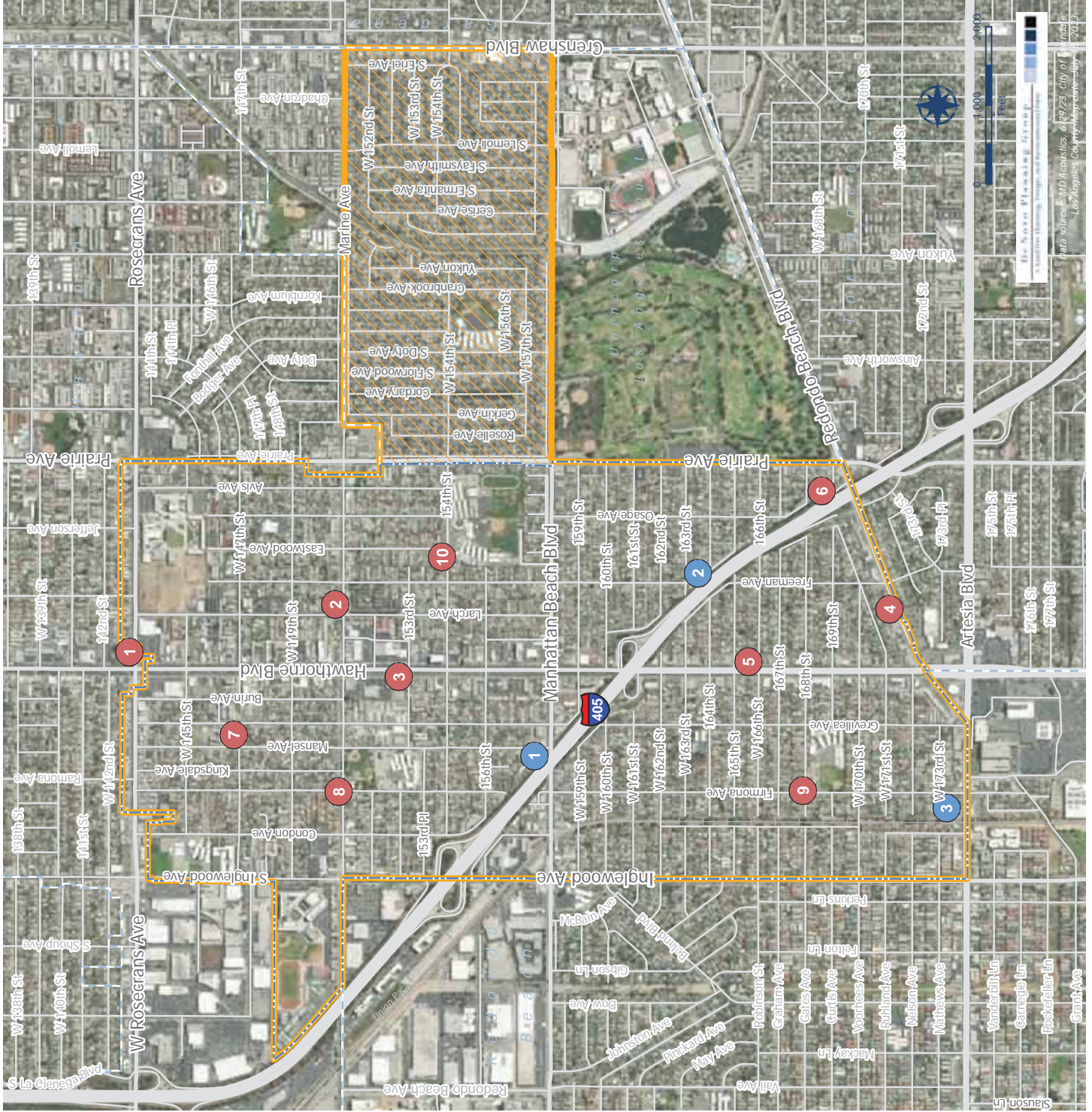
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Figure 6-4.

# Noise Measurement Locations

## LEGEND

-  City of Lawndale
-  Sphere of Influence
-  Planning Area/Sphere of Influence
-  Surrounding Jurisdiction
- Noise Monitoring Locations**
-  Short-Term Monitoring Location
-  Long-Term Monitoring Location















Data source: MD Acoustics, 6/19/23. City of Lawndale, Los Angeles County, 2013.

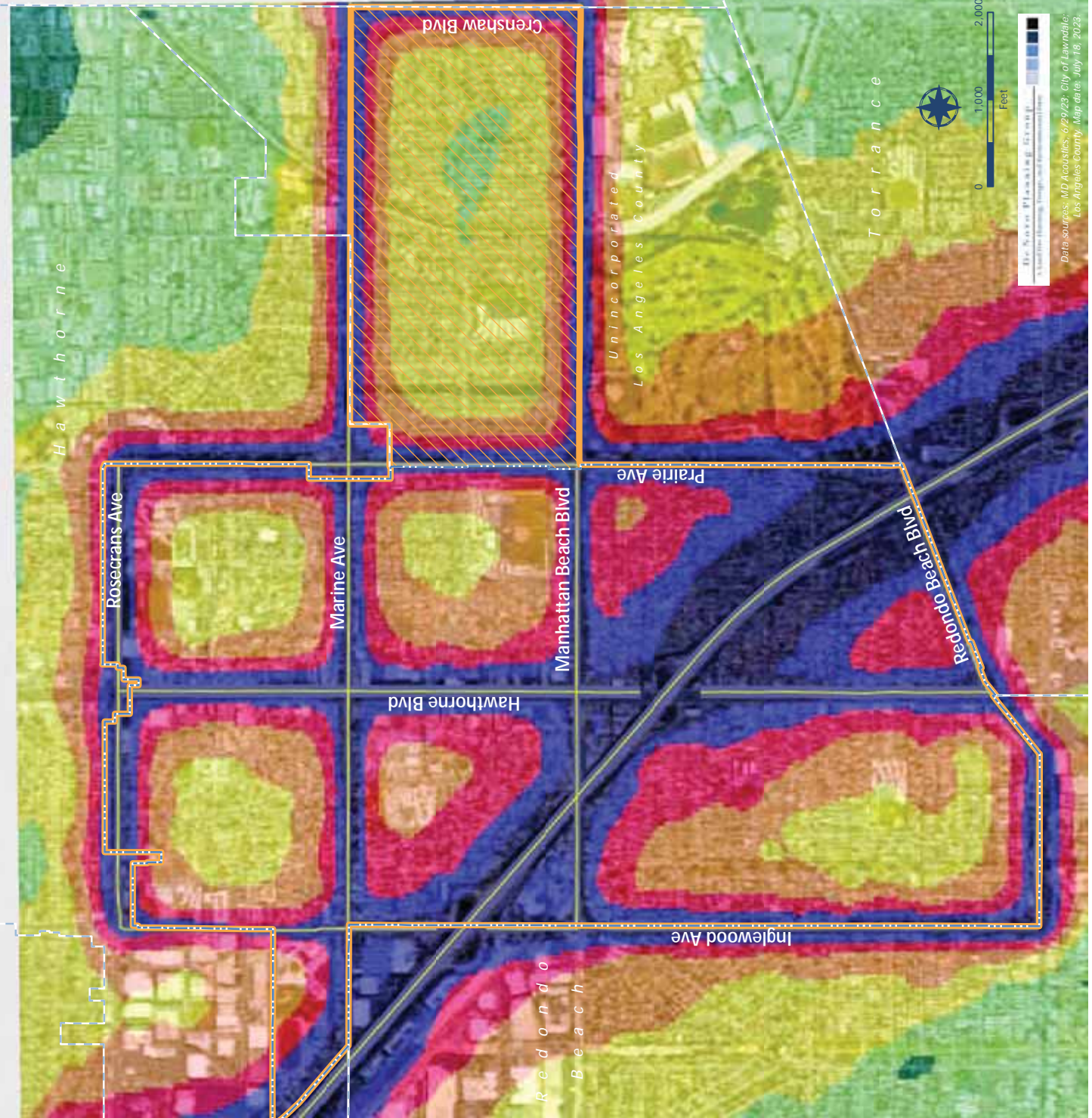
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Figure 6-5.

# Existing Roadway Noise Level Contours Map

## LEGEND

-  City of Lawndale
  -  Sphere of Influence
  -  Planning Area/Sphere of Influence
  -  Surrounding Jurisdiction
  -  Road
- Levels in dB(A)**
-  < 45
  -  45 - 50
  -  50 - 55
  -  55 - 60
  -  60 - 65
  -  65 - 70
  -  >= 70



Data sources: MPA Acoustics; 6/29/23; City of Lawndale; Los Angeles County; Map date: July 18, 2023.

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## 7 CONSERVATION

A city’s natural resources form an important part of its unique character and quality of life. In an effort to identify and understand the key natural resources of Lawndale, this chapter is divided into the following sections:

- Biological Resources
- Air Quality
- Greenhouse Gases
- Geology, Soils, and Seismicity
- Mineral Resources
- Hydrology and Water Quality
- Cultural Resources
- Visual Resources

### 7.1 BIOLOGICAL RESOURCES

This section describes biological resources in the Planning Area. There are a number of regulatory agencies whose responsibility includes the oversight of the natural resources of the State and nation including the California Department of Fish and Wildlife (CDFW), the U.S. Fish and Wildlife Service (USFWS), the U.S. Army Corps of Engineers (USACE), and the National Marine Fisheries Service (NMFS). These agencies often respond to declines in the quantity of a particular habitat or plant or animal species by developing protective measures for those species or habitat type. The existing City of Lawndale General Plan identifies the following policies related to biological resources.

Element	Topic Area	Goal	Policy
Conservation Element	Resource Management	Goal 1: Conserve water resources in the City through retention of the existing drainage system, the protection of limited groundwater resources, and domestic water conservation measures.	<p>Policy 1a: New construction and development shall conserve water through conservation techniques relating to water usage and waste.</p> <p>Policy 1b: All new construction requiring indoor plumbing shall be required to install low-flow toilets, faucets and shower heads.</p> <p>Policy 1c: New developments should install water conserving appliances, such as washing machines and dishwashers.</p> <p>Policy 1d: Require the usage of xeriscape and micro-irrigation practices for</p>

			<p>development review approval of all landscape plans.</p> <p>Policy 1e: Residential projects having common green areas, and all commercial, industrial, and public projects shall be required to install automatic, moisture sensing, micro-irrigation systems.</p> <p>Policy 1f: Non-residential projects shall be encouraged to incorporate decorative hardscape plazas with drought tolerant landscaping into project design.</p> <p>Policy 1g. Examine and initiate where appropriate and feasible, the use of alternative water conservation system, such as greywater and reclaimed water usage.</p> <p>Policy 1h. Provide additional storm drainage facilities, and improve existing deficient facilities, where necessary as determined by the Los Angeles County Department of Waste Water Management and/or the City of Lawndale.</p>
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### 7.1.1 Environmental Setting

The City of Lawndale is located in the southwestern portion of Los Angeles County. The City is part of the South Bay region of Los Angeles, which has a unique context in relation to the greater Los Angeles County area. Lawndale is bordered by the City of Hawthorne to the north, the City of Gardena to the east, the City of Torrance to the south, and the City of Redondo Beach to the west. Lawndale is located approximately 20 miles southwest of downtown Los Angeles.

Lawndale is included in the Greater Los Angeles County Open Space for Habitat and Recreation Plan (as part of the Integrated Regional Water Management Plan Update of 2012). No Habitat



Conservation Plan, Natural Community Conservation Plan, or other local, regional, or state habitat conservation plan exists within the City or South Bay region.

**Bioregions**

Lawndale is located within the South Coast bioregion. This bioregion is bounded on the north by the southern edge of the Los Padres National Forest and the northern base of the San Gabriel and San Bernardino Mountains. This bioregion is bounded on the east by the western edge of the Bureau of Land Management (BLM) California Desert Conservation Area, and is bordered on the south by the Mexican border. Landscapes in this bioregion range from flatlands to mountains, and ecosystems range from ocean to desert. The region also contains two of California’s largest cities (Los Angeles and San Diego). More than any other bioregion in the state, urbanization has caused intense effects 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.

**Wildlife Corridors**

Wildlife corridors are the corridors of natural movement that species make within their lifetime. Wildlife corridors can range from the length of a river to the length of a continent. According to the existing General Plan, there is limited wildlife and limited wildlife movement within Lawndale. Given the urban environment, the City is not hospitable to a wide range of wildlife.

**California Wildlife Habitat Relationship System**

The California Wildlife Habitat Relationship (CWHR) habitat classification scheme has been developed to support the CWHR System, a wildlife information system and predictive model for California's regularly-occurring birds, mammals, reptiles, and amphibians. At present, there are 59 wildlife habitats in the CWHR System, including: 27 tree, 12 shrub, 6 herbaceous, 4 aquatic, 8 agricultural, 1 developed, and 1 non-vegetated.

According to the CWHR System, there is only one cover type (wildlife habitat classification) in the Planning Area out of 59 found in the state. This cover type is Urban. However, there are 4 cover types found within the surrounding region. These include: Annual Grassland, Lacustrine, Pasture, and Urban.

Table 7-1 identifies the total area by acreage for each cover type (wildlife habitat classification) found in the Planning Area. Figure 7-1 illustrates the location of each cover type within the Planning Area. A brief description of the cover types found in the Planning Area and surrounding region is listed below.

**Table 7-1: Cover Types – California Wildlife Habitat Relationship System**

Name	City Boundary (acres)	Sphere of Influence (acres)	Total Planning Area (acres)
Urban	1,259.51	314.18	1,573.69

*SOURCE: CWHR, 2022.*

### *Developed Cover Types*

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

### *Herbaceous Dominated Cover Types*

Annual rangeland habitat occurs mostly on flat plains to gently rolling foothills. Climatic conditions are typically Mediterranean, with cool, wet winters and dry, hot summers. The length of the frost-free season averages 250 to 300 days.

Pasture vegetation is a mix of perennial grasses and legumes that normally provide 100 percent canopy closure. Heights of vegetation varies, according to season and livestock stocking levels, from a few inches to two or more feet on fertile soils before grazing.

### *Aquatic Cover Types*

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

## 7.1.2 Special-Status Species

The following discussion is based on a search of special-status species that are documented in the California Natural Diversity Database (CNDDDB), the California Native Plant Survey (CNPS) Inventory of Rare and Endangered Plants, and the USFWS endangered and threatened species lists. The 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), and a 1-mile search area of the City and SOI.

### **Special-Status Species Background**

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

official sanction. For the purposes of this assessment, the term “special status” includes those species that are:

- Federally listed or proposed for listing under the Federal Endangered Species Act (50 CFR 17.11-17.12);
- Candidates for listing under the Federal Endangered Species Act (61 FR 7596-7613);
- State listed or proposed for listing under the California Endangered Species Act (14 CCR 670.5);
- Species listed by the USFWS or the CDFW as a species of concern (USFWS), rare (CDFW), or of special concern (CDFW);
- Fully protected animals, as defined by the State of California (California Fish and Game Code Section 3511, 4700, and 5050);
- Species that meet the definition of threatened, endangered, or rare under CEQA (CEQA Guidelines Section 15380);
- Plants listed as rare or endangered under the California Native Plant Protection Act (California Fish and Game Code Section 1900 et seq.); and
- Plants listed by the CNPS as rare, threatened, or endangered (List 1A and List 2 status plants in Skinner and Pavlik, 1994).

### Special-Status Plants

The search revealed documented occurrences of over 100 special-status plant species within the 9-quad search area. Of these special-status plant species, four species are located within 1-mile of the Planning Area.

Table 7-2 provides a list of special-status plant species that are documented within 1-mile of the Planning Area, and their current protective status. These special-status plant species are illustrated on Figure 7-2. Figure 7-3 illustrates the special-status plant species located within the 9-quad search area.

**Table 7-2: Special-Status Plants Present or Potentially Present (1-mile search area)**

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

SOURCE: CDFW CNDDDB, 2022.

NOTES: \*CALIFORNIA NATIVE PLANT SOCIETY (CNPS) KEY:

1 CNPS - RARE, THREATENED, OR ENDANGERED

2 CNPS - RARE, THREATENED, OR ENDANGERED IN CALIFORNIA, BUT MORE COMMON ELSEWHERE

3 CNPS - REVIEW LIST: PLANTS WHICH MORE INFORMATION IS NEEDED

4 CNPS - PLANTS OF LIMITED DISTRIBUTION - A WATCH LIST

## Special-Status Animals

The search revealed documented occurrences of nine special-status animal species within a 1-mile search radius of the Planning Area. This includes: 1 bird, 4 insects, 1 amphibian, 2 reptiles, and 1 mammal. Table 7-3 provides a list of the special-status animal species that are documented within the 1-mile search area, and their current protective status. These special-status animal species are illustrated on Figure 7-2. Figure 7-3 illustrates the special-status species located within the 9-quad search area.

**Table 7-3: Special Status Animals Present or Potentially Present (1-mile search area)**

Scientific Name	Common Name	Federal Status	State Status	CDFW Status*
<i>Glaucopsyche lygdamus palosverdesensis</i>	Palos Verdes blue butterfly	Endangered	None	
<i>Rhaphiomidas terminatus</i>	El Segundo flower-loving fly	None	None	
<i>Agelaius tricolor</i>	Tricolored blackbird	None	Threatened	SSC
<i>Spea hammondi</i>	Western spadefoot	None	None	SSC
<i>Bombus crotchii</i>	Crotch bumble bee	None	None	
<i>Phrynosoma blainvillii</i>	Coast horned lizard	None	None	SSC
<i>Eumops perotis californicus</i>	Western mastiff bat	None	None	SSC
<i>Anniella stebbinsi</i>	Southern California legless lizard	None	None	SSC
<i>Danaus plexippus</i> pop. 1	Monarch- California overwintering population	Candidate Threatened	None	

SOURCE: CDFW CNDDDB, 2022.

NOTES: \*CDFW STATUS KEY:

- FP CALIFORNIA FULLY PROTECTED
- SSC CDFW SPECIES OF SPECIAL CONCERN
- WL CDFW WATCH LIST

### 7.1.3 Sensitive Natural Communities

The CDFW considers sensitive natural communities to have significant biotic value, with species of plants and animals unique to each community. The CNDDDB search found that there are no sensitive natural communities within the 9-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.

### Vernal Pools

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, vernal pools can be connected by small drainages. These connected vernal pools are known as vernal complexes. Within Lawndale, there are no known vernal pools that have been identified.

**Creeks and Water Bodies**

There are no large water bodies or creeks within the Planning Area.

**7.1.4 References**

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Seaber, P.R., Kapinos, F.P., and Knapp, G.L., 1987. Hydrological units. Ecological inventory and mapping.

Skinner, Mark W. and Bruce M. Pavlik, Eds, 2001. California riparian community inventory of the state and ecoregional assessment plants of California.

## 7.2 AIR QUALITY

This section discusses the regulatory setting, regional climate, topography, air pollution potential, and existing ambient air quality for criteria air pollutants, toxic air contaminants, odors, and dust. Information presented in this section is based in part on information gathered from the South Coast Air Quality Management District (SCAQMD) and the California Air Resources Board (CARB). The existing City of Lawndale General Plan identifies the following policies related to Air Quality.

Element	Topic Area	Goal	Policy
Air Quality Management Plan	Efficient Land Use	Goal 1: Promote good air quality and mobility in an environment of continued population growth, while providing for a health economic base. The City will work towards reducing vehicle miles traveled (VMT) through an improved jobs/housing balance and a more efficient urban land use plan.	<p>Policy 1a: Coordination in Job Development Cooperate with federal, state, regional and other local jurisdictions to reduce VMT and, consequently air emissions, through creation of jobs in the local area.</p> <p>Policy 1b: Attain growth management performance goals and/or VMT reduction consistent with the SCAG's Growth Management Plan.</p> <p>Policy 1c: Improve the jobs/housing balance by encouraging the development and expansion of small businesses.</p> <p>Policy 1d: Assist businesses coming into the area by participating in regional education and job-training programs that prepare local residents to fill the jobs these businesses create.</p> <p>Policy 1e: Establish an economic development program designed to enhance employment opportunities in the City.</p> <p>Policy 1f: Support new mixed-use land use patterns which encourage neighborhood self-sufficiency and containment and discourage automobile dependency.</p> <p>Policy 1g: Adopt land use policies that encourage the siting of facilities where significant sensitive receptors are likely to be present in areas that are removed from major intersections or traffic corridors and major pollution emitting sources.</p>

	<p>Reduce Vehicle Trips and VMT</p>	<p>Goal 2: Reduce reliance on single-occupant vehicles and reduce the number of non-work and commuting trips.</p>	<p>Policy 2a: Because vehicle trips contribute to poor air quality, the City of Lawndale will implement a transportation demand management (TDM) program to reduce the number of trips.</p> <p>Policy 2b: Require trip reduction plans as required under the thresholds established in the AEMP for its employees, new businesses, special events centers and temporary outdoor events. These plans will incorporate the following measures: alternative work schedules, ridesharing, telecommuting and work-at-home programs, employee education, and preferential parking.</p> <p>Policy 2c: Assist employers wishing to establish transportation management associations.</p> <p>Policy 2d: Assist local merchants to encourage their customers to shift from single occupancy vehicles to transit, carpools, bicycles, or foot.</p>
	<p>Improve transportation management</p>	<p>Goal 3: Participate in the efficient management of transportation facilities and improvements to transportation system infrastructure, using cost-effective system management and innovative demand-management techniques.</p>	<p>Policy 3a: Transit improvements and facility development (such as the proposed light rail transit system, park-and-ride lots, bus turnouts, off-site parking, facilities for bicycles and pedestrians, and day care siting near public transit facilities) will accompany the City's TDM measures.</p>
	<p>Increase energy efficiency</p>	<p>Goal 4: Increase energy efficiency through land use and transportation planning, the use of renewable resources and less-polluting fuel, and the implementation of conservation measures.</p>	<p>Policy 4a: Reduce energy consumption and shift to non-polluting sources of energy in its buildings and operations, and will encourage similar energy conservation techniques throughout the city.</p> <p>Policy 4b: As part of the process in selecting contractors to provide outside services, the City of Lawndale will evaluate the energy and waste reduction programs of</p>

Conservation

			<p>the prospective bidders. Those bidders with active conservation programs (including use of alternative fuel vehicles) will receive additional points in the rating scheme.</p> <p>Policy 4c: Adopt the California Energy Commission's guidelines on best practice and best technology for new buildings (expected to be initiated in 1992).</p> <p>Policy 4d: Ensure that new facilities use appliances that comply with current South Coast Air Quality Management District emission standards.</p>
	Increase Citizen Education	Goal 5: Raise citizen awareness of the linkages between personal behavior and air pollution and participation in efforts to reduce air pollution.	Policy 5a. Cooperate with other governmental agencies, utility districts, sanitation districts, etc. in providing the public with information regarding methods available for reducing VMT and work trips, energy conservation, recycling and other air pollution reducing programs.
	Promote Interagency Communications	Goal 6: Because air pollution sources in the South Coast Air Basin are so wide-spread, it is critical that solutions be coordinated among the responsible local, regional, county, and state governments.	Policy 6a: Implement air quality policies in cooperation with the Environmental Protection Agency (EPA), the South Coast Air Quality Management District (SCA MD), and the Southern California Association of Governments (SCAG). Also, the City will participate in the development and update of the regional air quality management plans required under federal and state law.



## 7.2.1 Environmental Setting

### Regulatory Setting

Air quality with respect to criteria air pollutants and toxic air contaminants (TACs) within the South Coast Air Basin (SCAB) is regulated by the South Coast Air Quality Management District (SCAQMD), CARB, and the U.S. Environmental Protection Agency (EPA). Each of these agencies develops rules, regulations, policies, and/or goals to attain the goals or directives imposed through legislation. Although the EPA regulations may not be superseded, both state and local regulations may be more stringent.

In 1992 and 1993, the CARB requested delegation of authority for the implementation and enforcement of specified New Source Performance Standards (NSPS) and National Emission Standards for Hazardous Air Pollutants (NESHAPS) to the following local agencies: Bay Area Quality Management District (BAAQMD) and South Coast Air Quality Management District (SCAQMD). EPA's review of the State of California's laws, rules, and regulations showed them to be adequate for the implementation and enforcement of these federal standards, and EPA granted the delegations as requested.

### South Coast Air Basin

Lawndale is located within the SCAB, which is comprised of a single air district, the SCAQMD. Geographically, SCAB consists of parts of Los Angeles County, parts of Riverside County, parts of San Bernardino County, and all of Orange County. SCAB covers an area of 6,745 square miles with a population of 14.6 million. Air quality in this area is determined by such natural factors as topography, meteorology, and climate, in addition to the presence of existing air pollution sources and ambient conditions. These factors along with applicable regulations are discussed below.

#### *Climate, Topography, and Air Pollution Potential*

The SCAB is considered a Mediterranean climate, typically consisting of moderate temperatures, low to moderate humidity, and low precipitation. The South Coast Air Basin is bounded by the Pacific Ocean to the west with the San Gabriel, San Bernardino and San Jacinto Mountains to the north and east. Though there is a slight variation in climate across the SCAB, Lawndale is within a portion of the air basin that has consistently moderate temperatures due to nearby oceanic influence.

SCAB is the nation's second largest urban area and California's largest metropolitan region. The SCAB is home to over 40 percent of the total state population, or about 16 million people, and over 10 million vehicles. Fifty thousand heavy duty diesel trucks travel nearly 10 million miles through the region annually, and well over 50,000 diesel engines are used to move goods and power construction and mining equipment.

The topography and climate of Southern California combine to make the basin an area of high air pollution potential. SCAB experiences a persistent temperature inversion due to its climate. Temperature inversion limits the vertical dispersion of air contaminants, as it inhibits air that is close to the ground from intermixing with air at higher elevations, thereby trapping air pollutants at the ground level. Due to consistently abundant sunshine, warm temperatures, and poor vertical air mixing, smog is commonly formed in the basin. Light winds can further limit ventilation.

The City of Lawndale is located in the southern portion of the Los Angeles Coastal Plain. A semi-permanent, subtropical high-pressure zone over the Pacific Ocean influences the standard climate patterns. As mentioned, the oceanic influence aids in the moderate temperature averages within the Planning Area. As with a majority of the SCAB, the local climate typically consists of mild winters and warm summers. Precipitation within the Planning Area is generally low, with moderate humidity, and moderate daytime onshore breezes. Temperature in the Planning Area typically varies from 50 degrees Fahrenheit to 76 degrees Fahrenheit, but may fluctuate to slightly more extreme numbers during unique weather conditions. These unique weather conditions include instances of unusually high heat as a result of Santa Ana winds.

### 7.2.2 Existing Ambient Air Quality: Criteria Air Pollutants

CARB and the U.S. EPA currently focus on the following air pollutants as indicators of ambient air quality: ozone (O<sub>3</sub>), particulate matter (PM), nitrogen dioxide (NO<sub>2</sub>), carbon monoxide (CO), sulfur dioxide (SO<sub>2</sub>), and lead (Pb). Because these are the most prevalent air pollutants known to be deleterious to human health, they are commonly referred to as “criteria air pollutants.” Sources and health effects of the criteria air pollutants are summarized in Table 7-4.

**Table 7-4: Common Sources and Health Effects of Criteria Air Pollutants**

Pollutants	Sources	Effects on Health and Environment
Ozone (O <sub>3</sub> )	Atmospheric reaction of organic gases with nitrogen oxides in sunlight	Health: Aggravation of respiratory and cardiovascular diseases; reduced lung function; increased cough and chest discomfort. Environment: Crop, forest and ecosystem damage; damage to materials, including rubber, plastics, fabrics, paint and metals.
Particulate Matter (PM <sub>10</sub> and PM <sub>2.5</sub> )	Stationary combustion of solid fuels; construction activities; industrial processes; atmospheric chemical reactions	Health: Reduced lung function; aggravation of respiratory and cardiovascular diseases; increases in mortality rate; reduced lung function growth in children; premature death.
Nitrogen Dioxide (NO <sub>2</sub> )	Motor vehicle exhaust; high temperature stationary combustion; atmospheric reactions	Health: Aggravation of respiratory illness (e.g. lung irritation; enhanced allergic responses).
Carbon Monoxide (CO)	Incomplete combustion of fuels and other carbon-containing substances, such as motor vehicle exhaust; natural events, such as decomposition of organic matter	Health: Aggravation of some heart diseases; reduced tolerance for exercise; impairment of mental function (e.g. light-headedness); headaches; birth defects; death at high levels of exposure.
Sulfur Dioxide (SO <sub>2</sub> )	Combination of sulfur-containing fossil fuels; smelting of sulfur-bearing metal ore; industrial processes	Health: Aggravation of respiratory diseases (including asthma); reduced lung function.
Lead (Pb)	Contaminated soil	Health: Learning disabilities in children; nervous system impairment; impaired mental functioning; brain and kidney damage.

SOURCE: CALIFORNIA AIR RESOURCES BOARD, 2017.

Ozone ( $O_3$ ), or smog, is not emitted directly into the environment, but is formed in the atmosphere by complex chemical reactions between reactive organic gases (ROG) and nitrous oxide ( $NO_x$ ) in the presence of sunlight. Ozone formation is greatest on warm, windless, sunny days. The main sources of  $NO_x$  and ROG, often referred to as ozone precursors, are combustion processes (including motor vehicle engines), the evaporation of solvents, paints, and fuels, and biogenic sources. Automobiles are a primary source of ozone precursors in the SCAB. Tailpipe emissions of ROG are highest during cold starts, hard acceleration, stop-and-go conditions, and slow speeds. They decline as speeds increase up to about 50 miles per hour (mph), then increase again at high speeds and high engine loads. ROG emissions associated with evaporation of unburned fuel depend on vehicle and ambient temperature cycles. Nitrogen oxide emissions exhibit a different curve; emissions decrease as the vehicle approaches 30 mph and then begin to increase with increasing speeds.

Ozone levels usually build up during the day and peak in the afternoon hours. Short-term exposure can irritate the eyes and cause constriction of the airways. Besides causing shortness of breath, it can aggravate existing respiratory diseases such as asthma, bronchitis, and emphysema. Chronic exposure to high ozone levels can permanently damage lung tissue. Ozone can also damage plants and trees, and materials such as rubber and fabrics.

Particulate Matter (PM) refers to a wide range of solid or liquid particles in the atmosphere, including smoke, dust, aerosols, and metallic oxides. Respirable particulate matter with an aerodynamic diameter of 10 micrometers or less is referred to as  $PM_{10}$ .  $PM_{2.5}$  includes a subgroup of finer particles that have an aerodynamic diameter of 2.5 micrometers or less. Some particulate matter, such as pollen, is naturally occurring. In the Los Angeles region, Particulate Matter is caused by combustion, factories, construction, grading, demolition, agricultural activities, and motor vehicles. Extended exposure to particulate matter can increase the risk of chronic respiratory disease.  $PM_{10}$  is of concern because it bypasses the body's natural filtration system more easily than larger particles, and can lodge deep in the lungs. The EPA and the State of California revised their PM standards several years ago to apply only to these fine particles.  $PM_{2.5}$  poses an increased health risk because the particles can deposit deep in the lungs and contain substances that are particularly harmful to human health. Motor vehicles are currently responsible for a large portion of particulate matter in the SCAB. Wood burning in fireplaces and stoves is another large source of fine particulates.

Nitrogen Dioxide ( $NO_2$ ) is a reddish-brown gas that is a by-product of combustion processes. Automobiles and industrial operations are the main sources of  $NO_2$ . Aside from its contribution to ozone formation, nitrogen dioxide can increase the risk of acute and chronic respiratory disease and reduce visibility.  $NO_2$  may be visible as a coloring component of a brown cloud on high pollution days, especially in conjunction with high ozone levels.

Carbon Monoxide (CO) is an odorless, colorless gas. It is formed by the incomplete combustion of fuels. The single largest source of CO in the SCAB is motor vehicles. Emissions are highest during cold starts, hard acceleration, stop-and-go driving, and when a vehicle is moving at low speeds. New findings indicate that CO emissions per mile are lowest at about 45 mph for the average light-duty motor vehicle and begin to increase again at higher speeds. When inhaled at high concentrations, CO combines with hemoglobin in the blood and reduces the oxygen-carrying capacity of the blood. This results in reduced oxygen reaching the brain, heart, and other body tissues. This condition is especially critical for people with cardiovascular diseases, chronic lung

disease or anemia, as well as fetuses. Even healthy people exposed to high CO concentrations can experience headaches, dizziness, fatigue, unconsciousness, and even death.

Sulfur Dioxide (SO<sub>2</sub>) is a colorless acid gas with a pungent odor. It has potential to damage materials and it can have health effects at high concentrations. It is produced by the combustion of sulfur-containing fuels, such as oil, coal, and diesel. SO<sub>2</sub> can irritate lung tissue and increase the risk of acute and chronic respiratory disease.

Lead (Pb) is a metal found naturally in the environment as well as in manufactured products. The major sources of lead emissions have historically been mobile and industrial sources. As a result of the phase-out of leaded gasoline, metal processing is currently the primary source of lead emissions. The highest levels of lead in air are generally found near lead smelters. Other stationary sources are waste incinerators, utilities, and lead-acid battery manufacturers.

Twenty years ago, mobile sources were the main contributor to ambient lead concentrations in the air. In the early 1970s, the EPA set national regulations to gradually reduce the lead content in gasoline. In 1975, unleaded gasoline was introduced for motor vehicles equipped with catalytic converters. The EPA banned the use of leaded gasoline in highway vehicles in December 1995. As a result of the EPA's regulatory efforts to remove lead from gasoline, emissions of lead from the transportation sector and levels of lead in the air decreased dramatically.

### **Ambient Air Quality Standards and Designations**

The current federal and State ambient air quality standards and attainment standards are presented in Table 7-5.

**Table 7-5: Ambient Air Quality Standards and Designations**

Pollutant	Averaging Time	State Standard	Federal Primary Standards
Ozone (O <sub>3</sub> )	1-hour	0.09 ppm (180 µg/m <sup>3</sup> )	
	8-hour	0.070 ppm (137 µg/m <sup>3</sup> )	0.070 ppm (137 µg/m <sup>3</sup> )
Carbon Monoxide (CO)	1-hour	20 ppm (23 mg/m <sup>3</sup> )	35 ppm (40 mg/m <sup>3</sup> )
	8-hour	9 ppm (10 mg/m <sup>3</sup> )	9 ppm (10 mg/m <sup>3</sup> )
Respirable Particulate Matter (PM <sub>10</sub> )	Annual Arithmetic Mean	20 µg/m <sup>3</sup>	
	24-hour	50 µg/m <sup>3</sup>	150 µg/m <sup>3</sup>
Fine Particulate Matter (PM <sub>2.5</sub> )	Annual Arithmetic Mean	12 µg/m <sup>3</sup>	15 µg/m <sup>3</sup>
	24-hour		35 µg/m <sup>3</sup>
Sulfur Dioxide (SO <sub>2</sub> )	Annual Arithmetic Mean		0.030 ppm (for certain areas)
	24-hour	0.04 ppm (105 µg/m <sup>3</sup> )	0.14 ppm (for certain areas)
	3-hour		
	1-hour	0.25 ppm (655 µg/m <sup>3</sup> )	75 ppb (196 µg/m <sup>3</sup> )
Nitrogen Dioxide (NO <sub>2</sub> )	Annual Arithmetic Mean	0.030 ppm (57 µg/m <sup>3</sup> )	0.053 ppm (100 µg/m <sup>3</sup> )
	1-hour	0.18 ppm (339 µg/m <sup>3</sup> )	100 ppb (188 µg/m <sup>3</sup> )
Lead	30-day Average	1.5 µg/m <sup>3</sup>	
	Calendar quarter		1.5 µg/m <sup>3</sup>
	Rolling 3-Month Average		0.15 µg/m <sup>3</sup>
Sulfates	24-hour	25 µg/m <sup>3</sup>	

SOURCES: CALIFORNIA AIR RESOURCES BOARD, 2017; SCAQMD, 2017.

NOTES: PPM = PARTS PER MILLION, PPB = PARTS PER BILLION, UG/M<sup>3</sup> = MICROGRAMS PER CUBIC METER

The U.S. EPA established new national air quality standards for ground-level ozone and for fine particulate matter in 1997. The 1-hour ozone standard was phased out and replaced by an 8-hour standard of 0.075 parts per million (ppm). Implementation of the 8-hour standard was delayed by litigation, but was determined to be valid and enforceable by the U.S. Supreme Court in a decision issued in February of 2001. In April 2005, CARB approved a new eight-hour standard of 0.070 ppm and retained the one-hour ozone standard of 0.09 after an extensive review of the scientific literature. The U.S. EPA signed a final rule for the federal ozone eight-hour standard of 0.070 ppm on October 1, 2015, and was effective as of December 28, 2015.

In 1997, new national standards for fine particulate matter diameter 2.5 microns or less (PM<sub>2.5</sub>) were adopted for 24-hour and annual averaging periods. The current PM<sub>10</sub> standards were to be retained, but the method and form for determining compliance with the standards were revised.

In addition to the criteria pollutants discussed above, TACs are another group of pollutants of concern. TACs are injurious in small quantities and are regulated despite the absence of criteria documents. The identification, regulation and monitoring of TACs is relatively recent compared to that for criteria pollutants. Unlike criteria pollutants, TACs are regulated on the basis of risk rather than specification of safe levels of contamination.

Existing air quality concerns within the Planning Area are related to increases of regional criteria air pollutants (e.g., ozone and particulate matter), exposure to toxic air contaminants, odors, and

increases in greenhouse gas emissions contributing to climate change. The primary source of ozone (smog) pollution is motor vehicles, which account for 70 percent of the ozone in the region. Particulate matter is caused by dust, primarily dust generated from construction and grading activities, and smoke which is emitted from fireplaces, wood-burning stoves, and agricultural burning.

### **Attainment Status**

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

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

The U.S. EPA designates areas for ozone, 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 nonattainment for ozone, PM<sub>10</sub>, and PM<sub>2.5</sub> and is designated either unclassified or attainment for all other criteria pollutants. The county has a national designation of nonattainment for 8-Hour Ozone, PM<sub>2.5</sub>, and Lead. The county is designated either attainment or unclassified/attainment for the remaining national standards. Table 7-6 presents the state and national attainment statuses for Los Angeles County.

**Table 7-6: State and National Attainment Status**

Pollutant	State Designation	National Designation
Ozone (O <sub>3</sub> )	Nonattainment	Nonattainment (8 Hour Ozone)
Fine Particulate Matter (PM <sub>2.5</sub> )	Nonattainment	Nonattainment
Respirable Particulate Matter (PM <sub>10</sub> )	Nonattainment	Attainment
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 (Pb)	Attainment	Nonattainment
Hydrogen Sulfide	Unclassified	--
Visibility Reducing Particles	Unclassified	--

SOURCES: CALIFORNIA AIR RESOURCES BOARD, 2018; U.S. ENVIRONMENTAL PROTECTION AGENCY.

### Monitoring Data

SCAQMD and CARB maintain numerous air quality monitoring sites throughout various cities in the air basin to measure O<sub>3</sub>, PM<sub>2.5</sub>, and PM<sub>10</sub>. It is important to note that the federal ozone 1-hour standard was revoked by the EPA and is no longer applicable for federal standards. The closest active monitoring site in the SCAQMD is Los Angeles-Westchester Parkway station. Data obtained from this monitoring station is shown in Table 7-7. Table 7-8 shows the ambient air quality data for the entirety of Los Angeles County.

**Table 7-7: Ambient Air Quality Monitoring Data - Los Angeles-Westchester Parkway**

Pollutant	State	Federal	Year	Max Concentration	Days Exceeded State/Federal Standard
	Primary Standard				
Ozone (O <sub>3</sub> ) (8-hour)	0.07 ppm for 8-hour	0.07 ppm for 8-hour	2018	0.065	0/0
			2017	0.070	0/0
			2016	0.080	0/0
Particulate Matter (PM <sub>10</sub> )	50 ug/m <sup>3</sup> for 24 hours	150 ug/m <sup>3</sup> for 24 hours	2018	45.3	ND/ND
			2017	46.5	0/0
			2016	43.9	0/0
Fine Particulate Matter (PM <sub>2.5</sub> )	No 24-hour State Standard	35 ug/m <sup>3</sup> for 24 hours	2018	ND	ND/6.3
			2017	ND	ND/15.4
			2016	ND	ND/3.3

SOURCE: CALIFORNIA AIR RESOURCES BOARD (AEROMETRIC DATA ANALYSIS AND MANAGEMENT SYSTEM OR iADAM) AIR POLLUTION SUMMARIES. NOTES: ND = NO DATA. DATA FOR PM<sub>2.5</sub> WAS NOT AVAILABLE FROM THE LOS ANGELES-WESTCHESTER PARKWAY MONITORING STATION. THEREFORE, DATA FROM THE NEXT-NEAREST MONITORING STATION WAS UTILIZED FOR PM<sub>2.5</sub> (I.E FROM THE THE COMPOTON-700 NORTH BULLIS ROAD STATION).

As shown in the Table 7-7, the Los Angeles-Westchester Parkway station detected a significant decrease in ozone (8-Hour) levels over from 2016-2018. Data from this monitoring site shows that PM<sub>10</sub> concentrations have stayed relatively stable over this period. Data for maximum PM<sub>2.5</sub> concentrations were not available, but the days exceeding the PM<sub>2.5</sub> federal standard demonstrates significant fluctuation from 2016-2018.

**Table 7-8: Ambient Air Quality Monitoring Data – Los Angeles County**

Pollutant	State	Federal	Year	Max Concentration	Days Exceeded State/Federal Standard
	Primary Standard				
Ozone (O <sub>3</sub> ) (8-hour)	0.07 ppm for 8-hour	0.07 ppm for 8-hour	2018	0.140	90/90
			2017	0.157	107/104
			2016	0.148	96/93
Fine Particulate Matter (PM <sub>2.5</sub> )	No 24-hour State Standard	35 ug/m <sup>3</sup> for 24 hours	2018	111.0	ND/9.1
			2017	109.6	ND/15.4
			2016	64.8	ND/6.2

SOURCE: CALIFORNIA AIR RESOURCES BOARD (AEROMETRIC DATA ANALYSIS AND MANAGEMENT SYSTEM OR IADAM) AIR POLLUTION SUMMARIES. NOTES: ND = NO DATA. DATA FOR PM<sub>10</sub> WAS NOT AVAILABLE FOR LOS ANGELES COUNTY AS A WHOLE.

As shown in the Table 7-8, data for Los Angeles County shows that ozone levels stayed relatively stable over the 2016-2018 period. Data for PM<sub>10</sub> were not available for the County as a whole. However, data for PM<sub>2.5</sub> concentrations identified an overall increase in annual maximum concentrations detected over this period for Los Angeles County.

### 7.2.3 Odors

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

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

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

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

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



Certain land uses are more likely to emit odors in higher concentrations that are detectable to humans. These land uses include; industrial uses, agricultural uses, composting operations, refineries, wastewater treatment plants, landfills, etc. Within the Planning Area, there are limited agricultural uses, industrial uses, and landfills prevalent to emit odor. However, landfills and industrial uses from neighboring cities with odor-emitting uses along the perimeter of the Planning Area may be potential sources of odor.

#### 7.2.4 Sensitive Receptors

Sensitive receptors are areas where human populations, especially children, seniors, and sick persons, are present and where there is a reasonable expectation of continuous human exposure to pollutants. Examples of sensitive receptors include residences, hospitals, schools, daycare facilities, elderly housing, and convalescent facilities.

There are numerous sensitive receptors within the Planning Area. Such sensitive receptors include residential areas, schools, and medical facilities. These sensitive receptors are located across the Planning Area and may be impacted by odor-emitting sources in neighboring cities.

#### 7.2.5 References

South Coast Air Quality Management District, 2020.

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### 7.3 GREENHOUSE GASES (GHG)

This section discusses the linkage between greenhouse gases (GHG) and climate change, the effects of global climate change, and existing and projected greenhouse gas emissions in Lawndale. The existing City of Lawndale General Plan identifies the following policies related to GHG.

Element	Topic Area	Goal	Policy
Conservation Element	Resource Management	Goal 3: Minimize negative environmental effects of supplying and using energy by reducing the community's reliance upon traditional energy resources through initiation of energy conservation practices and the utilization of available energy technology.	<p>Policy 3a: Make use of energy audits and energy monitoring practices for publicly owned facilities and start programs to retrofit where necessary.</p> <p>Policy 3b: Investigate the benefit and economic feasibility of establishing an energy coordinator position.</p> <p>Policy 3c: Encourage innovative building, site design and orientation techniques which minimize energy use.</p> <p>Policy 3d: Promote public awareness of energy conservation technology and practices in order to assist in the reduction of inefficient energy consumption.</p> <p>Policy 3e: Inform the community of methods for achieving energy conservation.</p> <p>Policy 3f: Encourage utility rate revisions, i.e. target or base rates that provide incentives for conservation practices.</p>

#### 7.3.1 Greenhouse Gases and Climate Change 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 a portion of the radiation is absorbed by the Earth's surface. The Earth emits this radiation back toward space, but the properties of the radiation change from high-frequency solar radiation to lower-frequency infrared radiation.

Naturally occurring greenhouse gases include water vapor (H<sub>2</sub>O), carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), and ozone (O<sub>3</sub>). Several classes of halogenated substances that contain fluorine, chlorine, or bromine are also greenhouse gases, but they are, for the most part, solely a product of industrial activities. Although the direct greenhouse gases 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. From the pre-industrial era (i.e., ending about 1750) to 2011, concentrations of these three greenhouse gases have increased globally by 40, 150, and 20 percent, respectively (IPCC, 2013).

Greenhouse gases, which are transparent to solar radiation, are effective in absorbing infrared radiation. As a result, this radiation that otherwise would have escaped back into space is now retained, resulting in a warming of the atmosphere. This phenomenon is known as the greenhouse effect. Among the prominent GHGs contributing to the greenhouse effect are CO<sub>2</sub>, CH<sub>4</sub>, O<sub>3</sub>, water vapor, N<sub>2</sub>O, and chlorofluorocarbons (CFCs).

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 (California Air Resources Board, 2017b).

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 440 million gross metric tons of carbon dioxide equivalents (MMTCO<sub>2</sub>e) in 2015 (California Air Resources Board, 2017b). By 2020, California is projected to produce 509 MMTCO<sub>2</sub>e per year (California Air Resources Board, 2014).

Carbon dioxide equivalents are a measurement used to account for the fact that different GHGs have different potential to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. This potential, known as the global warming potential of a GHG, is also dependent on the lifetime, or persistence, of the gas molecule in the atmosphere. Expressing GHG emissions in carbon dioxide equivalents takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO<sub>2</sub> were being emitted.

Consumption of fossil fuels in the transportation sector was the single largest source of California's GHG emissions in 2015, accounting for 39% of total GHG emissions in the state. This category was followed by the industrial sector (23%), the electricity generation sector (including both in-state and out-of-state sources) (29%) and the agriculture sector (8%), the residential sector (6%), and the commercial sector (5%) (California Air Resources Board, 2020).

### 7.3.2 Effects of Global Climate Change

The effects of increasing global temperature are far-reaching and extremely difficult to quantify. The scientific community continues to study the effects of global climate change. In general, increases in the ambient global temperature as a result of increased GHGs are anticipated to result in rising sea levels, which could threaten coastal areas through accelerated coastal erosion, threats to levees and inland water systems and disruption to coastal wetlands and habitat.

If the temperature of the ocean warms, it is anticipated that the winter snow season would be shortened. Snowpack in the Sierra Nevada provides both water supply (runoff) and storage (within

the snowpack before melting), which is a major source of supply for the state. The snowpack portion of the supply could potentially decline by 70% to 90% by the end of the 21<sup>st</sup> century (Cal EPA, 2006). This phenomenon could lead to significant challenges securing an adequate water supply for a growing state population. Further, the increased ocean temperature could result in increased moisture flux into the state; however, since this would likely increasingly come in the form of rain rather than snow in the high elevations, increased precipitation could lead to increased potential and severity of flood events, placing more pressure on California's levee/flood control system.

Sea level has risen approximately seven inches during the last century and it is predicted to rise an additional 22 to 35 inches by 2100, depending on the future GHG emissions levels (Cal EPA, 2006). If this occurs, resultant effects could include increased coastal flooding, saltwater intrusion, and disruption of wetlands (Cal EPA, 2006). As the existing climate throughout California changes over time, mass migration of species, or failure of species to migrate in time to adapt to the perturbations in climate, could also result. Under the emissions scenarios of the Climate Scenarios report (Cal EPA, 2006), the impacts of global warming in California are anticipated to include, but are not limited to, the following:

**Public Health.** Higher temperatures are expected to increase the frequency, duration, and intensity of conditions conducive to air pollution formation. For example, days with weather conducive to ozone formation are projected to increase from 25 to 35 percent under the lower warming range, to 75 to 85 percent under the medium warming range. In addition, if global background ozone levels increase as predicted in some scenarios, it may become impossible to meet local air quality standards. Air quality could be further compromised by increases in wildfires, which emit fine particulate matter that can travel long distances depending on wind conditions. The Climate Scenarios report indicates that large wildfires could become up to 55 percent more frequent if GHG emissions are not significantly reduced.

In addition, under the higher warming scenario, there could be up to 100 more days per year with temperatures above 90°F in Los Angeles and 95°F in Sacramento by 2100. This is a large increase over historical patterns and approximately twice the increase projected if temperatures remain within or below the lower warming range. Rising temperatures will increase the risk of death from dehydration, heat stroke/exhaustion, heart attack, stroke, and respiratory distress caused by extreme heat.

**Water Resources.** 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 snow pack to supply water during the dry spring and summer months. Rising temperatures, potentially compounded by decreases in precipitation, could severely reduce spring snow pack, 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. Global warming is also projected to seriously affect agricultural areas, with California farmers projected to lose as much as 25 percent of the water supply they need; decrease the potential for hydropower production within the state (although the effects on hydropower are uncertain); and seriously harm

winter tourism. Under the lower warming range, the ski season at lower elevations could be reduced by as much as 1 month. If temperatures reach the higher warming range and precipitation declines, there might be many years with insufficient snow for skiing and snowboarding.

If GHG emissions continue unabated, more precipitation will fall as rain instead of snow, and the snow that does fall will melt earlier, reducing the Sierra Nevada spring snow pack by as much as 70 to 90 percent. Under the lower warming scenario, snow pack losses are expected to be only half as large as those expected if temperatures were to rise to the higher warming range. How much snow pack will be lost depends in part on future precipitation patterns, the projections for which remain uncertain. However, even under the wetter climate projections, the loss of snow pack would pose challenges to water managers, hamper hydropower generation, and nearly eliminate all skiing and other snow-related recreational activities.

**Agriculture.** Increased GHG emissions are expected to cause widespread changes to the agriculture industry, reducing the quantity and quality of agricultural products statewide. Although higher carbon dioxide levels can stimulate plant production and increase plant water-use efficiency, California's farmers will face greater water demand for crops and a less reliable water supply as temperatures rise. Crop growth and development will change, as will the intensity and frequency of pest and disease outbreaks. Rising temperatures will likely aggravate ozone pollution, which makes plants more susceptible to disease and pests and interferes with plant growth.

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, nuts, and milk.

In addition, continued global warming 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 weed species will fill the emerging gaps. Continued global warming is also likely to alter the abundance and types of many pests, lengthen pests' breeding seasons, and increase pathogen growth rates.

**Forests and Landscapes.** Global warming is expected to intensify this threat by increasing the risk of wildfire and altering the distribution and character of natural vegetation. If temperatures rise into the medium warming range, the risk of large wildfires in California could increase by as much as 55 percent, which is almost twice the increase expected if temperatures stay in the lower warming range. However, since wildfire risk is determined by a combination of factors, including precipitation, winds, temperature, and landscape and vegetation conditions, future risks will not be uniform throughout the state. For example, if precipitation increases as temperatures rise, wildfires in southern California are expected to increase by approximately 30 percent toward the end of the century. In contrast, precipitation decreases could increase wildfires in northern California by up to 90 percent.

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. Rising sea levels, more intense coastal storms, and warmer water temperatures will increasingly threaten the state’s coastal regions. Under the higher warming scenario, sea level is anticipated to rise 22 to 35 inches by 2100. Elevations of this magnitude would inundate coastal areas with saltwater, accelerate coastal erosion, threaten vital levees and inland water systems, and disrupt wetlands and natural habitats.

### 7.3.3 Local Greenhouse Gas Emissions

The City of Lawndale developed a Climate Action Plan (CAP) in 2017 in collaboration with the South Bay Cities Council of Governments (SBCCOG).

#### Emissions Inventory

The Lawndale Emissions Inventory assessed GHG emissions within the City’s jurisdictional boundaries. The data accessed is from an emissions inventory for the year 2012. Estimates for the total GHG emissions from Lawndale in 2012 were 126,819 metric tons CO<sub>2</sub>e (MTCO<sub>2</sub>e). The City’s Business-As-Usual (BAU) emissions in 2020 were estimated to be 128,331 MTCO<sub>2</sub>e. By 2035, emissions are estimated to increase 4.5% from 2005 emissions inventory assessment levels.

Table 7-8 outlines the projected GHG emissions in Lawndale for the years 2012, 2020, and 2035. The emission projections are distinguished by emissions category.

**Table 7-8: Lawndale Projected GHG Emissions (MT CO<sub>2</sub>e)**

Year	On-Road Transportation	Residential Energy	Commercial Energy	Solid Waste	Water	Off-Road Sources	Wastewater	Total
2012	71,769	31,330	16,856	3,442	3,223	108	91	126,819
2020	70,523	32,642	17,932	3,624	3,393	121	96	128,331
2035	75,205	34,580	18,829	3,900	3,652	149	103	136,418

SOURCES: CITY OF LAWDALE CAP GHG INVENTORY, 2017.

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## 7.4 GEOLOGY, SOILS, AND SEISMICITY

This section addresses soil, seismic, and geologic hazards in the Planning Area. The federal government and State of California have established a variety of regulations and requirements related to seismic safety and structural integrity, including the California Building Standards Code, the Alquist-Priolo Earthquake Fault Zoning Act, and the Seismic Hazards Mapping Act. The existing City of Lawndale General Plan identifies the following goals and policies related to geologic hazards.

Element	Topic Area	Goal	Policy
Safety Element	Geologic and Seismic Hazards	Goal SAF-2: A Community protected from loss of life or injury and damage to property due to geologic and seismic hazards.	<p>Policy SAF-2.1: Continue to incorporate geotechnical hazard data in future land use decision-making, site design, and construction standards.</p> <p>Policy SAF-2.2: Adopt the latest version of the building codes adopted by the State of California and ensure implementation in all new construction and renovations.</p> <p>Policy SAF-2.3: Require site-specific soils and/or geologic reports for development in areas where potentially serious geologic risks exist.</p> <p>Policy SAF-2.4: Monitor and enforce mitigation measures to reduce risks for projects where seismic and geologic hazards can be mitigated and prohibit development in areas where seismic and geologic hazards cannot be mitigated.</p> <p>Policy SAF-2.5: Promote the upgrade, retrofitting, and/or relocation of all existing critical facilities (e.g., police and fire stations, hospitals, schools, community centers, water facilities, public works yard, emergency access routes) and other important public facilities that do not meet current building code standards and are within areas of seismic or geologic hazard risks.</p> <p>Policy SAF-2.6: Investigate and implement a program to reduce damage to multi-unit wood-frame soft-story buildings in the event of an earthquake. The program could involve a variety of options/techniques, including but not limited to, notifying property owners of the potential hazard, requiring detailed building evaluations, identifying financial mechanisms or incentives for property owners to implement structural</p>



			<p>improvements, and/or providing technical assistance and information.</p> <p>Policy SAF-2.7: Continue to seek out opportunities to educate and encourage the community on ways to implement measures to mitigate potential injury and damage associated with earthquakes.</p>
Land Use Element	Public Health and Safety	Goal 4: The distribution and uses of land should consider the health, safety, and welfare of the community.	<p>Policy 4c. Provide available information and encourage education of seismic, geologic, fire, and other hazards.</p> <p>Policy 4d. Seismic and geologic hazards shall be considered when making land use decisions.</p>

### 7.4.1 Environmental Setting

The City of Lawndale and the Planning Area are 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 County, and San Diego, California. 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.

#### Geomorphic Provinces

California’s geomorphic provinces are naturally defined geologic regions that display a distinct landscape or landform. Earth scientists recognize eleven provinces in California. Each region displays unique, defining features based on geology, faults, topographic relief, and climate. These geomorphic provinces are remarkably diverse.

The Peninsular Ranges geomorphic province consists of a series of mountain ranges separated by long valleys, formed from faults branching from the San Andreas Fault. The topographic trend is similar to the Coast Ranges, but the geology is more like the Sierra Nevada, with granitic rocks intruding the older metamorphic rocks. The Los Angeles Basin and the Channel Islands of Santa Catalina, Santa Barbara, San Clemente, and San Nicolas are included in this province. Also included is the surrounding continental shelf (cut by deep submarine fault troughs). 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 (Wallace 1990). Both plates are moving northward, but the Pacific plate is moving at a faster rate than the North American plate and the relative difference in the two rates results in movement along the San Andreas Fault (Wallace 1990). 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 (Wallace 1990). This portion of the fault system is known as the “Big Bend” (Singer, 2005). Another large fault in southern California, the left-lateral Garlock Fault, intersects the San Andreas Fault system at this location. This bend in the San Andreas Fault system results in transpressional forces between the two tectonic plates, a geologic result of which was the uplift of the Transverse Ranges, including the San Gabriel Mountains (Wallace 1990).

The Planning Area is located within the northern margin of the Peninsular Ranges. The topography of Lawndale is relatively flat. The elevation of the small city is approximately 59 feet above sea level. The City is located in the southwestern portion of Los Angeles County. Los Angeles County varies greatly in topography, bounded by the Pacific Ocean to the west and high mountain ranges to the east. The topography in the County varies significantly, from beaches on the west, to mountains and then desert to the east. Much of the topography in between consists of mesas intersected by canyons.

## Faults

Faults are classified as Historic, Holocene, Late Quaternary, Quaternary, and Pre-Quaternary according to the age of most recent movement (California Geological Survey, 2002). These classifications are described as follows:

- Historic: faults on which surface displacement has occurred within the past 200 years;
- Holocene: shows evidence of fault displacement within the past 11,000 years, but without historic record;
- Late Quaternary: shows evidence of fault displacement within the past 700,000 years, but may be younger due to a lack of overlying deposits that enable more accurate age estimates;
- Quaternary: shows evidence of displacement sometime during the past 1.6 million years; and
- Pre-Quaternary: without recognized displacement during the past 1.6 million years.

Faults are further distinguished as active, potentially active, or inactive (California Geological Survey, 2002).

- Active: An active fault is a Historic or Holocene fault that has had surface displacement within the last 11,000 years;
- Potentially Active: A potentially active fault is a pre-Holocene Quaternary fault that has evidence of surface displacement between about 1.6 million and 11,000 years ago; and
- Inactive: An inactive fault is a pre-Quaternary fault that does not have evidence of surface displacement within the past 1.6 million years. The probability of fault rupture is considered

low; however, this classification does not mean that inactive faults cannot, or will not, rupture.

There are no known fault zones located within the City. The nearest fault zone is the Newport-Inglewood-Rose Canyon Fault. This fault is located approximately two miles from the City. Figure 7-4 illustrates the location of nearby fault zones surrounding the Planning Area.

The most significant historically active and potentially active fault zones that are capable of seismic ground shaking and which can impact Lawndale include:

Historically Active

- Newport-Inglewood
- Whittier-Elsinore
- San Fernando
- San Andreas
- San Jacinto

Potentially Active

- Charnock
- Palos Verdes
- Santa Monica
- Raymond Hill

**Seismic Hazards**

*Seismic Groundshaking*

Seismic hazards include both rupture (surface and subsurface) along active faults and ground shaking, which can occur over wider areas. Ground shaking, produced by various tectonic phenomena, is the principal source of seismic hazards in areas devoid of active faults. All areas of the State are subject to some level of seismic ground shaking.

Several scales may be used to measure the strength or magnitude of an earthquake. Magnitude scales (ML) measure the energy released by earthquakes. The Richter scale, which represents magnitude at the earthquake epicenter, is an example of an ML. As the Richter scale is logarithmic, each whole number represents a 10-fold increase in magnitude over the preceding number. The following table represents effects that would be commonly associated with Richter Magnitudes:

**Table 7-9: Richter Magnitudes and Effects**

Magnitude	Effects
< 3.5	Typically, not felt
3.5 – 5.4	Often felt but damage is rare
5.5 – 6.0	Damage is slight for well-built buildings
6.1 – 6.9	Destructive potential over 60 miles of occupied area
7.0 – 7.9	“Major Earthquake” with the ability to cause damage over larger areas
≥ 8	“Great Earthquake” can cause damage over several hundred miles

SOURCE: USGS, EARTHQUAKE PROGRAM.

### *Faults and Fault Zones*

An active earthquake fault, per California’s Alquist-Priolo Act, is one that has ruptured within the Holocene Epoch (≈11,000 years). Based on this criterion, the California Geological Survey identifies Earthquake Fault Zones. These Earthquake Fault Zones are identified in Special Publication 42 (SP42), which is updated as new fault data become available. The SP42 lists all counties and cities within California that are affected by designated Earthquake Fault Zones. The Fault Zones are delineated on maps within SP42 (Earthquake Fault Zone Maps).

Southern California is a region of high seismic activity. Similar to most cities in the region, Lawndale is subject to risks associated with potentially destructive earthquakes. The Planning Area is located in the seismically active southern California region; however, there are no designated Alquist-Priolo fault zones within the Planning Area.

Historically active regional faults and their associated size and frequency are shown in Table 7-10.

**Table 7-10: Principal Historically Active and Active Faults 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: CALIFORNIA GEOLOGICAL SURVEY, 2003, 2010.*

Although there are no fault zones within the Planning Area, regional fault zones may have an impact on the City if the rupture is of a significant magnitude. There are numerous earthquake faults within 15 miles of the City. Of the faults in the Planning Area, the most active are the Palos Verdes fault located to the south and the Newport-Inglewood fault to the northeast.

### *Liquefaction*

Liquefaction, which is primarily associated with loose, saturated materials, is most common in areas of sand and silt or on reclaimed lands. Cohesion between the loose materials that comprise the soil may be jeopardized during seismic events and the ground will take on liquid properties. Thus, liquefaction requires specific soil characteristics and seismic shaking.

Liquefaction zones are areas where historical occurrence of liquefaction, or local geological, geotechnical, and ground water conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required. Figure 7-5 shows areas having the potential for liquefaction within the Planning Area. There are no areas within the Planning Area Influence designated as having the potential for liquefaction. There is a small area outside of the Planning Area, located primarily within the neighboring City of Torrance that has liquefaction potential.

*Seismic Induced Landslides*

Earthquake-Induced Landslide Zones 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 (SHMP) delineates the approximate boundaries of areas susceptible to earthquake-induced landslides and other slope failures (e.g., rockfalls). According to the SHMP, Lawndale does not have areas susceptible to earthquake-induced landslides and other slope failures.

7.4.2 Other Geologic Hazards

**Soils**

According to the Natural Resource Conservation Service (2022), there are 5 different soil types located in the Planning Area. Table 7-11 and Figure 7-6 present the soil types and associated acreages located in the Planning Area.

**Table 7-11: Planning Area Soils**

Soil Types	Total Acres
Urban land-Centinelita-Typic erorthents, fine substratum complex	1,098
Urban land- Aquic erorthents, fine substratum-Cropley complex	60
Urban land-Windfetch-Typical Haploxerolls complex	122
Urban land- Abaft-Marina Complex	176
Urban land-Marina Complex	118
Grand Total	1,574

*SOURCE: NATURAL RESOURCE CONSERVATION SERVICE, 2022.*

**Erosion**

The U.S. Natural Resource Conservation Service (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. The value of K ranges from 0.02 to 0.55, the factors being equal the higher the value the more susceptible the soil is to sheet and rill erosion by water. Erosion factor K indicates the erodibility of the whole soil. The easiness indicates the erodibility of the fine soils. It is affected by the presence of rock fragments.

Soil erosion data for the City of Lawndale was obtained from the NRCS. As identified by the NRCS web soil survey, the erosion factor K within the Planning Area varies from 0.02 to 0.55, which is considered a low to high potential for erosion. Generally, erosion potential within the Planning Area increases to the south.

## Expansive Soils

The NRCS delineates soil units and compiles soils data as part of the National Cooperative Soil Survey. The following description of linear extensibility (also known as shrink-swell potential or expansive potential) is provided by the NRCS Physical Properties Descriptions:

Linear extensibility refers to the change in length of an unconfined loess soil as moisture content is increased from a moist to a dry state. It is an expression of the volume change between the water content of the soil at zero matric tension (at zero matric tension) and at a given matric tension. The volume change is reported in the table as percent change for the whole soil. The amount and type of clay minerals in the soil influence the volume change.

The shrink-swell potential is low if the soil has a linear extensibility of less than percent, moderate if between percent and percent, and high if more than percent. If the linear extensibility is more than percent, shrinking and swelling are a seasonal problem for soils and other structures and plant roots. Special design is only needed.

The linear extensibility of the soils within Lawndale ranges from "Low" to "Low to High." Figure 7-7 illustrates the shrink-swell potential of soils in the Planning Area. The majority of the Planning Area has "Low to Medium" expansive soils. The areas with "Low to High" expansive soils represent only a small portion of the Planning Area.

## Landslide

The California Geological Survey classifies landslides with a two-part designation based on Varnes (1978) and Cruden and Varnes (1996). The designation captures both the type of material that failed and the type of movement that the failed material exhibited. Material types are broadly categorized as either rock or soil, or a combination of the two for complex movements. Landslide movements are categorized as falls, topples, spreads, slides, or flows.

Landslide potential is influenced by physical factors, such as slope, soil, vegetation, and precipitation. Landslides require a slope, and can occur naturally from seismic activity, excessive saturation, and wildfires, or from human-made conditions such as construction disturbance, vegetation removal, wildfires, etc.

Figure 7-8 illustrates the landslide potential (for non-seismically included potential) in the vicinity of the Planning Area.

## Subsidence

Subsidence is the settlement of soils of very low density generally from either oxidation of organic material, or desiccation and shrinkage, or both, following drainage. Subsidence takes place gradually, usually over a period of several years.

In California, large areas of land subsidence were first documented by USGS scientists in the first half of the 20th century. Most of this subsidence was a result of excessive groundwater pumping. Completion of California's State and Federal water projects that bring water from California's wet north to its dry south allowed some groundwater aquifers to recover, and subsidence decreased in these areas. The City of Lawndale does not have any historic or current USGS-recorded subsidence.

## 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 act 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.

According to the existing City of Lawndale General Plan Safety Element (2015), because existing soil types are well-drained and permeability is moderate to slow, the risk for collapsible soils is low.

## Liquefaction Induced Lateral Spreading

Liquefaction, which is primarily associated with loose, saturated materials, is most common in areas of sand and silt or on reclaimed lands. When liquefaction occurs, soils suddenly lose strength due to groundwater permeating the soil due to groundshaking. Thus, liquefaction requires specific soil characteristics and seismic shaking.

Liquefaction may induce lateral spreading. Lateral spread refers to landslides that are a result of lateral displacement of gently sloping ground. Areas identified to have high liquefaction susceptibility as well as sloping grounds are vulnerable to lateral spreading. There are no locations within the Planning Area that are considered to be potential liquefaction areas.

## Naturally Occurring Asbestos

The term "asbestos" is used to describe a variety of fibrous minerals that, when airborne, can result in serious human health effects. Naturally occurring asbestos is commonly associated with ultramafic rocks and serpentinite. Ultramafic rocks, such as dunite, peridotite, and pyroxenite are igneous rocks comprised largely of iron-magnesium minerals. As they are intrusive in nature, these rocks often undergo metamorphosis, prior to their being exposed on the Earth's surface. The metamorphic rock serpentinite is a common product of the alteration process. According to the California Geological Survey, there is no naturally occurring asbestos mapped within the Planning Area.

## Tsunami/Seiches

Tsunamis and seiches are standing waves that occur in the ocean or relatively large, enclosed bodies of water that can follow seismic, landslide, and other events from local sources (California, Oregon, Washington coast) or distant sources (Pacific Rim, South American Coast, Alaska/Canadian coast). The Planning Area is not within a tsunami or seiche hazard area.

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## 7.5 MINERAL RESOURCES

This section describes the mineral resource classification system and the mineral resources that occur within the Planning Area. The existing City of Lawndale General Plan does not identify goals and policies related to mineral resources.

### 7.5.1 Environmental Setting

#### Mineral Resource Classification

Pursuant to the Surface Mining and Reclamation Act of 1975 (SMARA), the California State Mining and Geology Board oversees the Mineral Resource Zone (MRZ) classification system. The MRZ system characterizes both the location and known/presumed economic value of underlying mineral resources. The mineral resource classification system uses four main MRZs based on the degree of available geologic information, the likelihood of significant mineral resource occurrence, and the known or inferred quantity of significant mineral resources. The four classifications are described in Table 7-12.

**Table 7-12: Mineral Resources Classification System**

Classification	Descriptions
MRZ-1	Areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.
MRZ-2	Areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood exists for their presence.
MRZ-3	Areas containing mineral deposits, the significance of which cannot be evaluated.
MRZ-4	Areas where available information is inadequate for assignment to any other MRZ classification.

*SOURCE: CALIFORNIA DEPARTMENT OF CONSERVATION DIVISION OF MINES AND GEOLOGY, 2000.*

#### Mineral Resources

Mineral resources include commercially viable oil and gas deposits, and nonfuel mineral resources deposits. Nonfuel mineral resources include metals such as gold, silver, iron, and copper; industrial metals such as boron compounds, rare-earth elements, clays, limestone, gypsum, salt, and dimension stone; and construction aggregate, including sand, gravel, and crushed stone. California is the largest producer of sand and gravel in the nation. Figure 7-9 shows resources by classification within the Planning Area. Two mineral resource zones (MRZ-1 and MRZ-3) are present in the Planning Area. These mineral resource zones are described in the table above. MRZ-1 dominates the City and Planning Area. A small portion of the Planning Area is classified as MRZ-3; this classification is along the southwestern edge of the City boundaries.

#### Location of Permitted Aggregate Mines

The California Office of Mine Reclamation periodically publishes a list of qualified permitted aggregate mines regulated under SMARA that is generally referred to as the AB 3098 List. The Public Contract Code precludes mining operations that are not on the AB 3098 List from selling sand, gravel, aggregates or other mined materials to state or local agencies. As of February 23, 2022, there are no mines listed within the Planning Area.

## 7.5.2 References

California Department of Conservation. 2002. California Geological Inventory .

California Department of Conservation. 2022. List of existing eBay .  
<https://filerequest.conservation.ca.gov/RequestFile/79092>, accessed February 23, 2022.

## 7.6 HYDROLOGY AND WATER QUALITY

This section describes the regulatory setting, regional hydrology and water quality, and local hydrology and water quality for the Planning Area. The existing City of Lawndale General Plan identifies the following goals and policies related to Hydrology and Water Quality.

Element	Topic Area	Goal	Policy
Conservation Element	Water Conservation	Goal 1: Conserve water resources in the City through retention of the existing drainage system, the protection of limited groundwater resources, and domestic water conservation measures.	<p>Policy 1a: New construction and development shall conserve water through conservation techniques relating to water usage and waste.</p> <p>Policy 1b: All new construction requiring indoor plumbing shall be required to install low-flow toilets, faucets and shower heads.</p> <p>Policy 1c: New developments should install water conserving appliances, such as washing machines and dishwashers.</p> <p>Policy 1d: Require the usage of xeriscape and micro-irrigation practices for development review approval of all landscape plans.</p> <p>Policy 1e: Residential projects having common green areas, and all commercial, industrial, and public projects shall be required to install automatic, moisture sensing, micro-irrigation systems.</p> <p>Policy 1f: Non-residential projects shall be encouraged to incorporate decorative hardscape plazas with drought tolerant landscaping into project design.</p> <p>Policy 1g: Examine and initiate where appropriate and feasible, the use of alternative water conservation system, such</p>

			<p>as greywater and reclaimed water usage.</p> <p>Policy 1h: Provide additional storm drainage facilities, and improve existing deficient facilities, where necessary as determined by the Los Angeles County Department of Waste Water Management and/or the City of Lawndale.</p>
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### 7.6.1 Environmental Setting

The State of California uses a hierarchical naming and numbering convention to define watershed areas for management purposes. Boundaries are defined according to size and topography, with multiple sub-watersheds within larger watersheds. Table 7-13 shows the primary watershed classification levels used by the State of California. The second column indicates the approximate size that a watershed area may be within a particular classification level, although variation in size is common.

**Table 7-13: State of California Watershed Hierarchy Naming Convention**

Watershed Level	Approximate Square Miles (Acres)	Description
Hydrologic Region (HR)	12,735 (8,150,000)	Defined by large-scale topographic and geologic considerations. The State of California is divided into ten HRs.
Hydrologic Unit (HU)	672 (430,000)	Defined by surface drainage; may include a major river watershed, groundwater basin, or closed drainage, among others.
Hydrologic Area (HA)	244 (156,000)	Major subdivisions of hydrologic units, such as by major tributaries, groundwater attributes, or stream components.
Hydrologic Sub-Area (HSA)	195 (125,000)	A major segment of an HA with significant geographical characteristics or hydrological homogeneity.

SOURCE: CALWATER, CALIFORNIA INTERAGENCY WATERSHED MAPPING COMMITTEE, 2008.

### *Hydrologic Region*

The Planning Area is located within the South Coast HR, a large coastal watershed in southern California (DWR 2003: 148). The South Coast HR 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 HR, and on the south by the international boundary with Mexico.

### *Hydrologic Unit*

Within the South Coast HR, the Planning Area located within the Dominguez Channel HU. The Los Angeles Regional Water Quality Control Board (RWQCB) and the Dominguez Channel Watershed Management Group oversee water quality within the Dominguez Channel HU. Figure 7-10 shows Hydrologic Units within and surrounding the Planning Area.

### *Hydrologic Area*

For purposes of planning on a citywide basis, hydrologic areas are generally considered to be the appropriate watershed planning level. As a planning area becomes smaller the hydrologic area level may be too large in terms of scale, and a hydrologic subarea may be considered more appropriate. Within the Planning Area there are no defined Hydrologic Areas, as shown in Figure 7-11.

### *Hydrologic Sub-Area*

There are no defined hydrologic sub-areas within and throughout the Planning Area. Analysis of hydrologic sub-areas is appropriate for the review of individual projects, but it is not appropriate for the watershed analysis of the City's General Plan.

## **Creeks and Waterways**

The Planning Area is contained within the Dominguez Channel Hydrologic Unit, a watershed covering approximately 58 square miles. The Dominguez Channel is a 15.7-mile-long stream in southern Los Angeles County that drains the Dominguez Watershed of 110-square miles. The watershed area is 96 percent developed, largely residential, and artificially bounded by a system of storm drains and flood control channels. The stream begins just south of 116th Street in

Hawthorne and travels through Lawndale and empties into the East Basin of the Port of Los Angeles on the Pacific Ocean.

## **Groundwater**

The City of Lawndale does not have adequate groundwater to service the water needs of its population. The built-out urban environment is not conducive for groundwater replenishment. Surface water is not absorbed into the soils, but rather surface water is diverted into the City's subsurface drainage system. The City is therefore required to utilize imported water. The City is serviced by the West Basin Municipal Water District (West Basin), which provides imported water from the Metropolitan Water District of Southern California (MWD). The use of imported water is practiced in order to supplement local supplies including groundwater, desalination, and recycled supplies developed by West Basin. West Basin has an approximately 185-square mile service area and provides potable water to 17 cities.

### *Water Quality*

Surface water quality is affected by point source and non-point source pollutants. Point source pollutants are those emitted at a specific point, such as a pipe, while non-point source pollutants are typically generated by surface runoff from diffuse sources, such as streets, paved areas, and landscaped areas. Point source pollutants are controlled with pollutant discharge regulations or waste discharge requirements (WDRs). Non-point source pollutants are more difficult to monitor and control although they are important contributors to surface water quality in urban areas.

Stormwater runoff pollutants vary based on land use, topography, the amount of impervious surface, and the amount and frequency of rainfall and irrigation practices. Runoff in developed areas typically contains oil, grease, and metals accumulated in streets, driveways, parking lots, and rooftops, as well as pesticides, herbicides, particulate matter, nutrients, animal waste, and other oxygen-demanding substances from landscaped areas. The highest pollutant concentrations usually occur at the beginning of the wet season during the "first flush."

Water quality in the city is governed by the Los Angeles RWQCB, which sets water quality standards in the Water Quality Control Plan for the Los Angeles Region. The Basin Plan identifies beneficial uses for surface water and groundwater and establishes water quality objectives to attain those beneficial uses.

The Clean Water Act (CWA) 303(d) list is a register of impaired and threatened waters which the CWA requires all states to submit for Environmental Protection Agency approval. The list identifies all waters where the required pollution control measures have so far been unsuccessful in reaching or maintaining the required water quality standards. Waters that are listed are known as "impaired." In Lawndale, one water body is known to be adversely affected by pollutants generated by activities associated with each land use type in each watershed and as a result are listed on the State Water Resources Control Board's (SWRCB) 303(d) impaired waters list. This waterbody is the Dominguez Channel (lined portion above Vermont Ave).

According to the 303(d) list, pollutants in the Dominguez Channel is listed as a Category 5, meaning that it is a water segment where standards are not met and a Total Maximum Daily Load (TMDL) is required, but not yet completed, for at least one of the pollutants being listed for this segment.

*Storm Drain System*

The Planning Area is located in the Dominguez Channel watershed, in a lined segment that lies above Vermont Avenue. The entire Planning Area drains into the Dominguez Channel by way of three outfalls. The outfalls are connected to concretized conveyances. The City is subject to a single MS4 Permit, required to protect the Dominguez Channel. This permit requires a monitoring program along with various other program plans to ensure Total Maximum Daily Loads (TMDLS) established by the Regional Water Board for certain pollutants are met.

7.6.2 References

City of Lawndale. 2014. *Storm Drain System Management Plan*.  
 California Department of Water Resources, 2012. *Final Integrated Stormwater Management Plan*.  
 State Water Resources Control Board (SWRCB). *Integrated Stormwater Management Plan*.  
[http://www.sateboard.ca.gov/water\\_issues/programs/stormwater/integrated.shtml](http://www.sateboard.ca.gov/water_issues/programs/stormwater/integrated.shtml)  
 U.S. Geological Survey. *National Hydrography Dataset*. <http://nhd.usgs.gov/>

## 7.7 CULTURAL RESOURCES

This section describes the historic and cultural resources within the Planning Area, including buildings, sites, structures, or objects that may have historical, architectural, archaeological, cultural, or scientific importance. Preservation of the City’s cultural heritage should be considered when planning for the future. This section is based on and summarizes the Cultural Resources Inventory, prepared by Duke Cultural Resources Management.

The existing City of Lawndale General Plan identifies the following goals and policies related to cultural resources.

Element	Topic Area	Goal	Policy
Conservation Element	Cultural Resources	Goal 4: Promote the preservation and rehabilitation of cultural resources that are significant to the Lawndale community because of their age, architecture, history, or symbolism.	<p>Policy 4a: Promote the preservation and/or conservation of historic structures, places, and or architectural features.</p> <p>Policy 4b: Investigate the appropriateness and feasibility of implementing a Historic Preservation Ordinance for the preservation of historic structures.</p> <p>Policy 4c: Investigate the feasibility of implementing a local historic registry program.</p> <p>Policy 4d: Encourage the preservation of historic structures on their existing sites, or relocation if necessary and feasible.</p> <p>Policy 4e: Discourage the demolition or movement of historic structures without an evaluation of the condition of the structure, the costs of rehabilitation, and the feasibility of preservation or conservation alternatives.</p> <p>Policy 4f: Encourage the adaptive re-use of historic structures.</p>



### 7.1.5 Prehistoric Context

Of the many chronological sequences proposed for southern California, two primary regional syntheses are commonly used in the archaeological literature. The first, advanced by Wallace, defines four cultural horizons for the southern California coastal province, each with characteristic local variations: Early Man, from approximately 9,000 to 8,500 years before present (BP); Milling Stone, from approximately 8,500 to 4,000 years BP; Intermediate, from approximately 4,000 to 1,500 years BP; and Late Prehistoric, from approximately 1,500 to 200 years before present.

Warren chose instead to define “traditions” (La Jolla, Encinitas, Campbell, and Chumash, Yuman, or Shoshonean) that are “a generic unit comprising of historically related phases. Cultural traditions are identified and distinguished from one another on the basis of differences in cultural patterns reflected in differences in artifact types and assemblages and difference in cultural features.” While Warren keeps environment and cultural traditions distinct, his efforts marked that the relationship between them, through time was important for archaeological study. These two chronologies are still commonly used in tandem to discuss the chronology of southern California.

King, in his work in the Santa Barbara Channel region, introduced yet another chronological scheme that was based on the seriation of shell beads and grave goods backed by radiocarbon dates. King’s chronology is divided into three periods, Early, Middle, and Late with date ranges for each. King’s chronology is widely used in the Santa Barbara region and has been heavily employed in the discussion of the nature of the emergence of social complexity on the southern California coast. King argued that correlations can be made between the physical characteristics of beads and the social contexts in which they were used. King analyzed beads and other artifacts, in addition to mortuary practices to demonstrate that changes in material culture reflect changes in society.

The works of Wallace, Warren, and King reflect a variety of methods to develop temporal sequences for describing archaeological remains. Refinements in methods, specifically the application of radiocarbon dating has significantly improved chronology building. In addition, applying successful models used in other regions, such as King’s (1990) application of the Bennyhoff and Hughes method of shell bead seriation to the southern California region has aided in the refinement of chronology building for the region. Complications such as the timing of the adaptation of “marker” artifact types, arise when broad regional chronologies are applied to small local areas that do not fit neatly into large macro schemes. Likewise, the subtle, yet significant nuances of local, micro-chronologies often complicate attempts to create a simple chronology that can be applied to a large region, such as southern California.

### 7.1.6 Ethnographic Overview

The Project Area is located within the boundaries of Gabrielino or Tongva Indians. The Gabrielino Indians are named because of their association with the Mission San Gabriel Arcángel. The Gabrielino are one of the least known Native American groups in California. Generally, their territory included all of the Los Angeles Basin, parts of the Santa Ana and Santa Monica Mountains, along the coast from Aliso Creek in the south to Topanga Canyon in the north, and San Clemente, San Nicolas, and Santa Catalina Islands.

The Gabrielino spoke a dialect of the Cupan group of the Takic language family. This language was part of the larger Uto-Aztecan language stock which migrated west from the Great Basin. The Gabrielino shared this language with their neighboring groups to the south and east.

Groups of Gabrielino lived in villages that were autonomous from other villages. Each village had access to hunting, collecting, and fishing areas. Villages were typically located in protected coves or canyons near water. Acorns were the most important food for the Gabrielino, although the types and quantity of different foods varied by season and locale. Other important sources of food were grass and many other seed types, deer, rabbit, jackrabbit, woodrat, mice, ground squirrels, quail, doves, ducks and other fowl, fish, shellfish, and marine mammals.

Typically, Gabrielino women gathered and men hunted, although work tasks often overlapped. Each village had a chief who controlled religious, economic, and warfare authorities. The chief had an assistant and an advisory council who assisted in important decisions and rituals. Each of these positions was hereditary being passed down from generation to generation. According to mapping of Gabrielino villages undertaken by McCawley, no known villages would be located within the City of Lawndale. The two nearest Gabrielino villages, which may compose large areas rather than just a single location, are Swaanga, approximately 10 miles to the southeast, and Waachnga, approximately five miles to the northwest. The Kirkman-Harriman Pictorial and Historical Map of Los Angeles also does not identify any Gabrielino villages within the City.

### 7.1.7 Historical Context

In California, the historic era is generally divided into three periods: the Spanish or Mission Period (from 1769 to 1821), the Mexican or Rancho Period (from 1821 to 1848), and the American Period (from 1848 to Present). The first Europeans in California were the Spanish. In 1542, Juan Rodriguez Cabrillo entered what was to become known as San Diego Harbor where he met a group of Kumeyaay Indians while on shore. Over the next few hundred years there were several maritime excursions along the California coast, but it would be more than 225 years until the Spanish established a permanent settlement. To protect its interests, Spain sent four excursions into California, two by land and two by sea. The entire expedition was led by Captain Gaspar de Portolá, military commander of California. Portolá came through the Los Angeles basin area in 1769 while travelling from San Diego to Monterey. To fulfill some of the religious goals of the expedition, Father Junípero Serra was sent to California to establish a system of Catholic Missions. It was not until two years later on September 8, 1771 that Mission San Gabriel Arcángel was established by Fathers Pedro Cambon and Angel Somera.

Ten years later on September 4, 1781, Los Angeles was founded. Early settlers farmed and they built a system of canals, or irrigation ditches, to transport water from the Los Angeles River to plots of land. With Mexican Independence in 1821, Los Angeles and California experienced great economic independence and growth. By 1822, the Mexican government began to grant permits to its citizens along the southern coast for animal pasture. Governor of Alta California, Juan Alvarado, gave the Rancho de la Salina land grant to Antonio Ignacio Ávila, son of Spanish soldier Cornelio Ávila, that encompasses the present-day cities of Lawndale, Inglewood, Hawthorne, Redondo Beach, Manhattan Beach, and Hermosa Beach. The total acreage of the land grant was roughly 40,000 acres; but when the United States Land Commission confirmed title, the Rancho de la Salina was reduced to 22,000 acres. The City of Lawndale is located in what was the southwestern corner of the Rancho de la Salina. Between 1820 and 1841, the population of Los

Angeles tripled to 1,680. California was ceded to the U.S. in 1848 with the signing of the Treaty of Guadalupe Hidalgo.

The Treaty of Guadalupe Hidalgo assured owners that prior, valid land grants would be honored if a claim was filed as required by the Land Act of 1851. Soon after, Antonio Ignacio Ávila filed a claim for an *hacienda* and was awarded a patent in 1855 by the Public Land Commission. He later died in 1858 and his heirs sold the *hacienda* to pay for the probate costs. In 1868, ten years after his death, a Scottish nobleman named Sir Robert Burnett purchased the land grant from Ávila's heirs. Having also acquired the *cañada* *de la Centinela* parcel, Burnett combined both areas and named it Centinela Ranch. After doing so, Burnett gradually slowed cattle ranching and began to incorporate his prior specialization of sheep raising. In 1873, Burnett leased Centinela Ranch to Daniel and Catherine Freeman and returned to his home in Scotland. The Freeman's continued to raise sheep but after a tumultuous two-year drought from 1875 to 1876, they began to plant barley along with several thousand citrus, almond, olive, and eucalyptus trees. The Freeman's made dry-land farming profitable and exported 3,000,000 bushels of barley and other crops to Liverpool and London well into the 1880s.

## The City of Lawndale

The history of what later would be Lawndale begins with the opening of the Redondo seaport in 1890 and the railroad service created between the port and Los Angeles. By 1902, the Los Angeles and Redondo railways passed along in what is now Hawthorne Boulevard, extending from Inglewood to Railroad Avenue. In March of 1905, real estate developer Charles B. Hopper subdivided and opened the southern portion of Centinela Ranch and named it Lawndale. It was marketed as an ideal poultry farming location for early settlers, but unfortunately a lack of buyers forced Hopper to change to smaller lots a year later. When the U.S. Census was taken in 1910, the unincorporated town of Lawndale had reached 142 residents. In the 1920's the discovery of oil transformed the Lawndale community into a town that built oil derricks, though the Great Depression muted this economic development. After WWII, Lawndale boomed primarily due to subsidized veteran housing and increased accessibility of the Harbor Freeway. Also, the Businessman's Group Association created zoning policies to promote and advertise the residential, commercial, and industrial advantages of Lawndale. Amid rapid commercial growth and urbanization of the Centinela Valley in 1958, zoning restrictions officially abolished agriculture in the community. On December 28, 1959, Lawndale was incorporated as a City in Los Angeles County.

### 7.1.8 Cultural Resources

A search of the California Historic Resources Inventory System (CHRIS) at the South Central Coastal Information Center (SSCIC) located at the California State University, Fullerton was conducted on June 9, 2020. The records search covered the entire City of Lawndale. In addition, a variety of other sources were consulted, including the California State Historic Property Data File (which includes the National Register of Historic Places, California Register of Historical Resources, California Historical Landmarks, and California Points of Historical Interest), the Built Environment Resource Directory (BERD), California Office of Historic Preservation's Historic Resources Inventory (HRI) directory, as well as a review of known cultural resource surveys, excavation reports, and historic aerial photos and maps. Further, a reconnaissance field survey was conducted in order to

gather baseline data on the present state of previously recorded archaeological and historic resources within the Project Area.

Results of the SCCIC and BERD records search indicate that 12 historic built environment resources are recorded within the City; refer to the Cultural and Paleontological Assessment Report.

### **Results of Reconnaissance Field Survey**

In addition to the CHRIS search, a reconnaissance-level overview of the City was conducted on April 29, 2020. The City's existing General Plan indicates 32 locations of historic structures within the City. The reconnaissance survey consisted of surveying the City to get a general sense of the potential for the historical nature and visits to locations of built environment resources indicated in the City's existing General Plan. The reconnaissance-level survey of the City revealed that land use within Lawndale is predominantly residential, though commercial development is also present, especially along Hawthorne Boulevard. Through the reconnaissance survey it was determined that 17 of the 32 structures identified in the City's existing General Plan are extant; the remaining 15 have either been demolished or are so disturbed as to be unrecognizable. Four of these 17 were also listed at the SCCIC/BERD records search, bringing the total historic structures recorded in the City to 25.

### **7.1.9 Paleontological Resources**

The geologic units underlying the City of Lawndale record coastal and inland deposition during the Pleistocene Epoch (2.5 million years ago to 11,700 years ago). The Project Area is broadly located within the Southern California/Northern Baja Coast region and it is composed of coastal and alluvial plains, marine terraces, and low hills. As part of the Cultural Resource Assessment, a paleontological records search was requested from the Natural History Museum of Los Angeles County (LACM). The City of Lawndale is underlain by two geologic units: Old alluvium and Old eolian deposits.

#### **Old, alluvium, undivided (Qoa)**

Old alluvium underlies the majority of the City of Lawndale, including the Project Area. It is composed of moderately well-consolidated, poorly sorted, permeable, slightly dissected gravel, sand, silt, and clay. These sediments were deposited on canyon floors by fluvial activity in the late to middle Pleistocene Epoch.

#### **Old eolian deposits (Qoe)**

Old eolian deposits underlie the northwest and southwest corners of the City of Lawndale. It is composed of poorly consolidated, dense to very dense, well-sorted, fine- to coarse-grained sand and silty sand. These sediments were deposited as eolian coastal dunes in the late to middle Pleistocene but the dune formation processes are now inactive.

Deposits from the Pleistocene Epoch have not produced any fossil localities within the Project Area, but have produced two fossil localities within three miles:

- The "Mobile Oil Refinery" locality produced cetacean (whale) and Equus (horse) material from two miles southeast of the Project Area and;
- Locality LACM 2035 produced *Mammuthus columbi* (Columbian mammoth) on 139th Street, one mile north of the Project Area.

Due to fossil material being previously discovered in deposits from the Pleistocene Epoch in vicinity of the Project Area, both old alluvium and old eolian deposits have a high paleontological sensitivity at the surface and at depth.

### 7.7.1 References

Duke Cultural Resources Management, LLC, "Final Paleontological Sensitivity for the General Plan Update City of Los Angeles County, October 2020 (updated July 2023).

## 7.8 VISUAL RESOURCES

### 7.8.1 Environmental Setting

The City of Lawndale is largely built-out and does not contain natural open space areas or landmarks. Urban and suburban features primarily contribute to the aesthetic quality of the community, such as the City’s parks, landmarks, buildings, and public facilities. These resources are a focal point for community involvement and are well-known landmarks that provide a sense of community identity and pride. A list of City parks and community facilities can be found in Chapter 5, Utilities and Community Services.

#### Scenic Highways and Corridors

According to the California Scenic Highway Mapping System, administered by Caltrans, there are no officially designated State Scenic Highways in the Planning Area.

### 7.8.2 References









California Department of Transportation. 2022. California State Scenic Highways. <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways>, accessed February 22, 2022.

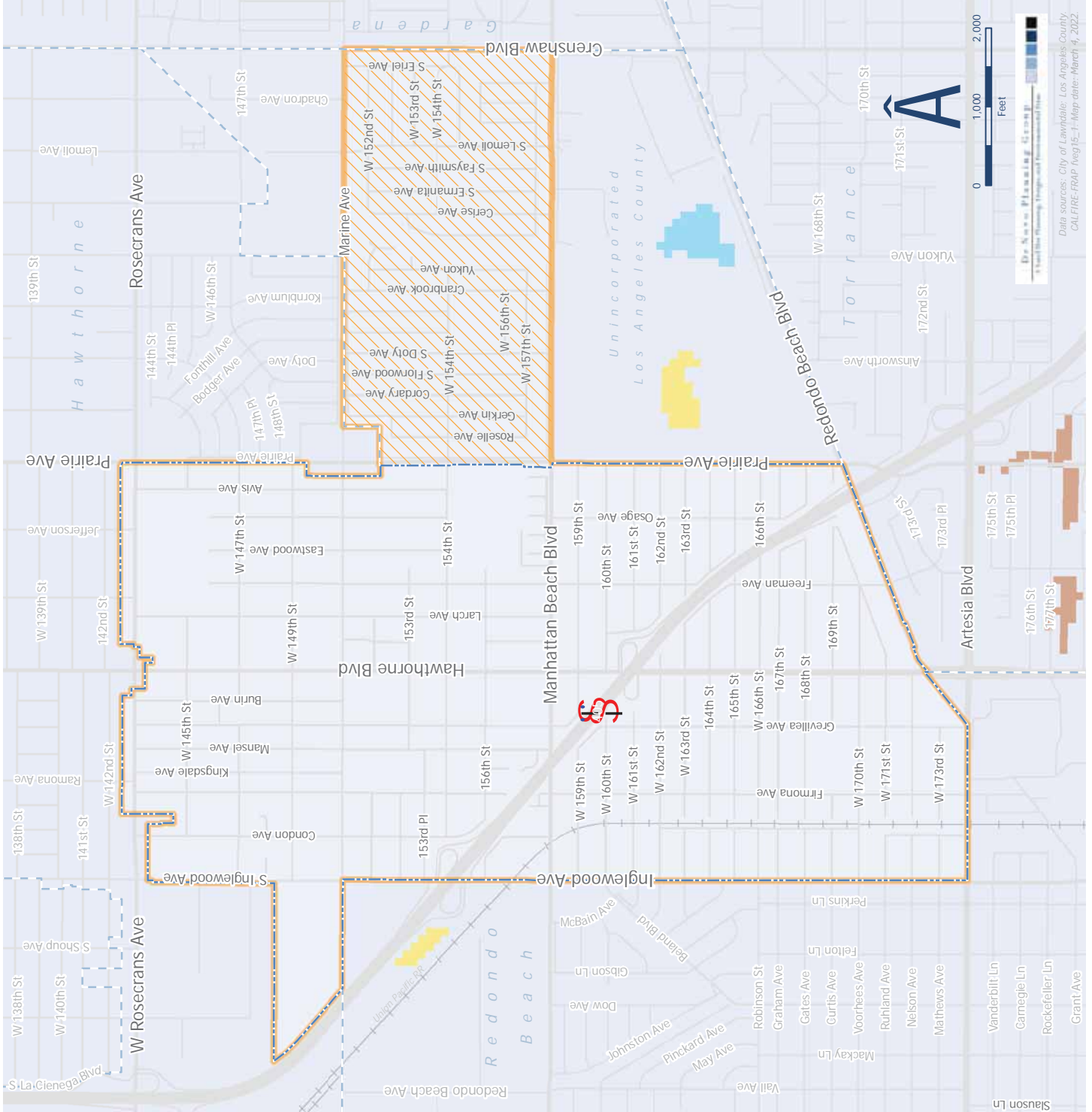
City of Lawndale, 1992. City of Lawndale General Plan.

Figure 7-1.

# Land Cover Types

**LEGEND**

-  City of Lawndale
-  Sphere of Influence
-  Planning Area/Sphere of Influence
-  Surrounding Jurisdiction
- Land Cover Type**
-  Annual Grassland
-  Lacustrine
-  Pasture
-  Urban



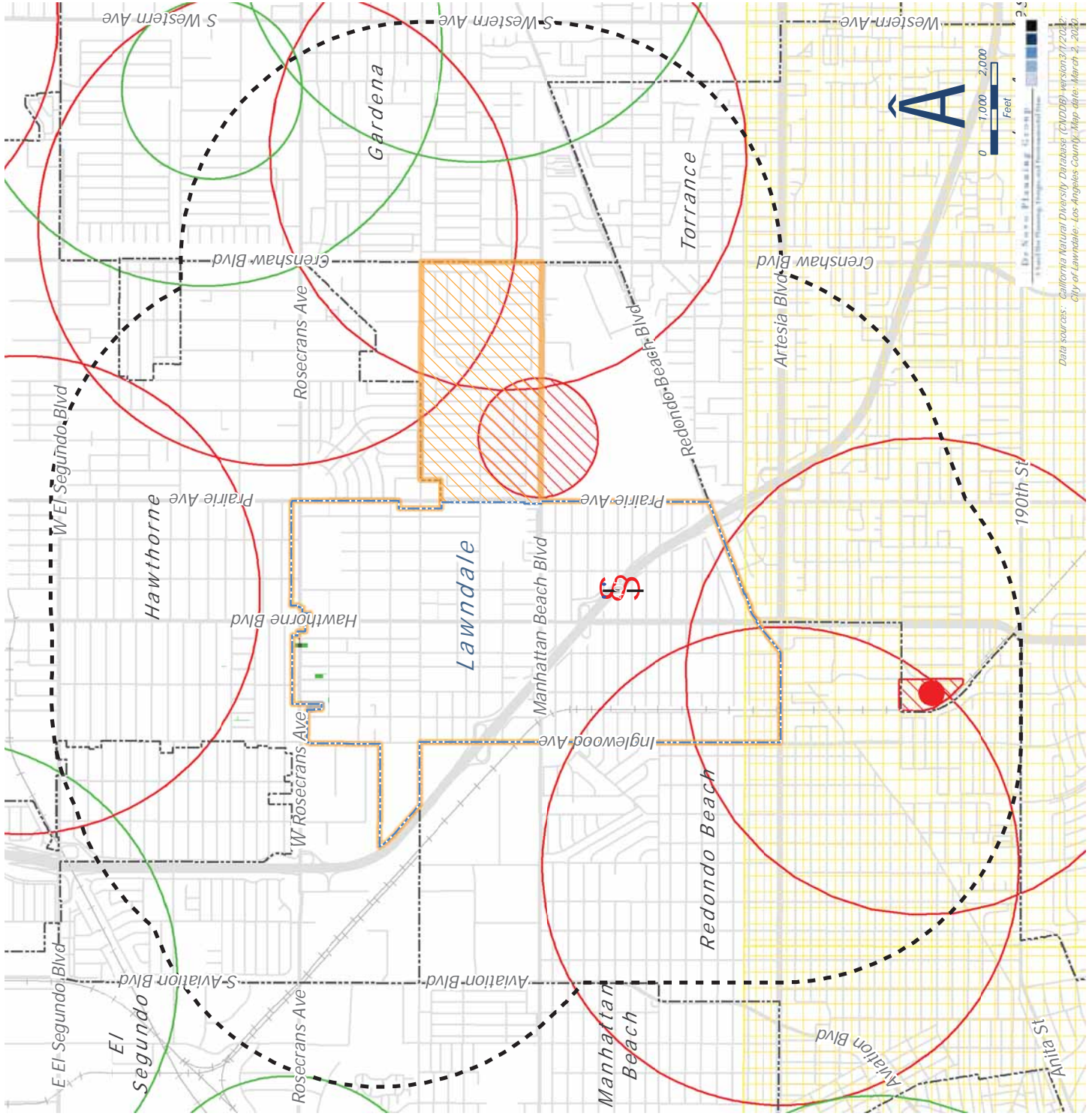
## Conservation

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Figure 7-2.

# California Natural Diversity Database 1-Mile Radius Search



\* The occurrences shown on this map represent the known locations of the species listed here as of the date of this version. There may be additional occurrences or additional species within this area which have not been surveyed and/or mapped. Lack of information in the CNDDB about a species or an area can never be used as proof that no special status species occur in an area.




















Conservation

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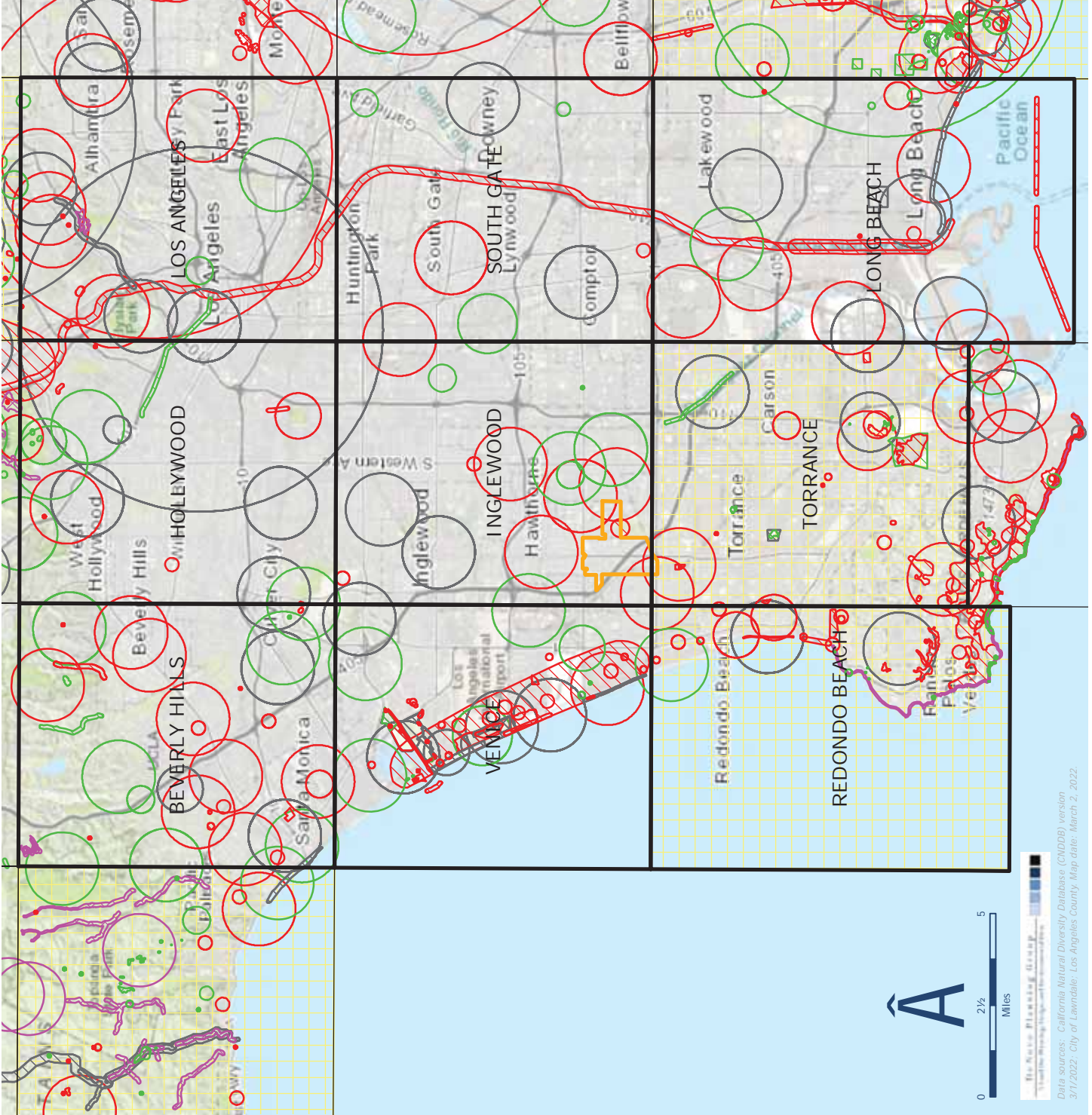
Figure 7-3.

# California Natural Diversity Database 9-Quad Search

## LEGEND

-  Planning Area/Sphere of Influence
-  Special Status Species Occurrences\*
-  Plant (80m)
-  Plant (specific)
-  Plant (non-specific)
-  Plant (circular)
-  Animal (80m)
-  Animal (specific)
-  Animal (non-specific)
-  Animal (circular)
-  Terrestrial Comm. (specific)
-  Terrestrial Comm. (non-specific)
-  Terrestrial Comm. (circular)
-  Multiple (specific)
-  Multiple (non-specific)
-  Multiple (circular)
-  Sensitive EO's (Commercial only)

\* The occurrences shown on this map represent the known locations of the species listed here as of the date of this version. There may be additional occurrences or additional species within this area which have not been surveyed and/or mapped. Lack of information in the CNDDDB about a species or an area can never be used as proof that no special status species occur in an area.



Conservation

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Figure 7-4.

# Geologic Faults








Conservation

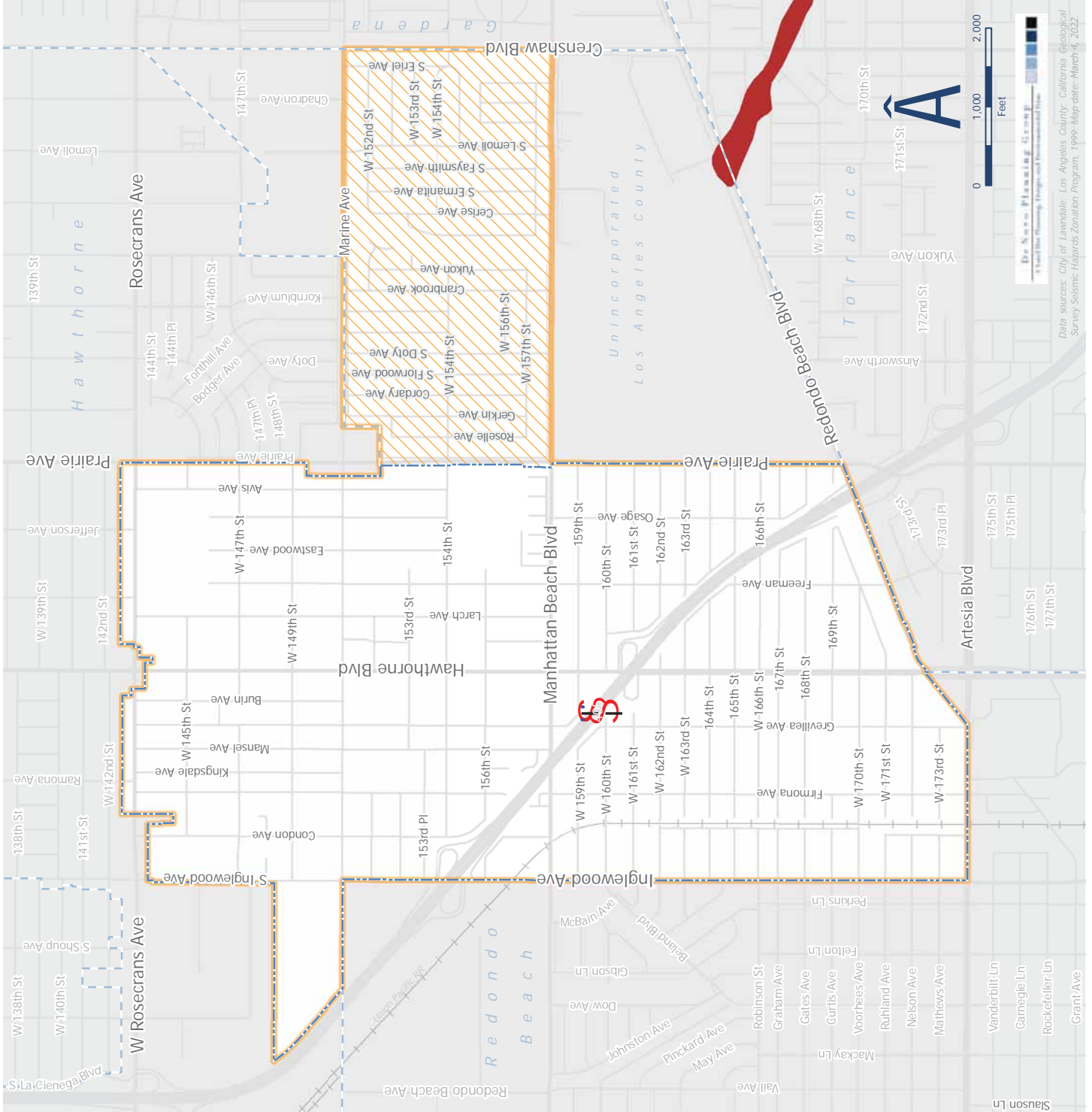
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Figure 7-5.

# Potential Liquefaction Areas

## LEGEND

-  City of Lawndale
-  Sphere of Influence
-  Planning Area/Sphere of Influence
-  Surrounding Jurisdiction
-  Potential Liquefaction Area



Data sources: City of Lawndale - Los Angeles County - California Geological Survey Seismic Hazard Zonation Program, 1999. Map date: March 4, 2022.

Conservation









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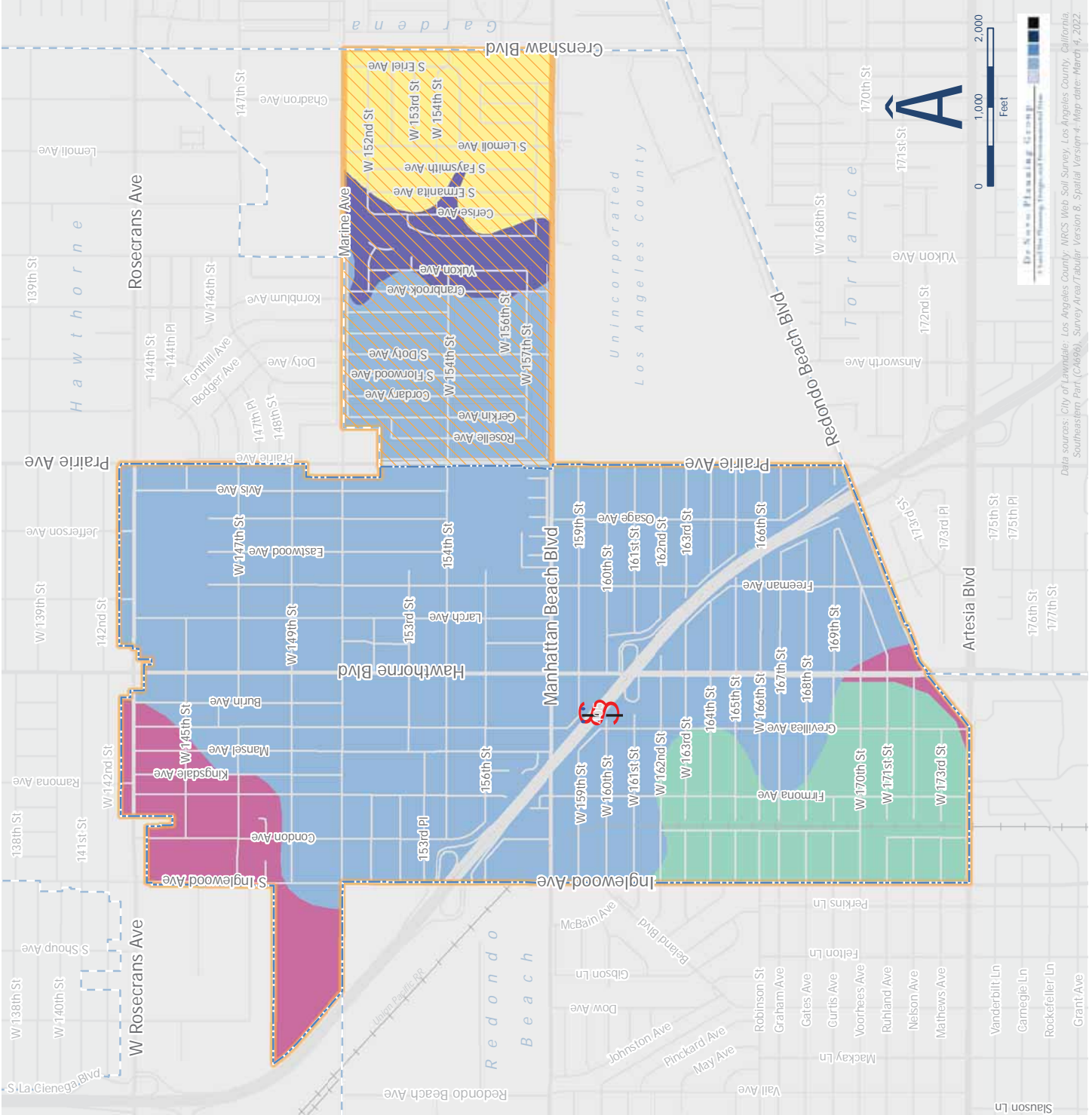


Figure 7-6.

# NRCS Soils

## LEGEND

-  City of
-  Sphere of
-  Planning Area/Sphere of Surrounding
- NRCS Soil Description**
-  Urban land-Centinea-Typic Xerorthents, fine substratum complex (± 1,098 acres)
-  Urban land-Aquic Xerorthents, fine substratum-Cropley complex (±60 acres)
-  Urban land-Windfetch-Typical Haploxerolls complex (±122 acres)
-  Urban land-Abaft-Marina complex (±176 acres)
-  Urban land-Marina complex (±118 acres)



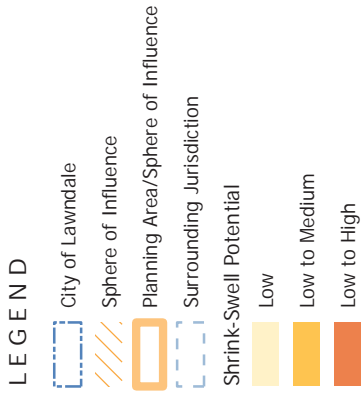
Data sources: City of Lawndale; Los Angeles County - NRCS Web Soil Survey; Los Angeles County, California, Southeastern Part (C04898), Survey Area/Tabular Version 8, Spatial Version 4; Map date: March 4, 2022.

Conservation

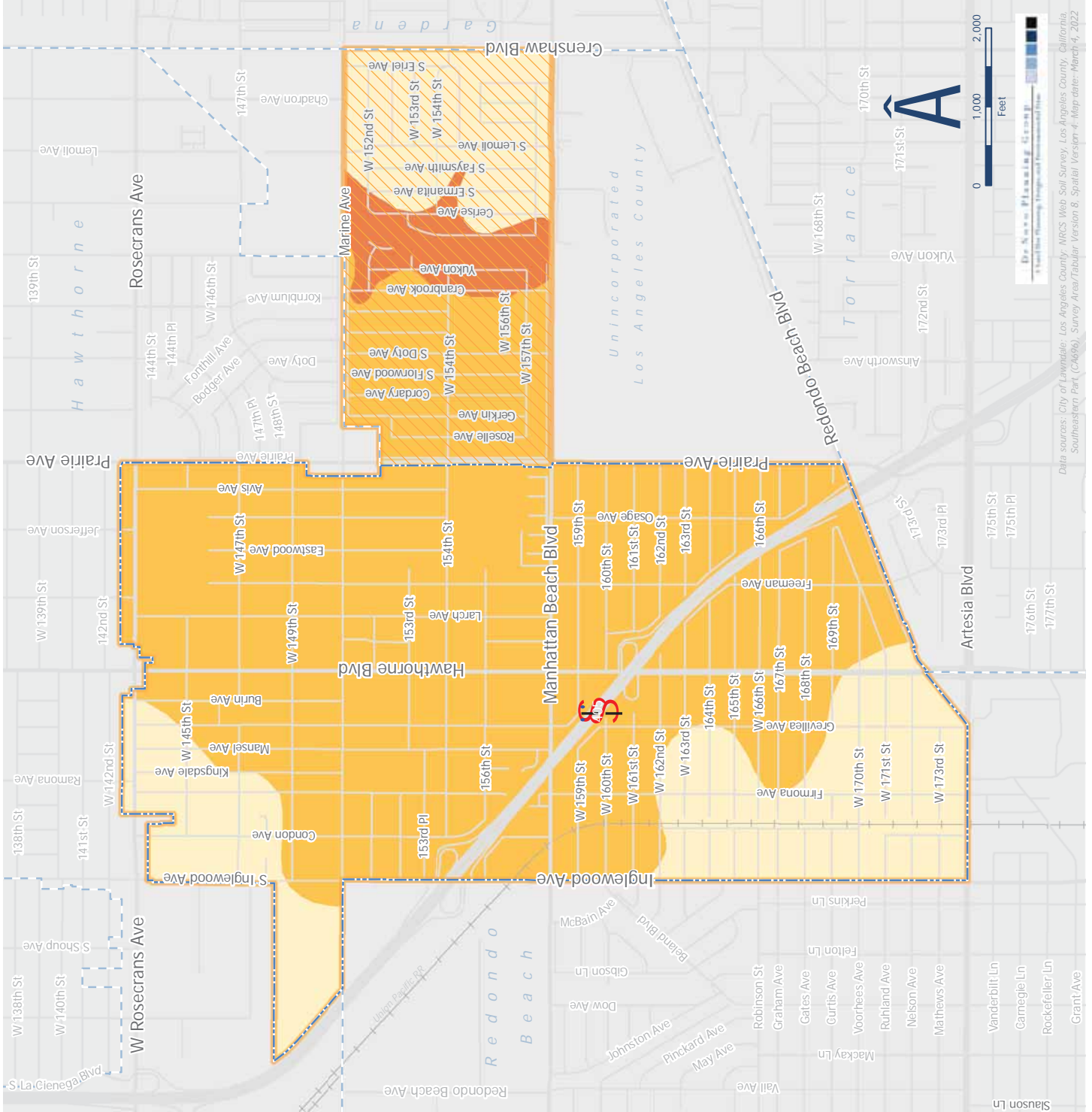
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Figure 7-7.

# Shrink-Swell Potential of Soils



Shrink-Swell potential of soils is determined by Linear Extensibility. Linear Extensibility refers to the change in length of an unconfined clod as moisture content is decreased from a moist to a dry state. Volume change is reported as a percent change for the whole soil. Shrink-swell potential is low if the soil has a linear extensibility of less than 3%, moderate if 3-6%, high if 6-9%, and very high if greater than 9%. In soil complexes such as the ones shown on this map, linear extensibility is measured and recorded for each soil component, thus creating a range of shrink-swell potentials for each soil unit.



Data sources: City of Lawndale; Los Angeles County - MRCS Web Soil Survey; Los Angeles County, California, Southeastern Part (2006); Survey Area/Tabular Version 8 - Spatial Version 4; Map date: March 4, 2022








Conservation

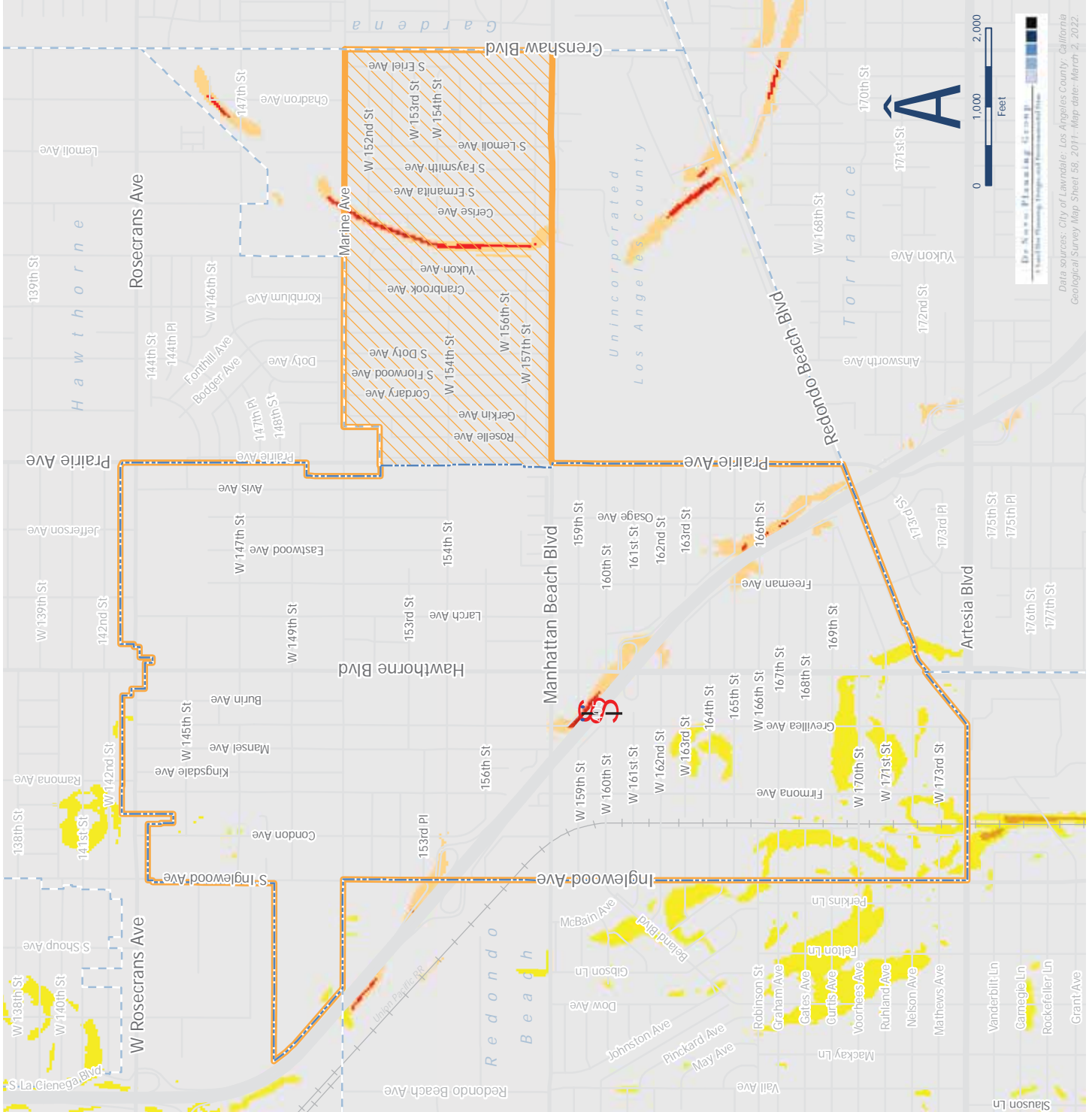
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Figure 7-8.

# Susceptibility to Deep-Seated Landslides

## LEGEND

-  City of Lawndale
  -  Sphere of Influence
  -  Planning Area/Sphere of Influence
  -  Surrounding Jurisdiction
- Landslide Susceptibility**
- 
- Increasing Susceptibility










Data sources: City of Lawndale, Los Angeles County, California Geological Survey Map Sheet 58, 2017. Map date: March 2, 2022.

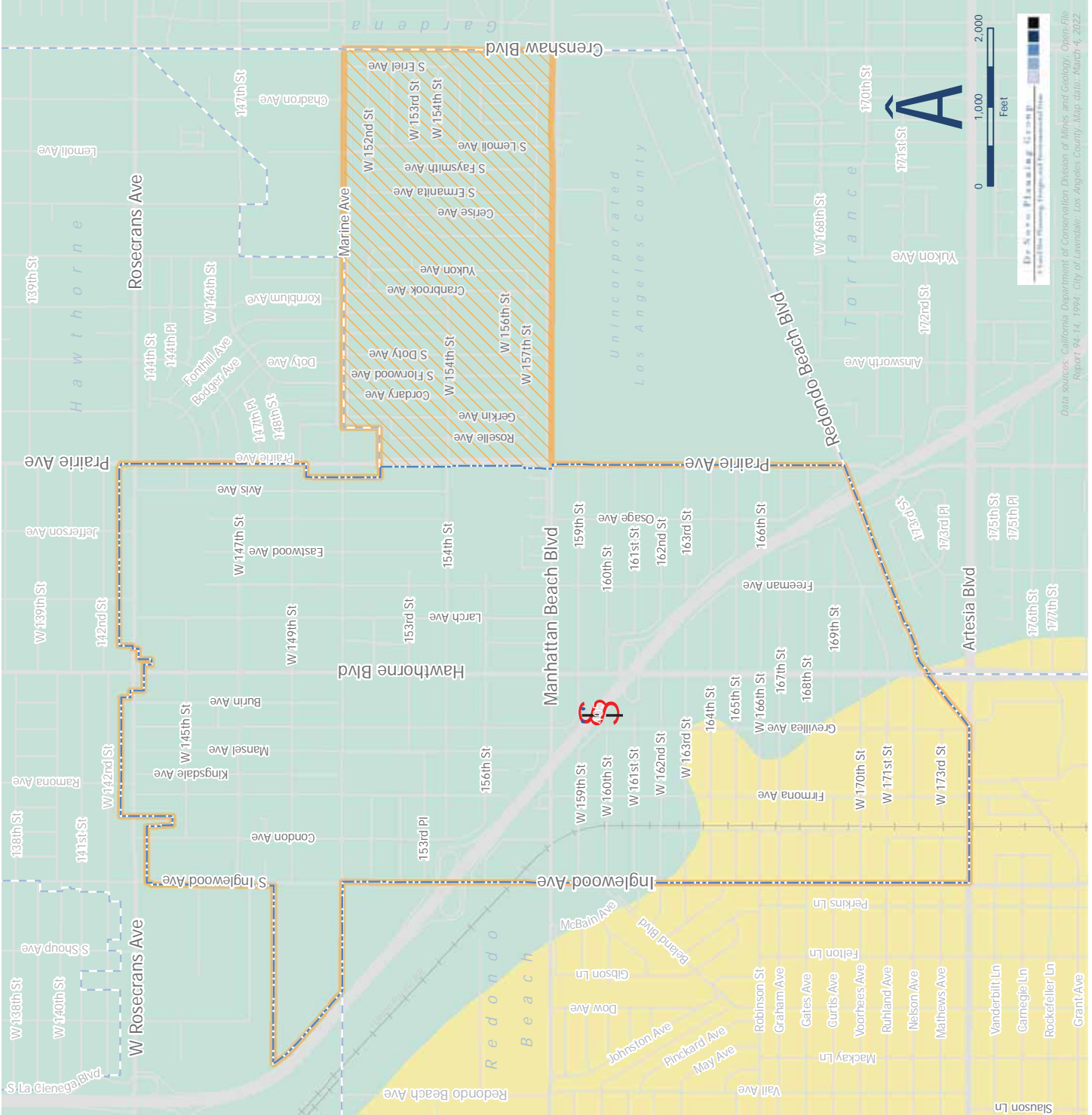
## Conservation

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Figure 7-9.

# Mineral Resource Zones

- LEGEND**
-  City of Lawndale
  -  Sphere of Influence
  -  Planning Area/Sphere of Influence
  -  Surrounding Jurisdiction
  -  Unincorporated Los Angeles County
- Mineral Resource Zones**
-  MRZ-1: No significant mineral deposits present or likely
  -  MRZ-3: Mineral deposits present, significance unknown



Data sources: California Department of Conservation, Division of Mines and Geology. Open-File Report 94-14, 1994. City of Lawndale. Los Angeles County. Map date: March 4, 2022.



Conservation

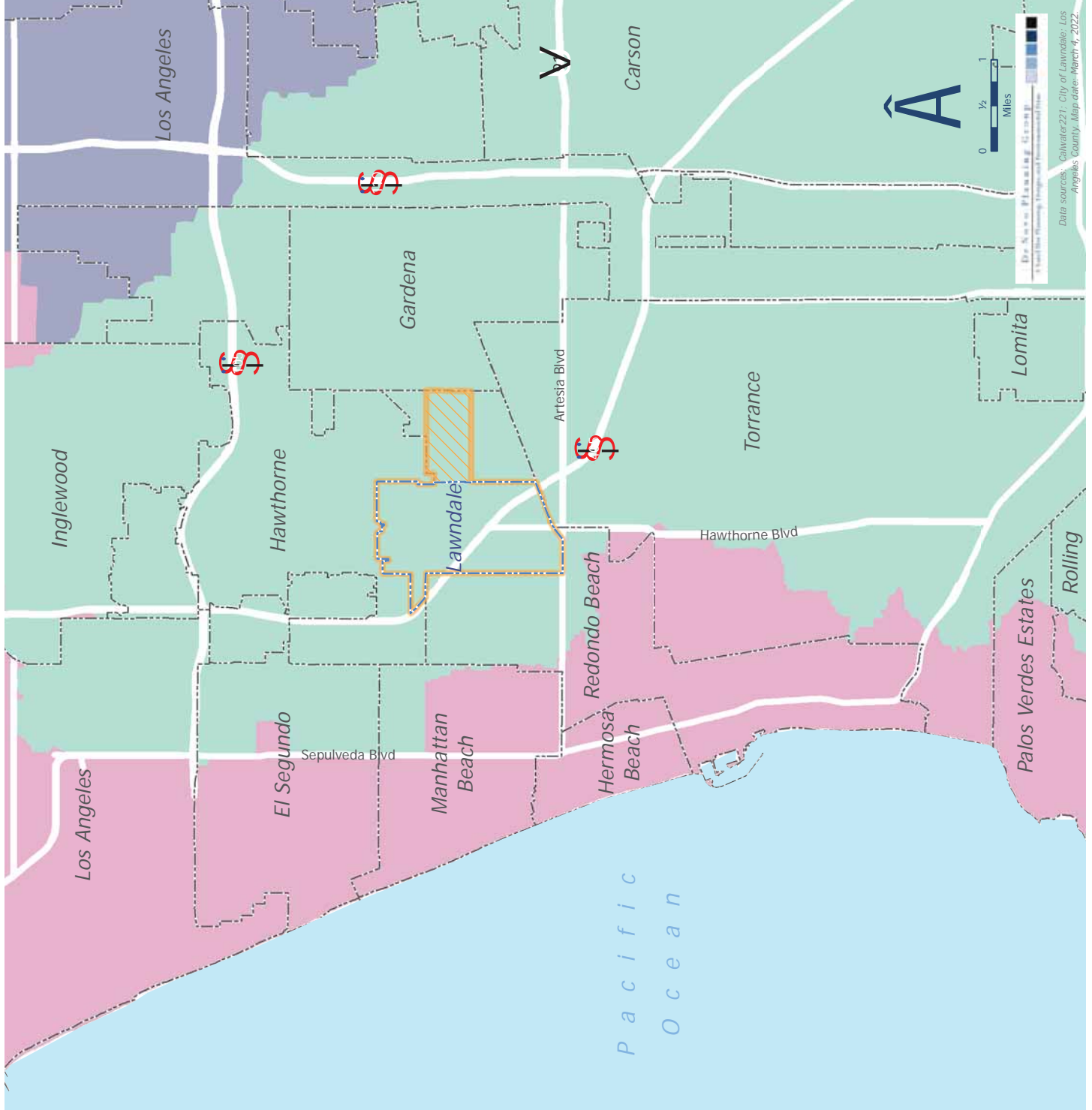
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Figure 7-10.

# Hydrologic Units

- LEGEND**
- City of Lawndale
  - Sphere of Influence
  - Planning Area/Sphere of Influence
  - Surrounding City Boundary
  - Hydrologic Unit Name**
  - Dominguez Channel
  - Los Angeles River
  - Santa Monica Bay



Data sources: Calwater21; City of Lawndale; Los Angeles County. Map date: March 4, 2022.









## Conservation

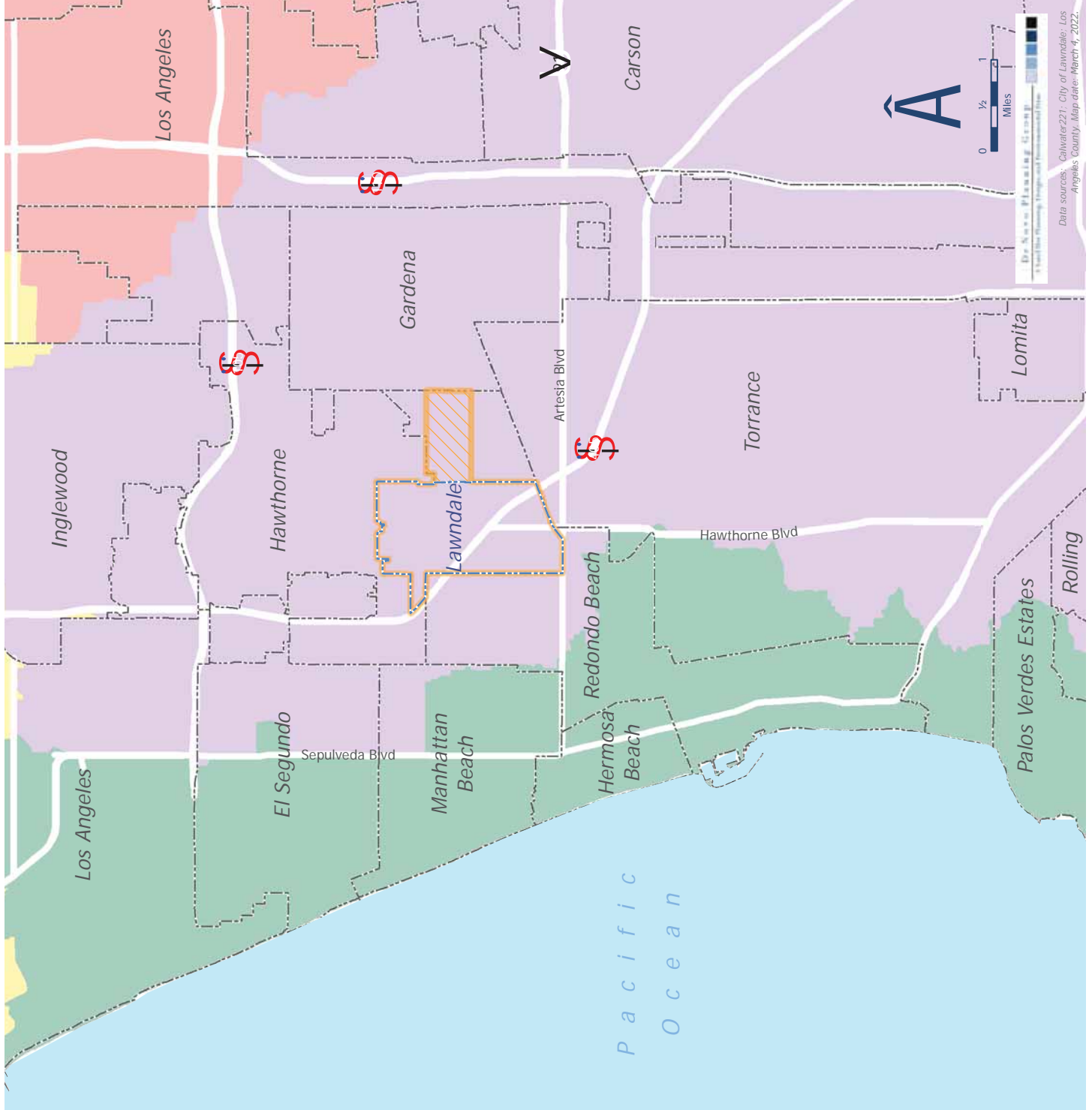
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Figure 7-11.

# Hydrologic Areas

## LEGEND

-  City of Lawndale
-  Sphere of Influence
-  Planning Area/Sphere of Influence
-  Surrounding City Boundary
-  Hydrologic Area
-  Interior Santa Monica Bay
-  Los Angeles
-  Lower Santa Monica Bay
-  undefined



Conservation

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## 8 COMMUNITY HEALTH AND WELLNESS

This section addresses community health and wellness in the City of Lawndale. Community health and wellness is related to a number of environmental categories and topics. Therefore, there are numerous references to other sections in this report. For example, conditions regarding transit options, bicycle facilities, and pedestrian facilities are addressed in greater detail in Chapter 4, Mobility. Parks and recreational facilities are discussed in Chapter 5, Utilities and Community Services. Hazards and hazardous materials and applicable regulations are addressed in Chapter 6, Hazards, Safety, and Noise. Air quality and air quality regulations, as well as water quality and water quality regulations, are addressed in Chapter 7, Conservation. This chapter includes the following sections:

- 8.1 Health and the Built Environment
- 8.2 Health Indicators in Lawndale
- 8.3 Opportunities for Physical Activity
- 8.4 Food Access
- 8.5 Access to Health Care and Health Facilities
- 8.6 Local Policy Programs Related to Health and Wellness

### 8.1 HEALTH AND THE BUILT ENVIRONMENT – BACKGROUND AND OVERVIEW

This section describes the relationship between health and the built environment and outlines the manner in which city planning and policy can directly impact resident health.

#### 8.1.1. Historical Background

The field of city planning and the role of city planners grew out of concerns for public health and welfare during the periods of rapid industrialization and urban growth in American cities in the early 20<sup>th</sup> century. These concerns were related to pollution and unsanitary conditions in cities where industrial operations such as tanneries and slaughterhouses abutted homes and schools, and tall skyscrapers blocked light and air from streets. Poor living conditions for city residents often resulted in infectious disease outbreaks and public health emergencies. Early planners required sanitary sewers to prevent cholera epidemics and zoned city blocks to buffer residential neighborhoods from polluting industries, often resulting in a strict separation of uses that is still common today.

These land use restrictions, infrastructure requirements, and development regulations went far beyond the 19<sup>th</sup> century common law theory of nuisance that addressed public health and safety by prohibiting “unreasonable” uses of land to prevent similar outbreaks of infectious diseases.

By 1926, the U.S. Supreme Court’s decision on *Illage of li . . . ble ealty o.* established the right of local governments to control land use through zoning laws and introduced the concept of “Euclidean” zoning that segregated land uses to minimize conflicts. While these laws and trends prevented factories from locating close to neighborhoods and offered centralized wastewater and waste disposal services which decreased instances of disease and epidemics, they also resulted in a shift in the built environment.

Strong zoning regulations that separated industrial and residential uses gave rise to the rapid expansion of suburbs and the “suburban lifestyle” during the 1950s. Increased U.S. investments in the national highway system and the increased accessibility of the automobile to average American families resulted in people living further and further away from their place of work, schools, shopping centers, and recreational centers. Improvements in the transportation system, including the construction of freeways, further weakened the connection between work, home, retail, and other daily services, isolating them from one another and making them accessible only by car.

While these laws and trends prevented factories from locating close to neighborhoods, and offered a means to escape from the polluted city center, they also provided local governments the power to exclude and segregate communities, and supported the growth of suburbs. People were protected from infectious diseases such as tuberculosis and cholera, but they now faced new epidemics such as obesity, asthma, heart disease, and diabetes, all related to the design of the built environment.

Despite the historical connection between public health and planning, addressing public health through city planning became less common as the 20<sup>th</sup> century progressed. One reason is that early planning practices successfully resolved many of the public health issues plaguing urban areas during the early 20<sup>th</sup> century, such as overcrowding and the close proximity of housing to heavy industry. Public health professionals began to focus on disease treatment, education, and discouraging unhealthy behaviors, while planning professionals shifted their attention to such issues as economic development and transportation. In particular, planners focused on how to accommodate rapid population growth and the desire for unlimited personal mobility through driving. Zoning increasingly became a means to protect property values and bolster the tax base, and infrastructure projects more often served to provide for efficient movement of vehicles.

In recent decades, however, there has been a rediscovery and professional shift in city planning that recognizes the role our built and natural environments play in public health and well-being. The environmental movement in the 1970s gave rise to the environmental review process, including the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). Other urban planning concepts such as New Urbanism and smart growth are attempting to reverse the impacts of urban development policies of the previous decades. All these efforts attempted to return to the traditional neighborhoods and urban form that valued a mix of uses, pedestrian and transit amenities, and compact development.

### 8.1.2 Current Trends

The places where people live, work, and play profoundly shape the health of a community. Transportation options, accessible parks, crosswalks, the availability of grocery stores, and the prevalence of fast food restaurants, and real or perceived levels of crime and safety are a few examples of physical indicators that provide a framework for a community, sculpt the daily routines of residents, impact lifestyle choices, and ultimately affect public health and longevity. Collaborative work between city planners and public health professionals can help strategically develop spaces and systems for safe and healthy human activity.

A growing body of evidence supports the idea that the built environment (urban form, design, and street configurations) has a strong impact on the public’s health. Between 1995 and 2010, the

number of Americans who are overweight or obese (as measured by body mass index, or BMI) increased from 15.9 percent to 27.6 percent (Centers for Disease Control and Prevention, 2010). Additionally, between 2004 and 2010, the percentage of Americans diagnosed with diabetes increased from 7 percent to 8.7 percent.

Based on current obesity trends, for the first time in American history, children are not predicted to live as long as their parents (Besser & Dannenberg, 2005). Increasing rates of these chronic conditions in the U.S. have paralleled higher levels of physical inactivity, auto-dependence, and consumption of foods high in calories and low in nutrients. There is a movement to better understand our decisions about the way we structure our community. Walkable urban form, more compact development, a mix of land uses, transportation choices, and access to recreation spaces all increase physical activity, which can improve health outcomes (Frank, Kavage, & Litman, 2006).

Although California is meeting the Healthy People 2030 targets, a significant percentage (30.3%) of California adults are obese as of 2021 and the obesity rate for children and adolescents aged 10-17 years was 30.4% (United Health Foundation, 2022).

Land use and planning decisions play a role in determining community members' behavioral and lifestyle choices that ultimately impact their physical health and mental well-being. The quality, safety, location, and convenience of the pedestrian or bicycle environment, such as sidewalks, bicycle lanes, signals, and crosswalks, may impact a resident's decision to use them, which in turn influences physical activity levels. Similarly, neighborhood parks and open space provide an avenue for increased physical activity. Infrastructure and zoning to support local food processing and distribution enables local food to be used in the community where it was grown. Access to full-service grocery stores and farmers' markets is also correlated with increased consumption of fruits and vegetables. The physical presence and distribution of health care providers and facilities influence how easily people can access health care.

Furthermore, urban design and maintenance can contribute to or decrease levels of crime and perceptions of pedestrian comfort and safety. Poor mental health is associated, in part, with a number of factors related to planning, including long commute times, exposure to crime, lack of transportation choice, driving related stress, lack of access to public spaces, and lack of opportunities for recreation and physical activity. Emissions from transportation sources are strongly linked with respiratory diseases, and various toxic air contaminants are known or suspected to cause asthma and cancer. Driving carries with it the risk of accidents that are fatal and or cause injuries for drivers, cyclists, or pedestrians. Automobile accidents alone kill roughly 30,000 Americans each year. Additionally, in 2014, 4,884 pedestrians were killed in auto related accidents (National Highway Traffic Safety Administration, 2014). Crash data trends and analysis for the Planning Area are provided in Chapter 4, Mobility.

## **8.2 HEALTH INDICATORS IN LAWNSDALE**

### **8.2.1. Life Expectancy and Death Data**

The California Department of Public Health provides detailed statistics on deaths throughout California. As of 2020, Los Angeles County had an age adjusted death rate of 556.4 per 100,000 people (California Department of Public Health, 2021). In comparison, the State of California had an age adjusted death rate of 592.6 per 100,000 people. As shown in Table 8-1, within Los Angeles

County in 2020, the leading causes of death for both Los Angeles County and the State were: diseases of heart, which includes coronary artery disease; malignant neoplasms (cancerous tumors); and Alzheimer’s disease.

**Table 8-1: Obesity Trends – Cause of Death (2020)**

Cause	Los Angeles County		California	
	Number	Percent	Number	Percent
Alzheimer’s disease	4,947	6.0%	18,791	5.9%
Malignant neoplasms	14,889	18.0%	60,062	18.7%
Chronic lower respiratory diseases	2,995	3.6%	12,916	4.0%
Diabetes mellitus	3,587	4.3%	11,664	3.6%
Assault (homicide)	725	0.9%	2,379	0.7%
Diseases of heart	18,467	22.3%	66,762	20.8%
Essential hypertension and hypertensive renal disease	1,770	2.1%	6,095	1.9%
Accidents (unintentional injuries)	4,048	4.9%	18,712	5.8%
Chronic liver disease and cirrhosis	1,703	2.1%	6,189	1.9%
Nephritis, nephrotic syndrome and nephrosis	1,548	1.9%	4,402	1.4%
Parkinson’s disease	972	1.2%	4,151	1.3%
Influenza and pneumonia	2,206	2.7%	6,078	1.9%
Cerebrovascular diseases	4,039	4.9%	17,936	5.6%
Intentional self-harm (suicide)	863	1.0%	4,171	1.3%
All causes (total)	82,816	100%	320,893	100%

SOURCE: CALIFORNIA HEALTH AND HUMAN SERVICES, 2020, DEATH PROFILES BY LEADING CAUSES OF DEATH, [HTTPS://DATA.CHHS.CA.GOV/DATASET/DEATH-PROFILES-BY-LEADING-CAUSES-OF-DEATH](https://data.chhs.ca.gov/dataset/death-profiles-by-leading-causes-of-death)

According to 2016 data from the Los Angeles County Department of Public Health, the life expectancy at birth for residents of Lawndale was 81.5 years of age, which is slightly lower than the life expectancy at birth for residents of Los Angeles County, which was measured at 82.3 years. The life expectancy in Lawndale was also much lower than the highest performing city for this indicator in Los Angeles County, which had a life expectancy of 87.5 years in 2016.

## 8.2.2 Obesity and Overweight Trends

Evidence demonstrates that risk of cancer, heart disease, stroke, Alzheimer’s, and diabetes can be decreased by avoiding obesity or being overweight through lifestyle and behavior changes such as increased physical activity and reduced consumption of foods high in calories, sugar, and fat (Giles-Corti & Donovan, 2002; Morland, Roux, & Wing, 2006).

The California Health Interview Survey (CHIS) is the nation’s largest state health survey. A random-dial telephone survey conducted every two years on a wide range of health topics, CHIS data gives a detailed picture of the health and health care needs of California’s large and diverse population. Data regarding obesity for populations age 18 and up is available from CHIS for the City of Lawndale, Los Angeles County, and the entire state. Adult obesity trends are shown in Table 8-2 and child and teen obesity trends are shown in Table 8-3.



**Table 8-2: Obesity Trends – Adults (18+)**

Year/ Region	Obese (BMI 30.0 or higher)
2018/ Lawndale	35.2%
2016/ Lawndale	35.5%
2014/ Lawndale	35.4%
2018/ Los Angeles County	27.9%
2016/ Los Angeles County	28.9%
2014/ Los Angeles County	25.9%
2018/ California	26.8%
2016/ California	28.0%
2014/ California	25.8%

SOURCE: CALIFORNIA HEALTH INTERVIEW SURVEY. ASK CHIS NEIGHBORHOOD EDITION. LOS ANGELES, CA: UCLA CENTER FOR HEALTH POLICY RESEARCH. AVAILABLE AT: [HTTPS://ASKCHISNE.UCLA.EDU/ASK/\\_LAYOUTS/NE/DASHBOARD.ASPX#](https://askchisne.ucla.edu/ask/_layouts/NE/DASHBOARD.ASPX#/)

As shown in Table 8-2 above, obesity status in adults, or those with a body mass index (BMI) of 30.0 or higher, are higher in Lawndale than State and County trends. In addition, the data shows that the City of Lawndale had a relatively stagnant obesity rate between the years 2014 and 2018.

**Table 8-3: Obesity and Overweight Trends – Children & Teens (Age 2-11; 12-17)**

Year/ Region	Overweight Children (Age 2-11) Weight ≥ 95th percentile)	Overweight Teens (Age 12-17) BMI ≥ 85th percentile)
2018/ Lawndale	14.1%	35.9%
2016/ Lawndale	8.6%	40.7%
2014/ Lawndale	15.1%	Data Not Available
2018/ Los Angeles County	12.5%	34.4%
2016/ Los Angeles County	12.1%	35.5%
2014/ Los Angeles County	12.4%	37.9%
2018/ California	14.9%	33.4%
2016/ California	15.1%	38.2%
2014/ California	13.3%	33.1%

SOURCE: CALIFORNIA HEALTH INTERVIEW SURVEY. ASK CHIS NEIGHBORHOOD EDITION. LOS ANGELES, CA: UCLA CENTER FOR HEALTH POLICY RESEARCH. AVAILABLE AT: [HTTPS://ASKCHISNE.UCLA.EDU/ASK/\\_LAYOUTS/NE/DASHBOARD.ASPX#](https://askchisne.ucla.edu/ask/_layouts/NE/DASHBOARD.ASPX#/)

As shown in Table 8-3 above, the overweight status for teens was higher in Lawndale than state and county rates for the year 2018 and 2016. Similarly, Lawndale previously had a higher obesity rate for children in the year 2018 than county percentages and for 2014 than state and county percentages. However, the obesity rate for children in Lawndale improved overall between the years 2014 and 2018, dropping to a number significantly lower than state and county averages in 2016, then rising to a percentage less than 2014.

### 8.2.3 Physical Activity and Fitness

Lack of physical activity is a major risk factor for many chronic diseases and leading causes of death, including cancer, heart disease, diabetes, stroke, and Alzheimer’s. The California Health Interview Survey includes data regarding activity levels for children and teens in Los Angeles County. As shown in Table 8-4 below, in 2016 only 8.5% of children in Lawndale age 5-17 identified being physically active for at least one hour a week. This citywide figure is significantly lower than both state and county averages. In 2014, the rate of physical activity for children and teens in Lawndale was more than twice the rate in 2016. This significant reduction in physical activity between 2014 and 2016 may indicate the introduction of a negative factor that resulted in reduced physical activity rates. This factor could be related to policy changes, demographic shifts, changes to the built environment, or alterations to social norms.

**Table 8-4: Children & Teens (5-17) who engaged in at least 60 minutes of physical activity a week**

Year	Lawndale	Los Angeles County	California
2016	8.5%	14.3%	16.5%
2014	17.5%	18.9%	20.7%

*SOURCE: CALIFORNIA HEALTH INTERVIEW SURVEY. ASK CHIS NEIGHBORHOOD EDITION. LOS ANGELES, CA: UCLA CENTER FOR HEALTH POLICY RESEARCH. AVAILABLE AT: [HTTPS://ASKCHISNE.UCLA.EDU/ASK/\\_LAYOUTS/NE/DASHBOARD.ASPX#/](https://askchisne.ucla.edu/ask/_layouts/NE/DASHBOARD.ASPX#/)*

**Table 8-5: Adults (18+) who walked for at least 150 minutes a week**

Year	Lawndale	Los Angeles County	California
2016	36.3%	38.4%	38.9%
2014	30.1%	34.1%	33.0%

*SOURCE: CALIFORNIA HEALTH INTERVIEW SURVEY. ASK CHIS NEIGHBORHOOD EDITION. LOS ANGELES, CA: UCLA CENTER FOR HEALTH POLICY RESEARCH. AVAILABLE AT: [HTTPS://ASKCHISNE.UCLA.EDU/ASK/\\_LAYOUTS/NE/DASHBOARD.ASPX#/](https://askchisne.ucla.edu/ask/_layouts/NE/DASHBOARD.ASPX#/)*

Table 8-5 above displays data for the number of adults (18+) who walked for at least 150 minutes during a surveying week within the City of Lawndale and Los Angeles County. According to the data, the percentage of Lawndale residents who walked at least 150 minutes was lower than state and county rates. The City of Lawndale differed from the county rate by 2.1%.

#### Physical Fitness Testing

In addition to CHIS data, another indicator of physical activity and fitness for children and teens is the California Department of Education’s Physical Fitness Testing (PFT) Program, which is administered by local school districts to all fifth, seventh, and ninth graders annually (California Department of Education, 2022). The test assesses six major fitness areas, including aerobic capacity (cardiovascular endurance), body composition (percentage of body fat), abdominal strength and endurance, trunk strength and flexibility, upper body strength and endurance, and overall flexibility. The PFT Program provides a statewide snapshot of physical fitness. However, its data is collected at the local school district level by people who are not health professionals and tests for each of the fitness areas are difficult to administer consistently. Consequently, its results are prone to some margin of error over time and from place to place.

California Physical Fitness Test results for the Lawndale Elementary School District and Centinela Valley Union High School District are shown in Table 8-6. These results are shown alongside

statewide results for the 2018-2019 academic year. For data from students in Grade 5 and Grade 7, all data is from the Lawndale Elementary School District (LESD). For Grade 9 data, the Centinela Valley Union High School District (CVUHSD) assessments were used. This data includes assessments from schools outside of Lawndale, as well as schools located within Lawndale.

**Table 8-6: Student Physical Fitness Testing (PFT) Results (2018-2019)**

Fitness Area	LESD and CVUHSD % within Healthy Fitness Zone HFZ*			Statewide % within Healthy Fitness Zone HFZ		
	Grade 5	Grade 7	Grade 9	Grade 5	Grade 7	Grade 9
Aerobic Capacity	70.1%	70.4%	38.7%	60.2%	61.0%	60.0%
Body Composition	68.0%	73.1%	56.9%	58.7%	60.0%	62.2%
Abdominal Strength	63.4%	86.5%	69.7%	69.1%	77.1%	81.2%
Trunk Extension Strength	64.6%	94.8%	90.3%	83.8%	86.0%	89.3%
Upper Body Strength	68.6%	82.1%	50.5%	60.8%	62.9%	68.5%
Flexibility	81.1%	85.7%	83.2%	70.4%	78.5%	83.1%

SOURCE: CALIFORNIA DEPARTMENT OF EDUCATION, PHYSICAL FITNESS TESTING RESULTS (2018-2019). ACCESSED FEBRUARY 2022. AVAILABLE AT: [WWW.CDE.CA.GOV](http://WWW.CDE.CA.GOV)

\* THE HEALTHY FITNESS ZONE (HFZ) IS DEFINED BY STANDARDS ESTABLISHED BY THE COOPER INSTITUTE THAT REPRESENTS LEVELS OF FITNESS THAT OFFER SOME DEGREE OF PROTECTION AGAINST DISEASES THAT CAN RESULT FROM SEDENTARY LIVING. THESE STANDARDS ARE ORGANIZED BY GENDER AND AGE AND CAN BE ACCESSED ON THE CALIFORNIA DEPARTMENT OF EDUCATION WEBSITE.

As shown in Table 8-6 above, the PFT results for 5<sup>th</sup> grade and 7<sup>th</sup> grade in Lawndale are higher than statewide results for a majority of categories. This indicates that young children in Lawndale performed well on physical fitness tests. However, 9<sup>th</sup> graders in the Centinela Valley Union High School District between 2018-19 performed lower than statewide averages for a majority of categories. This trend may be a result of the incorporation of residents from surrounding cities into survey data.

## 8.2.4 Asthma and Heart Disease

Local air quality conditions can be a strong indicator of asthma rates within a community. Table 8-7 includes data from CHIS for asthma rates for Lawndale. Detailed data on local air quality conditions is contained in Chapter 7.0 (Conservation) of this report.

**Table 8-7: Asthma Rates in Lawndale**

Region	Ever Diagnosed with Asthma (Age 1-17)	Ever Diagnosed with Asthma (Age 18+)
2018 Lawndale	17.1%	15.2%
2016 Lawndale	12.3%	13.1%
2018 Los Angeles County	14.5%	14.9%
2016 Los Angeles County	12.8%	12.8%
2018 California	14.5%	15.9%
2016 California	14.6%	15.0%

SOURCE: CALIFORNIA HEALTH INTERVIEW SURVEY. ASK CHIS NEIGHBORHOOD EDITION. LOS ANGELES, CA: UCLA CENTER FOR HEALTH POLICY RESEARCH. AVAILABLE AT: [HTTPS://ASKCHISNE.UCLA.EDU/ASK/\\_LAYOUTS/NE/DASHBOARD.ASPX#/](https://askchisne.ucla.edu/ask/_layouts/NE/DASHBOARD.ASPX#/)

As shown in Table 8-7 above, 17.1 percent of Lawndale children and 15.2 percent of Lawndale adults have been diagnosed with asthma at some point in their lives as of the year 2018. This is an increase in percentage from the year 2016. The percentage of children diagnosed with asthma in Lawndale is higher than the rates in California and the County for 2018. The percentage of adults diagnosed with asthma in Lawndale is slightly lower than the State and slightly higher than the County for 2018, but are very close to the rates for both.

## 8.2.5 Alcohol, Drug, and Tobacco Use

Tobacco use is the leading cause of preventable disease and death in the United States, and nearly all tobacco use begins during youth and young adulthood. The Center for Disease Control and Prevention (CDC) and the Food and Drug Administration (FDA) analyzed data from the 2011-2017 National Youth Tobacco Surveys (NYTS) to determine patterns of current (past 30-day) use of seven tobacco product types among U.S. middle school (grades 6-8) and high school (grades 9-12) students and estimate use nationwide.

Among high school students, current use of any tobacco product decreased from 24.2% (estimated 3.69 million users) in 2011 to 23.6% (3.65 million) in 2020 (Wang, Gentzke, Sharapova, et al., 2018; Gentzke, Wang, Jamal, et al., 2020). Among middle school students, current use of any tobacco product decreased from 7.5% (0.87 million) in 2011 to 6.7% (0.8 million) in 2020. In 2020, electronic cigarettes (e-cigarettes) were the most commonly used tobacco product among high school (19.6%; 3.02 million) and middle school (4.7%; 0.55 million) students. From 2019-20, decreases in current use of any tobacco product, any combustible tobacco product, multiple tobacco products, e-cigarettes, cigars, and smokeless tobacco occurred among high school and middle school students; these declines resulted in an estimated 1.73 million fewer current youth tobacco product users in 2020 than in 2019 (6.20 million). From 2019 to 2020, no significant change occurred in the use of cigarettes, hookahs, pipe tobacco, or heated tobacco products. Comprehensive and sustained strategies can help prevent and reduce the use of all forms of tobacco products among U.S. youths.

According to the CDC, since 2014, e-cigarettes have been the most commonly used tobacco product among both middle and high school students. E-cigarette use among both high school and middle school students tripled between 2013 and 2014, increasing from 4.5 percent in 2013 to 13.4 percent in 2014 among high school students, and from 1.1 percent in 2013 to 3.9 percent in 2014 among middle school students; however, current use of e-cigarettes declined from 2019 to 2020, reversing previous trends and returning current e-cigarette use to levels similar to those observed in 2018. Youth use of e-cigarettes has now surpassed youth cigarette smoking (Centers for Disease Control and Prevention, 2015).

In 2018, approximately 11.1 percent of adults in Lawndale reported to the CHIS that they were currently tobacco smokers, which is higher than the State average of 10.6 percent and higher than the County average of 10.2 percent.

The American Medical Association (AMA) reports that approximately 11 million American youth under the age of 21 drink alcohol. Nearly half of them drink to excess, consuming five or more drinks in a row, one or more times in a two-week period. Alcohol is the most frequently used controlled substance by high school seniors, and its use is increasing. Boys usually try alcohol for the first time at just 11 years old, while the average age for American girls' first drink is 13. The AMA reports the following facts for teen-related drinking (American Medical Association, 2011):

- Underage drinking is a factor in nearly half of all teen automobile crashes, the leading cause of death among teenagers.
- Alcohol use contributes to youth suicides, homicides and fatal injuries – the leading cause of death among youth after auto crashes.
- Alcohol abuse is linked to as many as two-thirds of all sexual assaults and date rapes of teens and college students.
- Alcohol is a major factor in unprotected sex among youth, increasing their risk of contracting HIV or other sexually transmitted diseases.

Research indicates that the density of alcohol outlets may be correlated to the level of crime, domestic violence, and sexual assault in a community. An “alcohol outlet” is defined as a location where alcohol can be purchased and can be moved into an on-premise setting such as a bar or restaurant, or off-premise settings (e.g., packaged liquor stores, grocery stores, convenience stores). Areas with a higher density of alcohol outlets also tend to have higher rates of vehicular accidents and fatalities, underage drinking, and adult alcohol and drug use (Kearns, Reidy, & Valle, 2015). In Lawndale, there is currently a total of 26 active off-sale and 18 active on-sale retail licenses for alcohol sales (California Department of Alcoholic Beverage Control, 2022). To calculate retail license per capita, U.S. Census population data was utilized for the year 2021. The Lawndale active retail license per capita density is significantly larger than the surrounding cities of Torrance and Gardena. The density of active licenses is more consistent with the density for the City of Hawthorne. Table 8-8 summarizes retail liquor licenses per capita in Lawndale, and other cities in the region.

**Table 8-8: Retail Liquor Licenses per Capita (2021-2022 Fiscal Year)**

City	Active Off- and On-Sale Retail Licenses	Density per Capita
Lawndale	44	1/743
Hawthorne	112	1/777
Torrance	373	1/388
Gardena	186	1/324

SOURCE: DEPARTMENT OF ALCOHOLIC BEVERAGE CONTROL, ALCOHOLIC BEVERAGE LICENSES, FEBRUARY 2022. AVAILABLE AT: [HTTP://WWW.ABC.CA.GOV](http://www.abc.ca.gov)

## 8.3 OPPORTUNITIES FOR PHYSICAL ACTIVITY

This section focuses on levels of neighborhood walkability and existing commercial services (and other destinations) that enable or encourage physical activity. Other chapters of this Existing Conditions Report address topics that also impact physical activity and health. These include Chapter 4.0 (Mobility), Chapter 5.0 (Utilities and Community Services), and Chapter 7.0 (Conservation).

### 8.3.2 Neighborhood Walkability

One factor that determines physical activity levels is the distance between the home and other neighborhood amenities, including shopping centers, parks, transit, schools, and places of work. If this distance is perceived as “walkable” (safe, pleasant, and distance-appropriate), residents may be more likely and willing to walk to those amenities. A distance of 1/4 mile is a commonly cited threshold for how far most people are willing to walk for neighborhood services, while many people are willing to walk up to 1/2 mile for work or access to regional transit. Many factors contribute to a neighborhood’s real or perceived walkability. Land uses, pedestrian facilities such as lighting and benches, commercial services, urban design, and residents’ perceptions of safety, distance, and relative need for goods and services are some indicators that may promote or impede the decision to walk, rather than drive. Residents of higher-density, mixed-use areas make fewer vehicle trips and drive fewer miles than residents of lower-density, more single-use areas (Crane, 2000).

Within Lawndale, different areas of the City have different levels of walkability. One way of measuring walkability is with Walkscore, which is based on access and proximity to various destinations and amenities from a selected location within a community (Walkscore, 2020). Walkscore provides numerical rankings of an area’s walkability on a scale of 0-100. A description of the numerical ranking system is provided below.

- 90-100: Daily errands do not require a car.
- 70-89: Most errands can be accomplished on foot.
- 50-69: Some amenities within walking distance.
- 25-49: A few amenities within walking distance.
- 0-24: Almost all errands require a car.

Table 8-9 shows the Walkscore calculated for various areas within Lawndale. As described above, a Walkscore above 70 indicates that most daily errands can be accomplished on foot, while a Walkscore below 50 indicates that few amenities are within walking distance.

**Table 8-9: Walkability Scores in Lawndale**

(Map Code) - City Points of Interest	Street Address	Walkscore
(1) Jane Addams Park	15114 Firmona Ave.	81
(2) Lawndale High School	14901 S Inglewood Ave.	85
(3) Lawndale Library	14615 Burin Ave.	89
(4) William Green Elementary	4520 168 <sup>th</sup> St.	76
<b>(5) El Super Grocery</b>	15202 Hawthorne Blvd.	91
(6) Rogers Middle School	4110 West 154 <sup>th</sup> St.	76

SOURCE: WWW.WALKSCORE.COM. ACCESSED FEBRUARY 2022.

The results in Table 8-9 show that the assessed areas in the City of Lawndale allow for most errands to be accomplished on foot. The City of Lawndale has a relatively high Walkscore assessment for tested locations, which indicates that the City is walkable. None of the areas assessed had a Walkscore under 75, indicating that residents can accomplish daily tasks and errands without a car. Figure 8-1 shows a map of locations and walkability scores for the City of Lawndale.

These findings complement empirical evidence: in a comprehensive study of transportation, land use, air quality, and health, researchers found that when many destinations are near the home and there is a direct path to get there, people are more likely to engage in active transportation for at least 30 minutes on any given day (Frank et al., 2005). These results highlight the importance of urban form and of a comfortable, safe, and inviting pedestrian environment. They suggest that a mix of land uses and development densities, a connected and well-maintained pedestrian network, and traffic calming measures can increase physical activity and health.

**Sidewalks**

More information on the existing pedestrian facilities and sidewalks in the Planning Area can be found in Chapter 4.0 (Mobility).

**Active Transportation Use**

Active transportation is any form of transportation that is non-motorized. The use of active transportation during a daily commute increases physical activity levels. Increased physical activity has positive health benefits, including mortality risk reduction, disease prevention, cardiorespiratory fitness, and metabolic health. Communities that are disadvantaged often have disproportionately poorer health outcomes. Increasing opportunities for active transportation within a city can improve the overall health outcomes of disadvantaged communities.

The American Community Survey (ACS) 2019 5-year estimates report that the majority of workers living in Lawndale (78.6%) drive to work, 6.5% carpool, 3.4% take public transit, and 11.4% use some other mode of getting to work (U.S. Census Bureau, 2021). Other modes of transportation include walking, bicycling, or working from home. Based on this data, it is clear that active transportation use within Lawndale is not very prevalent. Utilizing active transportation is an effective way of engaging in physical exercise and can be a factor in improving community health outcomes in general. More details on active transportation use and bicycle facilities can be found in the Pedestrian Facilities and Bicycle Facilities sections of Chapter 4.0 (Mobility).

### 8.3.3 Activity-Related Commercial Services

Another proxy measure for physical activity is the availability of activity-related commercial services. Currently, there are existing private health clubs, gyms, and personal training facilities within the Planning Area. The facilities location and Walkscore are listed in Table 8-10 below.

**Table 8-10: Activity-Related Commercial Services**

Facility	Address	Walk Score
Dark Sports Athletics	4333 W 147th St.	86
CJ Functional Fitness	14703 Condon Ave.	80
CKO Kickboxing South Bay	4415 Redondo Beach Blvd.	91
EXF Boxing and Kickboxing	14623 Hawthorne Blvd.	86
Aqua Cycling Corp	14708 Hawthorne Blvd.	90
Full Circle Athletics	15685 Hawthorne Blvd.	89
NextStep Fitness	4447 Redondo Beach Blvd.	90
Silva BJJ	4646 Manhattan Beach Blvd.	85
CorePower Yoga	4407 Redondo Beach Blvd.	85

*SOURCES: WWW.GOOGLE.COM AND WWW.WALKSCORE.COM. ACCESSED FEBRUARY 2022.*

*NOTE: THIS LIST OF FACILITIES IS NOT EXHAUSTIVE.*

The City of Lawndale has an adequate amount of commercial recreation centers for physical activity. In addition, surrounding cities have additional gyms and workout centers that may be accessible to residents. These resources are important to maintaining good physical health for residents as they provide opportunities for physical activity outside of a traditional city environment.

Still, research suggests that formal spaces for physical activity, such as gyms and health clubs, may not be enough to increase overall individual physical activity levels, even if it is easily accessible (Giles-Corti & Donovan, 2002). This demonstrates the importance of providing an environment where residents can easily incorporate physical activity into their everyday routines. This can be accomplished through improvements to the physical environment such as the addition of bicycle lanes, sharrows, and convenient bicycle parking near shops and restaurants, or improving the pedestrian realm with wider sidewalks and count-down signals.

## 8.4 FOOD ACCESS

Residents of neighborhoods with higher concentrations of “unhealthy” food outlets such as fast food and liquor stores rather than full-service grocery stores have more health problems and higher mortality rates than residents of neighborhoods with more full-service grocery stores and other vendors selling fruits and vegetables, even when other factors are held constant (Mari Gallagher Research and Consulting Group, 2006). The presence of a grocery store in a neighborhood is linked to higher fruit and vegetable consumption and reduced prevalence of overweight and obesity (Inagami et al., 2006). Fresh, minimally processed, local food is generally the most nutritionally valuable and the least detrimental to the environment. Access to affordable specialty grocery stores and farmers markets increases the likelihood that people will eat healthy, locally sourced food.



The concentration of food outlets is important, but it is more significant to concentrate on the impacts of the system as a whole. In response to the environmental and health implications of food systems, the popularity of local food is on the rise. The proliferation of the term “food miles” to measure the impact of the food system on the environment reinforces the logic of local production. Locally sourced food attempts to address the negative externalities associated with packaging, preparing, and shipping food, which is higher for fresh food that is grown at long distances; because many foods do not travel a single or logical route, but take many steps along the supply chain from “field to plate”.

### 8.4.1 Retail Food Environment

Lawndale’s retail food environment includes non-restaurant shopping options that are located within the Planning Area. Table 8-11 provides examples of retail food options within the Planning Area.

**Table 8-11: Retail Food Environment Summary**

Retail Food Type	Examples	Quantity
Non-restaurant Food Vendors		
Grocery Stores	Smart & Final, El Super, Target, etc.	2
Small and/or Specialty Markets	Asian Grocery, Mexican Grocery, Mother’s Nutritional Center, etc.	5
Convenience & Discount Stores	7 Eleven, Dollar Tree, etc.	3
Liquor Stores	S Liquor, G & G Liquors, etc.	12 (1)

*SOURCES: WWW.GOOGLE.COM. ACCESSED FEBRUARY 2022.*

*NOTE: THIS LIST OF FACILITIES IS NOT EXHAUSTIVE.*

*\* PARENTHESES INDICATE OPTIONS WITHIN THE SOI.*

As shown in Table 8-11, there are many food options within the City including grocery stores and specialty food shops, which provide residents with a full range of grocery options and also provide a wide variety of healthy and organic grocery options.

With respect to restaurants, the City of Lawndale has a range of dining options that vary from chain restaurants to unique dining experiences. Many of the unique dining opportunities consist of Asian and Mexican eateries located along Hawthorne Boulevard.

### 8.4.2 Eating Habits

A person’s overall health and well-being is strongly correlated to food choices. Fast foods tend to be high in saturated fats, high in simple sugars, and low in fiber and nutritional value. Recent studies suggest that junk food consumption alters brain activity in a manner similar to addictive drugs (Johnson & Kenny, 2010).

More than 80 percent of people with type 2 diabetes, the most common form of the disease, are obese or overweight. Data from the Centers for Disease Control and Prevention (CDC) National Health and Nutrition Examination Survey III shows that two-thirds of adult men and women in the U.S. diagnosed with type 2 diabetes have a body mass index (BMI) of 27 or greater, which is classified as overweight and unhealthy.

According to the California Center for Public Health Advocacy, scientific evidence also suggests that sugar-sweetened beverages and sodas are contributing to the obesity epidemic. One 20-ounce bottle of soda has almost 17 teaspoons of sugar and contains 250 calories. Drinking a sugar-sweetened soda daily can increase a child’s risk for obesity by 60 percent (California Center for Public Health Advocacy, 2020).

Table 8-12 below shows the percentage of adults (18+) that drink at least one sugary drink (soda or sweet beverages) a day. Lawndale residents were compared to residents throughout California (from the time the 2016 CHIS survey was conducted). According to CHIS data from 2016, approximately 13.4 percent of Lawndale residents drink one or more 12 ounce soda daily. This percentage for Lawndale is higher than both the county and statewide rates for sugary drink consumption for the year 2016.

**Table 8-12: Percentage of Adults that Consume 1+ Sugary Drinks a Day (2016)**

Location	Percentage of Adults (18+)
Lawndale	13.4%
LA County	11.3%
California	11.0%

*SOURCE: CALIFORNIA HEALTH INTERVIEW SURVEY. CHIS 2016 SUGAR DRINKS SOURCE FILE. LOS ANGELES, CA: UCLA CENTER FOR HEALTH POLICY RESEARCH. ACCESSED MAY 2020. AVAILABLE AT: [WWW.CHIS.UCLA.EDU/](http://WWW.CHIS.UCLA.EDU/)*

## 8.5 ACCESS TO HEALTHCARE AND HEALTH FACILITIES

Access to health care and mental health services is an important determinant of health and disease prevention, and increased access is very likely to improve public health. Preventive measures, such as screening for common health problems like diabetes and respiratory illnesses, dental care, and vaccinations have been shown to reduce the incidence and severity of illnesses, and are often less expensive than care once someone has become sick (U.S. Department of Health and Human Services, 2003).

Lawndale has a number of health care providers. This primarily includes private practice medical facilities. Though there are no major hospitals within the Planning Area, there are numerous hospitals within a 5-mile radius of the Planning Area that are located in nearby cities. This includes Providence Little Company of Mary Medical Center, located approximately 5 miles from Lawndale, and Memorial Hospital of Gardena, located approximately 4 miles from Lawndale.

According to the Los Angeles County Department of Public Health, 35% of the adult population age 18 to 64 in Lawndale were uninsured (Los Angeles County Department of Public Health, 2018). This is a significantly high number in relation to the county statistic of 25%.

## 8.6 LOCAL POLICY PROGRAMS RELATED TO HEALTH AND WELLNESS

Lawndale has taken steps to ensure the health and wellness of the community. This section describes some of the steps the City has taken that aid in the development of a healthy community.

### 8.6.1 Mental Health and Social Capital

Poor social ties and networks and weak mental health is associated with a number of factors related to planning, including long commute times, exposure to crime, lack of transportation choice, and

lack of access to public spaces. Social capital — often characterized by level of neighborhood trust and community participation — within a neighborhood is associated with many health benefits, such as increased physical activity.

Based on 2018 CHIS results, 18.2 percent of adult respondents ages 18+ in Lawndale needed help for emotional/mental health problems in the past 12 months, which is lower than the statewide percentage of 19.8 percent and countywide percentage of 19.3 percent. In addition, over 10.6 percent of Lawndale adults reported having serious psychological distress during the year 2018, which is comparable to the statewide rate of 10.4 percent and countywide rate of 10.5 percent.

The City of Lawndale offers numerous programs to facilitate community activities especially for senior citizens and families. Public recreational activities may promote community engagement and the opportunity for social interaction, thereby promoting mental health. Public programs are developed by the City of Lawndale Community Services Department. The Community Services Department offers City sponsored recreation programs including pee wee sports and fitness classes. In addition, the Department offers a multitude of senior services to foster senior citizen well-being. These senior services include senior fitness classes, Senior Beach Walks, Senior Scrapbooking, Ladies Tea Party, Senior Birthday Celebrations, and Small Bus Excursions.

One of the elements of a sustainable and healthy city is adequate urban parks, open space, and street trees, which contribute to a local healthy environment. Lawndale has six parks that provide the community with benefits including improved air quality, shade, and reduced urban heat island effects. See Table 5.8 and Figure 5-5 in Chapter 5, Utilities and Community Services, for a list of parks within the Planning Area and amenities contained within each park.

The most recent park needs assessment for the City of Lawndale was prepared by Los Angeles County in 2016. Since then, there have been minor changes to the park context in the City of Lawndale. This includes the creation/remodel of Hogan Park. All other park facilities were analyzed in the park needs assessment in 2016. According to the 2016 assessment by Los Angeles County, the park need across the majority of the City of Lawndale is “high”. This need was based on a calculation weighing (20% x Park Acre Need) + (20% x Distance to Parks) + (60% x Population Density). All of these factors are important to understanding the adequacy of parks within a city. Therefore, the City of Lawndale could benefit from the addition of parkland and recreation areas for residents.

For additional information on parks, recreation facilities, and open space see Chapter 5, Utilities and Community Services, and Chapter 9, Environmental Justice.

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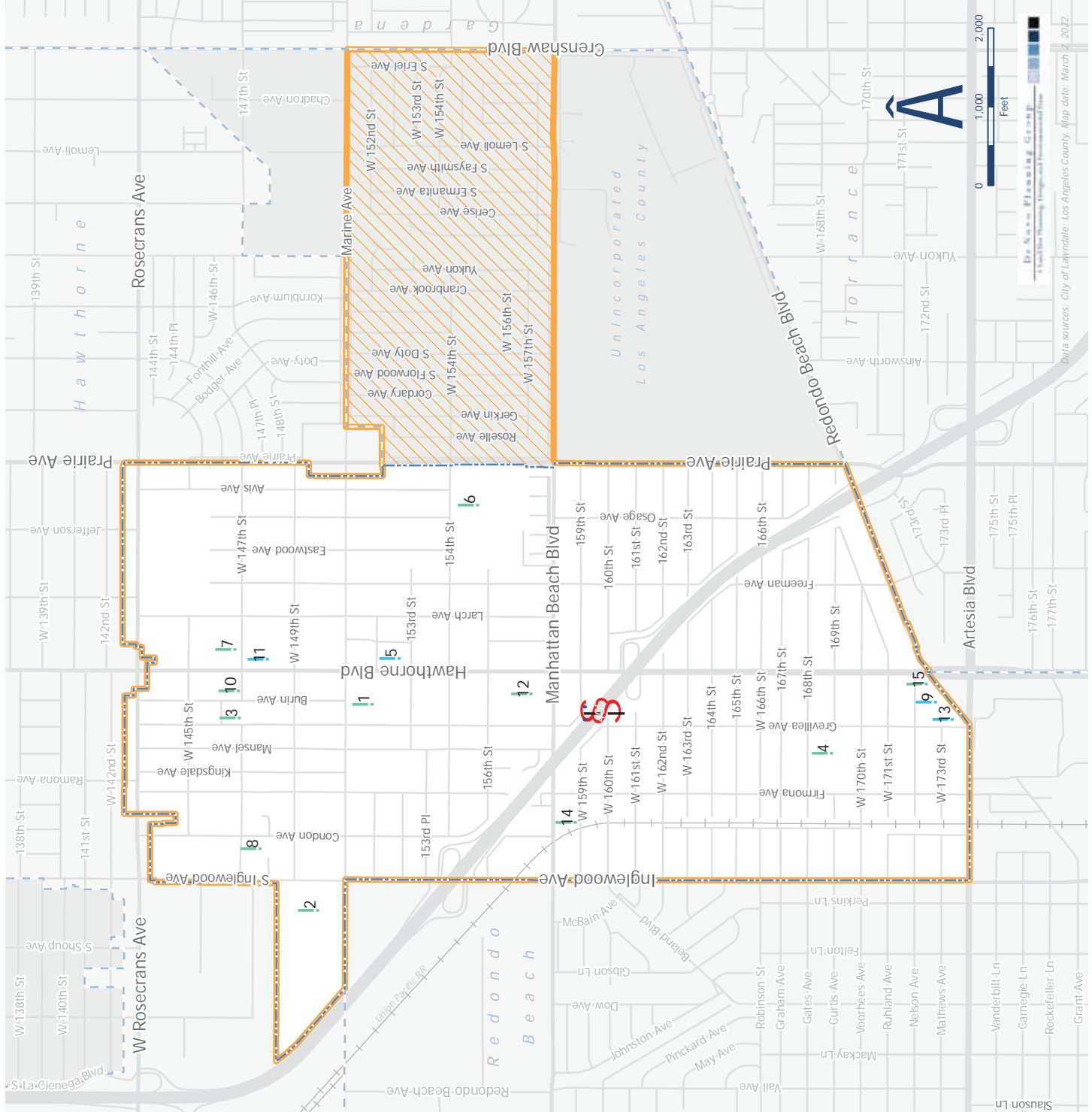
Figure 8-1.

# Walk Score Map

## LEGEND

-  City of Lawndale
-  Sphere of Influence
-  Planning Area/Sphere of Influence
-  Surrounding Jurisdiction
-  Unincorporated Los Angeles County
-  Most errands can be accomplished on foot
-  Daily errands do not require a car

Map Label	Point of Interest	Walk Score
1	Jane Addams Park	81
2	Lawndale High School	85
3	Lawndale Library	89
4	William Green Elementary	76
5	El Super Grocery	91
6	Rogers Middle School	76
7	Dark Sports Athletics	86
8	CI Functional Fitness	80
9	CKO Kickboxing South Bay	91
10	EXF Boxing and Kickboxing	86
11	Aqua Cycling Corp	90
12	Full Circle Athletics	89
13	NextStep Fitness	90
14	Silva BJJ	85
15	CorePower Yoga	85



**City of Lawndale**  
*The Heart of the Southbay*



Data sources: City of Lawndale - Los Angeles County. Map date: March 2, 2022.

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## 9 ENVIRONMENTAL JUSTICE

This chapter addresses environmental justice in the Planning Area. The chapter provides an overview of existing environmental conditions for the general population in the Planning Area and describes components of the built-environment that may impact human health disproportionately. Environmental justice is related to a number of environmental categories and topics. Therefore, this chapter of the Lawndale General Plan Existing Conditions Report contains numerous references to other chapters in this report. For example, conditions regarding transit options, bicycle facilities, and pedestrian facilities are addressed in greater detail in Chapter 4, Mobility. Parks and recreational facilities are discussed in Chapter 5, Utilities and Community Services. Hazards and hazardous materials are addressed in Chapter 6, Hazards, Safety, and Noise. Air quality and air quality regulations, as well as water quality and water quality regulations, are addressed in Chapter 7, Conservation. This chapter is categorized into two major topical areas: a background and overview of environmental justice; and a review of existing conditions in Lawndale relative to environmental justice. This chapter includes the following sections:

- 9.1 Background and Overview
- 9.2 Health and Socioeconomic Indicators
- 9.3 Environmental Indicators
- 9.4 Public Facilities
- 9.5 Food Access
- 9.6 Housing Conditions
- 9.7 Physical Activity and Fitness
- 9.8 Community Engagement

### 9.1 BACKGROUND AND OVERVIEW

The negative effects of environmental degradation and pollution are well-documented and include severe impacts to human health and longevity, depending on the level of exposure. Within the United States, certain communities have historically been disproportionately affected by environmental threats and the negative health impacts of environmental degradation. These communities include, but are not limited to, low-income communities, communities of color, communities comprising members of tribal nations, and immigrant communities. Increased exposure to environmental pollutants, unsafe drinking water, and contaminated facilities/structures have contributed to poorer health outcomes for these communities. Structural inequalities that disadvantage certain individuals and groups, local and regional policies, zoning, code enforcement deficiencies, and lack of community engagement and advocacy are related to disproportionate environmental and social effects. The field of environmental justice is focused on addressing these disproportionate impacts and improving the wellness of all communities by bolstering community planning efforts, considering exposure to adverse environmental effects, increasing access to amenities and services, and promoting the fair treatment of all people regardless of their race, ethnicity, national origin, or income.

#### 9.1.1 Senate Bill 1000

Senate Bill (SB) 1000, also known as the Planning for Healthy Communities Act, is a comprehensive state legislation that requires California cities and counties to include an Environmental Justice element or a set of environmental justice policies into their General Plans. The bill was established

as a state regulation on September 24, 2016, with the goal of improving the health of California cities and counties and addressing pertinent issues of environmental justice related to community wellness. SB 1000 outlines strategies to promote the protection of sensitive land uses within the state, and simultaneously mandates that cities and counties address the needs of disadvantaged communities. Through this bill, environmental justice is a mandated consideration in all local land use planning. SB 1000 was authored by Senator Connie Leyva and co-sponsored by the California Environmental Justice Alliance (CEJA) and the Center for Community Action and Environmental Justice (CCEJ).

To aid city and county governments and planners in meeting the requirements of SB 1000, the California Environmental Justice Alliance collaborated with planning professionals to create a strategic toolkit. The SB 1000 Implementation Toolkit serves as a guide for key stakeholders by clarifying legislation requirements and providing tools, best practices, and resources to support stakeholders as they begin to incorporate the law into local practice. To effectively meet the mandates of the bill, cities and counties must determine if their jurisdiction includes “disadvantaged communities” and/or low-income communities that are disproportionately burdened by environmental issues, and work to reduce health risks specific to these communities (these types of communities are described in detail below). If these special types of communities exist within a jurisdiction’s Planning Area, the General Plan must address the following topics in order to meet the requirements of SB 1000:

- Pollution Exposure and Air Quality
- Public Facilities
- Food Access
- Safe and Sanitary Homes
- Physical Activity
- “Civil” or Community Engagement
- Improvements and Programs (that Address the Needs of Disadvantaged Communities)

### 9.1.2 Determining Communities Subject to SB 1000 Requirements

The term ‘disadvantaged community’ is a broad designation that includes any community disproportionately affected by environmental, health, and other burdens or low-income areas disproportionately affected by environmental pollution and other hazards. In relation to environmental justice, DACs are typically those communities that disproportionately face the burdens of environmental hazards. Government Code Section 65302, as amended by SB 1000, defines a DAC as follows:

“An area identified by the California Environmental Protection Agency (CalEPA) pursuant to Section 39711 of the Health and Safety Code or an area that is a low-income area that is disproportionately affected by environmental pollution and other hazards that can lead to negative health effects, exposure, or environmental degradation.”

Localities must prepare an Environmental Justice element of their General Plan (or address the topic within the context of other elements) when one or more DACs are identified within their Planning Area and/or if the city is home to a low-income area that is also disproportionately affected by certain environmental issues, as described in the excerpt from SB 1000 above. Senate

Bill 535 (SB 535) provides direction on how to identify DACs and Assembly Bill 1550 (AB 1550) provides direction on how to identify low-income communities. Low-income communities as identified by AB 1550 that are within ½ mile of a SB 535 DAC are low-income communities that are disproportionately affected by environmental issues, and warrant the same policy direction as a DAC within the context of a jurisdiction's General Plan.

The California Air Resources Board (CARB) has mapped DACs (per SB 535 and in accordance with CalEPA definitions), low-income communities (per AB 1550), and low-income communities within ½ mile of a SB 535 DAC, thereby providing the most complete resource to determine whether or not the environmental justice element component of SB 1000 is relevant to a specific jurisdiction. CARB uses the CalEnviroScreen 3.0 (CES) mapping tool to identify SB 535 disadvantaged communities. CES is a science-based tool developed by the Office of Environmental Health Hazards Assessment on behalf of CalEPA that uses existing environmental, health, and socioeconomic data to rank all census tracts in California with a CES score designating disadvantaged communities as the highest 25 percent scoring census tracts. Based on this score, the map identifies where DACs are located within each city. CARB has prepared its own methodology to map low-income communities in accordance with AB 1550 using data from the American Community Survey, American Fact Finder, and the California Department of Housing and Community Development.

Based on a screening of existing census tracts within the Planning Area, all seven census tracts which comprise the Planning Area are either considered a SB 535 Disadvantaged Community (one census tract, located within the City's Sphere of Influence), an AB 1550 Low-Income Community within a ½ mile of a SB 535 Disadvantaged Community (three census tracts located within the City), or both a SB 535 Disadvantaged Community and an AB 1550 Low-Income Community (three census tracts located within the City). The designations for these census tracts are depicted in Figure 9-1.

Based Government Code Section 65302, as amended by SB 1000, the General Plan's Environmental Justice Element or integrated environmental justice policies must seek to reduce the unique or compounded health risks in the City's environmental justice communities (DACs and low-income communities subject to disproportionate environmental burdens) by addressing the following topics, at a minimum: pollution exposure, including air quality, public facilities, food access, safe and sanitary homes, and physical activity, and by providing a policy framework to encourage civil engagement. The existing conditions for these topics within the City of Lawndale and larger Planning Area are summarized in the following sections.

## 9.2 HEALTH AND SOCIOECONOMIC INDICATORS

To understand the existing health and socioeconomic conditions of each environmental justice community, Table 9-1 lists the percentiles for sensitive population and socioeconomic factor indicators by census tract. The sensitive population indicators reflect the communities’ health and the socioeconomic factor indicators describe educational attainment, income level, employment, and housing conditions and burden. In combination with the environmental/pollution data included in Table 9-2, the data forms the basis of the CES scores. For each indicator, scores of 75 percent or higher represent a high burden on the population. Based upon the indicators, all of the tracts are substantially burdened by the sensitive population indicators and/or the socioeconomic factor indicators, and three out of the seven census tracts received a total Population Characteristics Score above 75 percent.

**Table 9-1: Population Characteristics by Sensitive Population and Socioeconomic Factors in Environmental Justice Communities**

Indicator ( )	Environmental Justice Census Tract						
	6037603900 (City)	6037603802 (City)	6037604100 (City)	6037603801 (City)	6037604001 (City)	6037604002 (City)	6037603702 (SOI)
<b>Sensitive Population Indicators</b>							
Asthma	71	77	76	57	77	75	72
Low Birth Weight	39	97	87	80	39	43	93
Cardiovascular Disease	63	70	69	47	70	67	61
<b>Socioeconomic Factor Indicators</b>							
Education	83	78	68	79	71	72	51
Linguistic Isolation	72	86	60	76	50	73	41
Poverty	81	68	66	72	63	70	38
Unemployment	18	29	32	48	24	55	57
Housing Burden	62	73	71	81	65	78	8
Total Population Characteristics Score	66	85	78	75	63	74	61
	High Burden: 75.0 – 100.0%		Medium Burden: 25.0 – 74.9%			Low Burden: 0.0 – 24.9%	

SOURCE: CALIFORNIA OFFICE OF ENVIRONMENTAL HEALTH HAZARD ASSESSMENT (OEHHA), CAL ENVIROSCREEN 4.0 INDICATOR MAPS, 2022.

## 9.3 ENVIRONMENTAL INDICATORS

In addition to the health and socioeconomic indicators described above, CES also considers various environmental indicators which impact the health, safety, and welfare of the community. Based on CES data, Table 9-2 lists the percentile of pollution burden for the 13 CES pollution indicators by environmental justice community census tract. Scores of 75 percent or higher represent a high pollution burden. Based upon this metric, tract 6037603900, in the City’s northwest region, has the most high-ranking indicators, and the highest total pollution score. Particulate matter (one of the six EPA criteria air pollutants), toxic releases from facilities, lead in housing, and traffic density are the most common indicators affecting the Planning Area’s environmental justice communities.

**Table 9-2: Pollution Burden by Pollution Indicators in Environmental Justice Communities**

Indicator ( )	Environmental Justice Census Tract						
	6037603900 (City)	6037603802 (City)	6037604100 (City)	6037603801 (City)	6037604001 (City)	6037604002 (City)	6037603702 (SOI)
Air Quality: Ozone	30	27	27	30	27	27	27
Air Quality: PM2.5	80	80	79	80	78	74	75
Air Quality: Diesel Particulate Matter	84	72	92	39	85	76	43
Pesticide Use	27	0	0	0	0	0	68
Toxic Releases from Facilities	95	96	96	96	96	96	97
Traffic Density	95	64	93	73	95	73	74
Drinking Water Contaminants	38	40	40	38	38	38	38
Lead in Housing	83	80	84	70	86	59	85
Cleanup Sites	41	0	26	2	0	17	38
Groundwater Hazards	91	26	40	28	77	42	0
Hazardous Waste	83	44	52	66	31	41	17
Impaired Water Bodies	0	51	51	51	0	0	51
Solid Waste Sites	85	55	14	53	59	10	53
Total Pollution Burden Score	95	70	82	67	79	55	78
	High Burden: 75.0 – 100.0%		Medium Burden: 25.0 – 74.9%		Low Burden: 0.0 – 24.9%		

SOURCE: CALIFORNIA OFFICE OF ENVIRONMENTAL HEALTH HAZARD ASSESSMENT (OEHHA), CAL ENVIROSCREEN 4.0 INDICATOR MAPS, 2022.

### 9.3.1 Pollution Exposure and Air Quality

Pollution exposure and air quality is an aspect of environmental quality that may disproportionately impact disadvantaged communities. This is often due to the existence and maintenance of pollution-emitting sources within close proximity to DACs. If disadvantaged communities have unequal or excessive exposure to sources of pollution including air pollution, water contamination, and hazardous waste exposure, this exposure must be addressed using appropriate planning measures. Disproportionate exposure to pollutants is linked to negative health impacts including asthma, cardiovascular illness, and other fatal conditions.

As described in Chapter 7 of this report, existing air quality concerns within the Planning Area are related to increases of regional criteria air pollutants (e.g., ozone and particulate matter), exposure to toxic air contaminants, odors, and increases in greenhouse gas emissions contributing to climate change. The South Coast Air Basin, in which Lawndale is located, is classified as an “extreme” non-attainment area by the U.S. Environmental Protection Agency (EPA). The primary source of ozone (smog) pollution is motor vehicles and other mobile sources, which account for a majority of the ozone in the region. Particulate matter is caused by dust, primarily dust generated from construction and grading activities, and smoke which is emitted from fireplaces, wood-burning stoves, and agricultural burning.

Table 9-3 depicts the state and national attainment status for Los Angeles County. As evident in the table, Los Angeles County has a state designation of Nonattainment for O<sub>3</sub>, PM<sub>2.5</sub>, and PM<sub>10</sub> and is either Attainment or Unclassified for all other criteria pollutants. In accordance with the California Clean Air Act (CCAA), areas of the state are designated as attainment, nonattainment, or unclassified with respect to applicable standards dependent upon the status of pollutant

concentrations. "Attainment" refers to instances where pollutant concentrations did not violate the applicable standard in that area. A "Nonattainment" designation indicates that a pollutant concentration violated the applicable standard at least once, excluding those occasions when a violation was caused by an exceptional event, as defined in the criteria. A detailed analysis of criteria pollutants within Los Angeles County is available in Chapter 7 (Conservation).

**Table 9-3: State and National Attainment Status**

Pollutant	State Designation	National Designation
Ozone (O3)	Nonattainment	Nonattainment
Fine Particulate Matter (PM2.5)	Nonattainment	Nonattainment
Respirable Particulate Matter (PM10)	Nonattainment	Attainment
Carbon Monoxide (CO)	Attainment	Unclassified/Attainment
Nitrogen Dioxide (NO2)	Attainment	Unclassified/Attainment
Sulfur Dioxide (SO2)	Attainment	Unclassified/Attainment
Sulfates	Attainment	--
Lead (Pb)	Attainment	Nonattainment
Hydrogen Sulfide	Unclassified	--
Visibility Reducing Particles	Unclassified	--

SOURCES: CALIFORNIA AIR RESOURCES BOARD, 2018; U.S. ENVIRONMENTAL PROTECTION AGENCY.

### 9.3.2 Asthma Rates

Table 9-4 includes data from the California Health Interview Survey (CHIS) administered by the UCLA Center for Health Policy Research for asthma rates for Lawndale, Los Angeles County, and the state.

**Table 9-4: Asthma Rates and Hospitalizations**

Region	Ever Diagnosed with Asthma (Age 1-17)	Ever Diagnosed with Asthma (Age 18+)
2018 Lawndale	17.1%	15.2%
2016 Lawndale	12.3%	13.1%
2018 Los Angeles County	14.5%	14.9%
2016 Los Angeles County	12.8%	12.8%
2018 California	14.5%	15.9%
2016 California	14.6%	15.0%

SOURCES: CALIFORNIA HEALTH INTERVIEW SURVEY. ASK CHIS NEIGHBORHOOD EDITION. LOS ANGELES, CA: UCLA CENTER FOR HEALTH POLICY RESEARCH. AVAILABLE AT: [HTTPS://ASKCHISNE.UCLA.EDU/ASK/\\_LAYOUTS/NE/DASHBOARD.ASPX#/#](https://askchisne.ucla.edu/ask/_layouts/NE/DASHBOARD.ASPX#/)

As shown in Table 9-4 above, 17.1 percent of Lawndale children and 15.2 percent of Lawndale adults have been diagnosed with asthma at some point in their lives as of the year 2018. This is an increase in percentage from the year 2016. The percentage of children diagnosed with asthma in Lawndale is higher than the rates in California and the County for 2018. The percentage of adults diagnosed with asthma in Lawndale is slightly lower than the State and slightly higher than the County for 2018, but are very close to the rates for both.

### 9.3.3 Water Quality

There are multiple facets of a city's water quality that can impact the health of residents who rely on its water resources for sustenance and recreation. The CES mapping tool uses numerous indicators to assess water quality within an area. Adequate water quality for drinking water is critical for the safety and well-being of city residents. Most drinking water in California meets requirements for health and safety; however, natural and human sources can contaminate drinking water and often in poorer communities, residents are more likely to be exposed to contaminants in their drinking water. The CES indicator for drinking water measures the concentration of contaminants and assesses water quality violations to establish a single score. For the census tracts within the Planning Area, the indicator that assesses contaminants in drinking water was measured at low levels. Nonetheless, improvements to water systems to address contaminants in drinking water can proactively ensure the health and safety of residents of Lawndale.

Hazardous chemicals stored underground can leak into soil and pollute the nearby groundwater. In some cases, contaminated groundwater may become drinking water. In addition, people who live near contaminated groundwater may be exposed to chemicals moving from the soil into the air, which then exposes them to airborne chemicals within and near their homes. According to data from CES, there are no impaired waterbodies within the Planning Area, this includes waterbodies within the designated disadvantaged communities. The CES data also measures groundwater threats for individual census tracts within the Planning Area. The groundwater threats from CES are measured using a weighted system that assigns a numerical value to leaking underground storage tank sites within buffered distances to populated blocks of census tracts. Leaking storage tanks can contaminate the soil, air, and water. Based on this data, scores for groundwater threats in the Planning Area census tracts are relatively low; however, one census tract (CT 6037603900) is at high risk for groundwater threats. As mentioned, contaminated groundwater sites can pollute the surrounding environment and be detrimental to surrounding neighborhoods. Identified cleanup sites may still contain groundwater threats and therefore may still negatively impact communities.

Chapter 7, Conservation, and Chapter 5, Utilities and Community Services, include additional information related to water quality and water quality facilities.

## 9.4 PUBLIC FACILITIES

Access and availability of public facilities is an aspect of the built-environment that may disproportionately limit the opportunities of disadvantaged communities. If disadvantaged communities have unequal access to public facilities, or if a city does not contain adequate facilities for public use, DACs may be limited in their ability to access necessary key resources. Adequate planning of parks and transportation infrastructure can ensure that all communities within a city have equal access to resources. Limited access to resources as a result of inadequate public facilities can lead to reduced lifespan, poorer health outcomes, and diminished mental well-being.

Public Facilities is a mandated environmental justice focus area under SB 1000. This section serves to assess the adequacy of public facilities across the Planning Area.

### 9.4.1 Distribution and Access

Figures 9-2 through 9-4 show the locations of the public facilities within the Planning Area. The content portrayed on each map is as follows:

- Figure 9-2: Public Improvements Map – shows the location of water facilities; solid waste, liquid waste, recycling, and composting facilities; streets and roads; and public utilities.
- Figure 9-3: Public Services Map – shows the location of transit stations and routes, hospitals, and emergency services and public safety facilities.
- Figure 9-4: Community Facilities Map – shows the location of city and county government buildings; parks; daycare centers; and libraries, museums, and cultural facilities.

As discussed previously in this chapter, the entire Planning Area is comprised of environmental justice communities (either a DAC or a low-income community within a ½-mile of a DAC).

### 9.4.2 Public Improvements

The existing street network provides good access throughout all neighborhoods in the Planning Area and convenient access to the 405 Freeway. Streets are generally well-maintained with the City's Public Works Department annually investing in street and sidewalk improvements through the Capital Improvement Plan. The Planning Area's bus service extends along many of the area's major streets and provides riders with access and connectivity to adjacent communities and regional destinations as further discussed below. Streets throughout the Planning Area are well-illuminated from street lighting, including within all environmental justice communities.

### 9.4.3 Public Services

The Planning Area includes the Lawndale Fire Station, the Lawndale Sheriff's Center, and three health centers/urgent care centers. The Lawndale Fire Station is located in the northern portion of the City/Planning Area within an environmental justice community (4312 W. 147th Street), and due to the small size of the Planning Area it is able to provide sufficient service throughout the area. Similarly, the Sheriff's Center is located on a major street (15331 Prairie Avenue) and has access to efficiently provide police coverage in the environmental justice communities and throughout the Planning Area. The health centers/urgent care centers are all located along Hawthorne Boulevard, which is the major corridor in the City and accessible by residents in the environmental justice communities and the Planning Area.

Public transit within a city increases accessibility to resources for disadvantaged communities and ensures that those without automobile access or without the ability to operate an automobile can maintain mobility. In this way, public transit provides a way of promoting equity within the built-environment.

Within the City of Lawndale, residents can utilize public transit via the LA Metro bus service or the Lawndale Beat Transportation Service. LA Metro is the consolidated transportation service agency for Los Angeles County and is responsible for coordinating transit services throughout the county's 1,433-square-mile service area. As well, the City of Lawndale operates its own two fixed bus routes serving key destinations within Lawndale. Both of the fixed bus routes within Lawndale connect to the Metro Green Line, which connects South Bay Area cities and runs between Redondo Beach and Norwalk within Los Angeles County. The Beat Express Route runs primarily along Hawthorne Boulevard, connecting residents to local shops and restaurants. The Beat Residential Route connects residential areas across the City of Lawndale with the surrounding cities and LA Metro.



The Beat and LA Metro both offer programs to increase accessibility for disabled and disadvantaged community members. The Beat offers free bus rides for seniors and disabled residents, while LA Metro offers fully accessible services. Access Services, a Metro-funded ADA paratransit service, offers accessible paratransit across LA County. Standard priced bus fare for the local Lawndale Beat bus service is shown in Table 9-5 below.

**Table 9-5: Lawndale Beat Bus Fare**

Beat Fare	Adult	Youth	Senior/Disabled/Medicare
One-Way Fare	.75	Free	Free
Transfers	Free	Free	Free
Monthly Pass	12.00	Free	Free

*SOURCE: CITY OF LAWNSDALE, LAWNSDALE BEAT INFORMATION AND SCHEDULE, [HTTPS://WWW.LAWNSDALECITY.ORG/GOVERNMENT/DEPARTMENTS/COMMUNITY\\_SERVICES/LAWNSDALE\\_BEAT\\_INFORMATION\\_\\_SCHEDULE\\_](https://www.lawndalecity.org/government/departments/community_services/lawndale_beat_information__schedule_), ACCESSED FEBRUARY 23, 2022.*

The affordability and competency of the public transit network within a city is critical for ensuring equitable resource access. Ensuring that public transit is a feasible mode of transportation within the Planning Area is critical for increasing accessibility for not just disadvantaged residents but for all community members. The City of Lawndale has a well-connected local bus system. Continually expanding the network of bus routes to improve connectivity with regional bus routes and maintaining discounted fare rates will promote equitable mobility within the Planning Area. Additional information on public transportation within the Planning Area is available in Chapter 4, Mobility.

Bike access is a facet of transportation that offers a mobility option for those residents who do not have access to a car and/or those who prefer active transportation. Increased accessibility of bike lanes may help reduce congestion, contribute to community physical health, and improve air quality. Communities that do not have available bike lanes may be disadvantaged by limited resource access and diminished opportunity for physical exercise. Maintaining facilities that allow for bicycle mobility is important for community vitality. This is especially true in disadvantaged communities where transportation via car may be less accessible.

The City is part of a regional effort with the Los Angeles County Bicycle Coalition and the South Bay Bicycle Coalition, which prioritizes bike accessibility within the area. The South Bay Bicycle Master Plan developed in 2011 was written to guide the development and future maintenance of the biking network across the South Bay Cities within Los Angeles. The Master Plan indicates that as of 2011, there were no existing Class I, II, or III bike lanes within the City of Lawndale. The Plan proposed a total of 19.7 miles of bike lanes for the City of Lawndale and a total of 213.8 additional miles of bicycle facilities total across the South Bay Area.

Implementation of all proposed biking facilities will allow for residents without automobiles to access key resources within the Planning Area. More detailed information on the existing bike lanes and proposed improvements can be found in Chapter 4, Mobility.

#### 9.4.4 Community Facilities

Equitable access to public parks, schools, and cultural centers within a community is critical to the promotion of public health and well-being. Lack of recreational and open spaces is a significant driver of poor physical and mental health. Parks and public facilities provide opportunities for

exercise, recreation, and community engagement, which are necessary to bolster resident health. Parkland within Lawndale is detailed in Chapter 5, Utilities and Community Services, and Chapter 8, Community Health and Wellness.

The California Statewide Park Program (Public Resources Code § 5642) defines underserved communities as having a ratio of less than three acres of parkland per 1,000 residents. This measure identifies areas where surrounding population density may overwhelm limited park space. As described in Chapter 5, the City of Lawndale has approximately 26.2 acres of existing parkland. Therefore, with a 2021 population of approximately 32,710 the current distribution of park acreage per 1,000 residents is 0.8, which is significantly below the Statewide Park Program standard.

With the City's park acreage at approximately 0.8 acres per 1,000 residents, the existing levels are also below the "commonly accepted ratio of desirable parkland area to population (2.5 acres per 1,000 persons)," as referenced in the current General Plan.

An additional factor that determines the equitability and accessibility of parks and public facilities within an area is the distance between these public facilities and the home. If this distance to public facilities is perceived as "walkable", residents may be more likely and willing to walk to those amenities. A distance of 1/4 mile is a commonly cited threshold for how far most people are willing to walk for neighborhood services. Conversely, a national survey of bicyclist and pedestrian attitudes and behavior by the National Highway Traffic Safety Administration (NHTSA) and the Bureau of Transportation Statistics surveyed almost 10,000 people over the age of 16 and found that the average trip length was 1.3 miles. Only 5 percent of walking trips were for getting to work while 38% were for personal errands, 28 percent were for exercise, and 21 percent were for recreation or leisure. The validity of both the 1/4 mile, and or longer distances, may be dependent on perceptions of the built-environment, safety, time constraints, distance, as well as connectivity. According to the California State Parks' Park Access Tool, 6 percent of residents of Lawndale live further than 1/2 mile from a park and 100 percent of residents of Lawndale live in areas with less than 3 acres of park or open space per 1,000 residents (California Department of Parks and Recreation, 2022).

## 9.5 FOOD ACCESS

Food access encompasses the following three interrelated topics:

- Nutritionally adequate, culturally appropriate, and affordable food;
- Income sufficient to purchase healthy food; and
- Proximity and ability to travel to a food source that offers affordable, nutritionally adequate, and culturally appropriate food.

Ensuring adequate food access is challenging in many communities. Many communities, and especially low-income areas, lack retailers with a sufficient selection of healthy foods. Consequently, many residents lack access to nutritional foods, known as "food insecurity", resulting in public health challenges and poor health outcomes. Affected populations cope with food insecurity by consuming nutrient-poor, but calorie-rich foods. This may result in malnutrition; obesity; cognitive, behavioral, and mental health problems in children; and physical and mental health problems and birth complications among pregnant women. Children and communities of color are often disproportionately affected by food insecurity.

Food Access is a mandated environmental justice focus area under SB 1000. This section serves to assess the existing conditions of food accessibility across the City of Lawndale.

### 9.5.1 Food Insecurity and Cost

Food insecurity is the uncertainty about the availability or adequacy of nutritional and safe foods. No existing conditions data for food insecurity and cost exists at the City level. As the best possible alternative, these topics were evaluated on the County level, using the United States Department of Agriculture (USDA) 2019 American Community Survey, Feeding America. Feeding America estimated that the number of food insecure individuals in Los Angeles County was 1,079,900, with a food insecurity rate of 10.7 percent for the year 2019 (Feeding America, 2022). The State estimate for this same measure was 10.2 percent. Therefore, the rate of food insecurity within Los Angeles County is slightly higher than the rate of food insecurity within California as a whole.

Of the food insecure population within Los Angeles County, 84 percent were from households which were below the federal poverty threshold used for nutrition assistance programs and were therefore eligible for food assistance from the federal government. These residents who qualify for federal nutrition assistance programs can utilize assistance at any store that accepts WIC and SNAP purchases. Furthermore, the UCLA Center for Health Policy Research and the California Health Interview Survey (CHIS) reported that in 2018, 12.4 percent of adults (age 18+) in Lawndale were food insecure due to low income (CHIS, 2022). In comparison, the same measure for the County was 7.2 percent and for the State, 6.4 percent. Based on the data from CHIS, it is evident that the Lawndale food insecurity rate is significantly above the average for the County and for cities in California.

Living in poverty increases the likelihood of food insecurity as a lack of funds can make food unaffordable and therefore inaccessible. The UCLA Center for Health Policy Research and CHIS reported that within California the percentage of adults (age 18+) living in poverty was 12.4% in 2018. For the City of Lawndale, the percentage of adults (age 18+) living in poverty was 12.8%, and for Los Angeles County, 13.9% (CHIS, 2022). The poverty rate in Lawndale is high relative to the State, but lower than the County average. Poverty contributes directly to the number of food insecure residents in Lawndale.

### 9.5.2 Access to Food Retailers

In addition to the ability to afford food, the ability to access healthy and nutritious food in the surrounding environment is also critical to resident well-being. The USDA developed a food access equity atlas that identifies “food deserts” in the United States at the census tract level. The 2008 U.S. Department of Agriculture (USDA) Farm Bill defined a food desert as an area in the United States with limited access to affordable and nutritious food, particularly in an area or population of predominantly low-income neighborhoods and communities.

Based on this definition, the USDA data shows that there are no census tracts located within or partially within the Planning Area that are flagged as food deserts and all residents residing within the Planning Area have adequate access to grocery stores. A food desert designation is based on consideration that a census tract is simultaneously low-income and has a significant number of the population more than 1 mile (urban areas) or more than 10 miles (rural areas) from the nearest supermarket, supercenter, or large grocery store (U.S. Department of Agriculture, 2021).

## 9.6 HOUSING CONDITIONS

The condition of the housing stock in a community may have negative impacts on the well-being of the community residents. These health impacts stem from issues such as poor indoor air quality, toxic building materials, exposure to climate variation such as excessive heat or cold, improper ventilation, and structural insecurity. Unsafe housing conditions can be a result of the age of the dwelling structure, which increases the likelihood of incorporation of dangerous materials like lead and asbestos, that have significant negative health impacts (California Environmental Justice Alliance, 2017). Disadvantaged communities often have a larger amount of older units within their housing stock, and therefore residents of these communities are more likely to be exposed to the harmful health impacts that are associated with older housing. Other factors that can contribute to unsafe housing conditions include improper regulation and overcrowding. Ensuring the safety and sanitation of housing stock within a community ensures that there are proper living conditions for all residents.

Safe and Sanitary Homes is a mandated environmental justice focus area under SB 1000. This section serves to assess the existing conditions of home safety and home sanitation in Lawndale.

### 9.6.1 Housing Burden

Housing affordability is an important determinant of health and well-being. Residents of low-income households with high housing costs may suffer adverse health impacts. One census tract within the City has a high poverty percentile above 75 percent (census tract 6037603900) and two have a high housing burden percentile (census tracts 6037603801 and 6037604002) (OEHHA, 2022). This indicates that within these census tracts many of the households are both low-income households and are simultaneously burdened by high housing costs. The elevated CalEnviroScreen measures for poverty and housing burden for these census tracts may indicate a need for City officials to address poverty concerns within its boundaries.

### 9.6.2 Age of Housing Stock

The age of a housing unit is a primary factor in the building conditions of the dwelling unit; therefore, the age of a community's housing stock is a good indicator of the condition of the housing stock. Data from the 2019 American Community Survey (ACS) 5-year estimates indicates that about two-thirds (67.5%) of the housing in the City is more than 50 years old (i.e., built before 1970), with the highest percentage of units being built between 1950 and 1969 (50.1%) (U.S. Census Bureau, 2021). To supplement the Census information regarding housing conditions, the City of Lawndale included specific questions pertaining to the quality of the City's housing stock in its Housing Element Update community survey, which was available on the City's website from October 6, 2020 through November 22, 2021. When asked to rate the physical condition of the residence they lived in, the majority (35%) responded that their home shows signs of minor deferred maintenance such as peeling paint or chipped stucco, while 28% indicated that their home was in excellent condition. Another 28 percent of respondents indicated that their home was in need of a modest repair (like a new roof or new siding) and only 10 percent reported that their home needed a major repair (such as new foundation, complete new plumbing, or complete new electrical). Homeowners were more likely than renters to respond that their residence was in excellent condition (30% to 23%).

According to the Centers for Disease Control and Prevention (CDC), a substantial amount of existing U.S. housing regulations and bans related to the use of toxic materials were developed in the 1970s, including regulations on the use of lead paint and asbestos. Additionally, older housing units are more likely to have structural and material damage. The relatively old age of Lawndale’s housing stock indicates that overall housing conditions may be slowly declining.

### 9.6.3 Overcrowding

Overcrowding within a housing unit is a primary cause of unsafe housing conditions. The World Health Organization notes that overcrowding is a potential health risk as it contributes to the transmission of disease by creating unsanitary conditions. A housing unit is considered overcrowded if there is more than one person per habitable room (excluding bathrooms, kitchens, hallways, and porches) and severely overcrowded if there are more than 1.5 persons per room. Overcrowding contributes to increases in traffic within a neighborhood, accelerates deterioration of homes and infrastructure, can overburden utilities and services such as sewers, and results in a shortage of onsite parking. Table 9-6, shows overcrowding data for Lawndale. This data was pulled from the U.S. Census 2019 American Community Survey (ACS).

**Table 9-6: Overcrowding by Tenure (2019)**

Persons per room	Owner		Renter		Total	
	Number	Percent	Number	Percent	Number	Percent
1.00 or less	2,979	87.6%	5,439	83.7%	8,418	85.0%
1.01 to 1.50	300	8.8%	590	9.1%	890	9.0%
1.51 or more	121	3.6%	473	7.3%	594	6.0%
Total	3,400	100%	6,502	100%	9,902	100%
Overcrowded	421	12.4%	1,063	16.3%	1,484	15.0%

SOURCE: CITY OF SAN LAWNSDALE, U.S. CENSUS, 2019 ACS.

The extent of overcrowding varies significantly by income, type, and size of household. Generally, very low- and low-income households and large families are disproportionately affected by overcrowding. However, cultural differences also contribute to overcrowding conditions since some cultures tend to have larger household sizes. Overcrowding is typically more prevalent among renters than among owners. 15 percent of all households experienced overcrowding in 2019 in Lawndale.

### 9.6.4 Policies

The current Lawndale Housing Element was adopted in 2022 and contains policies that are focused on improvements, maintenance, and development of housing within Lawndale utilizing numerous factors to determine housing need and adequacy (City of Lawndale, 2022). The Housing Element also includes policies to promote the construction of housing that is affordable to all income levels, policies to affirmatively further fair housing, and policies to ensure healthy and safe housing, such as addressing the presence of toxic building materials. The City has taken a proactive approach within the Housing Element to ensure the safety and sanitation of housing for all residents.

## 9.7 PHYSICAL ACTIVITY AND FITNESS

Residents of disadvantaged communities are often more likely to have negative health outcomes. Increased physical activity levels are associated with a decreased risk for numerous health conditions and chronic illnesses. The built-environment in DACs can often be limited by land use planning and lack of investment, leaving less opportunities for formal and informal physical activity. Increasing the opportunity for physical activity within a community can work to positively impact the health of residents.

Physical Activity is a mandated environmental justice focus area under SB 1000. This section serves to assess the existing conditions of physical activity and fitness in the Planning Area. More detailed information on physical activity and fitness can be found in Chapter 8 (Community Health and Wellness).

### 9.7.1 Physical Fitness and Health Demographics

Lack of physical activity is a major risk factor for many diseases and causes of death, including heart disease, obesity, mental health conditions, diabetes, stroke, and Alzheimer’s. The California Health Interview Survey (CHIS) identifies health-related indicators for the City. According to the report, the obesity rate for adults (age 18+) in the City of Lawndale was 35.2 percent in 2018, which was significantly higher than the Los Angeles County rate of 27.9% (CHIS, 2022). The CDC maintain that obesity is a major risk factor for additional illnesses and chronic disease. The physical activity levels within the City of Lawndale, measured by the number of adult residents (age 18+) who walk a minimum of 150 minutes per week, was lower than the same measure for Los Angeles County at 36.3 percent and 38.4 percent, respectively, in 2016.

Presence and prevalence of chronic disease within a community may be a result of the physical environment in which that community lives. As shown in Table 9-7 below, for two chronic disease indicators (diabetes prevalence and obesity rates) the City of Lawndale had statistically higher percentages of residents with health problems compared to the same indicators for Los Angeles County.

**Table 9-7: Health Indicators for Lawndale and Los Angeles County**

Indicator	Lawndale	LA County
Asthma prevalence (18+)	15.2%	14.9%
Diabetes prevalence (18+)	14.9%	11.6%
Heart disease prevalence (18+)	5.3%	6.2%
Obesity prevalence (bmi > 30) (18+)	35.2%	27.9%

*SOURCE: CALIFORNIA HEALTH INTERVIEW SURVEY (CHIS), 2018. ASK CHIS.*

### 9.7.2 Physical Fitness Testing

Another indicator of physical activity and fitness for children and teens is the California Department of Education’s Physical Fitness Testing (PFT) Program, which is administered by local school districts to all fifth, seventh, and ninth graders annually (California Department of Education, 2022). The test assesses six major fitness areas, including aerobic capacity (cardiovascular endurance), body composition (percentage of body fat), abdominal strength and endurance, trunk strength and flexibility, upper body strength and endurance, and overall flexibility. The PFT

Program provides a statewide snapshot of physical fitness. As a caveat, the data is collected at the local school district level by people who are not health professionals and tests for each of the fitness areas are difficult to administer consistently. Consequently, the PFT results are prone to some margin of error over time and from place to place.

California Physical Fitness Testing results for the Lawndale Elementary School District and the Centinela Valley Union High School District are shown in comparison to statewide results for the 2018-19 academic year in Table 9-8.

**Table 9-8: Student Physical Fitness Testing (PFT) Results (2018-2019)**

Fitness Area	LESD and CVUHSD % within Healthy Fitness Zone HFZ*			Statewide % within Healthy Fitness Zone HFZ		
	Grade 5	Grade 7	Grade 9	Grade 5	Grade 7	Grade 9
Aerobic Capacity	70.1%	70.4%	38.7%	60.2%	61.0%	60.0%
Body Composition	68.0%	73.1%	56.9%	58.7%	60.0%	62.2%
Abdominal Strength	63.4%	86.5%	69.7%	69.1%	77.1%	81.2%
Trunk Extension Strength	64.6%	94.8%	90.3%	83.8%	86.0%	89.3%
Upper Body Strength	68.6%	82.1%	50.5%	60.8%	62.9%	68.5%
Flexibility	81.1%	85.7%	83.2%	70.4%	78.5%	83.1%

SOURCE: CALIFORNIA DEPARTMENT OF EDUCATION, PHYSICAL FITNESS TESTING RESULTS (2018-2019)

\* THE HEALTHY FITNESS ZONE (HFZ) IS DEFINED BY STANDARDS ESTABLISHED BY THE COOPER INSTITUTE THAT REPRESENTS LEVELS OF FITNESS THAT OFFER SOME DEGREE OF PROTECTION AGAINST DISEASES THAT CAN RESULT FROM SEDENTARY LIVING. THESE STANDARDS ARE ORGANIZED BY GENDER AND AGE AND CAN BE ACCESSED ON THE CALIFORNIA DEPARTMENT OF EDUCATION WEBSITE.

As shown in Table 9-8 above, the PFT results for 5th grade and 7th grade in Lawndale are higher than statewide results for a majority of categories. This indicates that young children in Lawndale perform well on physical fitness tests. However, 9th graders in the Centinela Valley Union High School District between 2018-19 perform significantly lower than statewide averages for a majority of categories. This trend may be a result of the incorporation of residents from surrounding cities into survey data.

### 9.7.3 Sidewalks

The City does not have a comprehensive inventory of pedestrian facilities such as sidewalks, street crossings, lighting, shade trees, or benches. Therefore, assessing the baseline for pedestrian facilities within the Planning Area is difficult. However, the City does have remarkably high WalkScore results from measured areas across the City. These results can be found in Chapter 8

(Community Health and Wellness). Strategies for improving pedestrian mobility in Lawndale could include enhanced crosswalk markings, curb extensions, refuge islands, mid-block crossings, improved lighting, pedestrian scrambles, transit stop amenities, senior zones, etc. By incorporating such features into the built-environment and ensuring ADA compliance, the City of Lawndale can ensure that there is improved accessibility for all residents of the City including those with mobility limitations. More information on the existing pedestrian facilities and sidewalks in the Planning Area can be found in Chapter 4 (Mobility).

#### 9.7.4 Active Transportation Use

Active transportation is any form of transportation that is non-motorized. The use of active transportation during a daily commute increases physical activity levels. Increased physical activity has positive health benefits, including mortality risk reduction, disease prevention, cardiorespiratory fitness, and metabolic health. Disadvantaged communities often have disproportionately poorer health outcomes; therefore, increasing opportunities for active transportation within a city can improve the overall health outcomes of disadvantaged residents.

The 2019 American Community Survey (ACS) reports that the majority of workers living in Lawndale (78.6 percent) drive to work, 6.5 percent carpool, 3.4 percent take public transit, and 11.4 percent use some other mode of getting to work (U.S. Census Bureau, 2021). Other modes of transportation include walking, bicycling, or working from home. Based on this data, it is clear that active transportation use within Lawndale is not very prevalent. Utilizing active transportation is an effective way of engaging in physical exercise and can be a factor in improving community health outcomes in general. More details on active transportation use and bicycle facilities can be found in Chapter 4 (Mobility).

### 9.8 COMMUNITY ENGAGEMENT

An important aspect of planning for environmental justice is the development of effective policies and programs that enable all residents to participate in local decision-making. Disadvantaged communities can often be excluded from decision-making when officials and policies do not focus on involving these communities in a strategic manner. SB 1000 emphasizes that community engagement must be promoted in a local jurisdiction through the development of objectives and policies that seek to involve members of DACs specifically. By involving and engaging DACs in decision-making processes, policymakers can more effectively meet the needs of these community members. Disadvantaged communities often have culturally-specific needs that should be made a priority within local policy to ensure community success. These needs are often distinct from those of the general population. The U.S. EPA Environmental Justice Policy requires the meaningful involvement of all people regardless of age, race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. The presentation of appropriate opportunities for those who are low-income, minorities, and linguistically isolated to engage in local decision-making will help ensure that environmental justice issues are identified and resolved. In addition, community programs that address the needs of disadvantaged communities are critical to ensuring environmental justice is achieved for these communities within a city.

Promoting Community Engagement for DACs is a mandated environmental justice focus area under SB 1000. This section serves to assess the levels of civil or community engagement in Lawndale.



### 9.8.1 Levels of Civil or Community Engagement

At the local level, there were 5.3 million total registered voters in Los Angeles County for the November 2018 General Election, and 6.2 million eligible voters (Los Angeles Almanac, 2022). This indicates that in 2018, approximately 85 percent of eligible voters were registered to vote in Los Angeles County. In addition, in the same 2018 General Election, 48.5 percent of eligible voters turned out to cast their vote. For the 2020 General Election, 75 percent of registered voters in Lawndale cast a ballot (City of Lawndale, 2020). This was consistent with the 2016 General Election voter turnout for LA County, which also was 75 percent (Los Angeles Almanac, 2022).

Voter registration and participation are important for ensuring that all residents within a city can effectively play a role in local and regional decision-making. Lack of voter participation can occur for numerous reasons, including accessibility-based reasons. Some accessibility-based reasons for lower voter participation include lack of transportation, inability to vote due to work schedule, or lack of information. These causes of lower voter participation can often disproportionately impact minorities such as low-income residents, disabled residents, and ethnic minorities with language barriers. City programs can be established by policymakers that increase accessibility for residents within a city. The City of Lawndale may choose to explore opportunities and programs to increase voter participation and thereby ensure that all residents are equally represented in policy decisions.

### 9.8.2 Community Programs

A critical aspect of planning to achieve environmental justice is prioritizing projects and policies that directly benefit disadvantaged communities. As stated previously, in Lawndale there are multiple areas within the General Plan Planning Area designated as DACs. Considering the presence of DACs, cities and counties should incorporate programs and policies into their planning efforts to promote environmentally just planning.

The Lawndale General Plan includes a variety of goals and policies to support disadvantaged communities and environmental justice issues through policies aimed at improving the transportation network to accommodate bicycle and pedestrian travel, supplying the City's residents with high-quality parks, recreational opportunities, and community services and facilities, and promoting air and water quality throughout the Planning Area.

Furthermore, the recently adopted 2021-2029 Housing Element contains policies that are focused on supporting low- and moderate-income families and special needs families and individuals. The Housing Element also includes policies to promote the construction of housing that is affordable to all income levels and policies to ensure healthy and safe housing. The City has taken a proactive approach within the Housing Element to ensure the safety and sanitation of housing for all residents.

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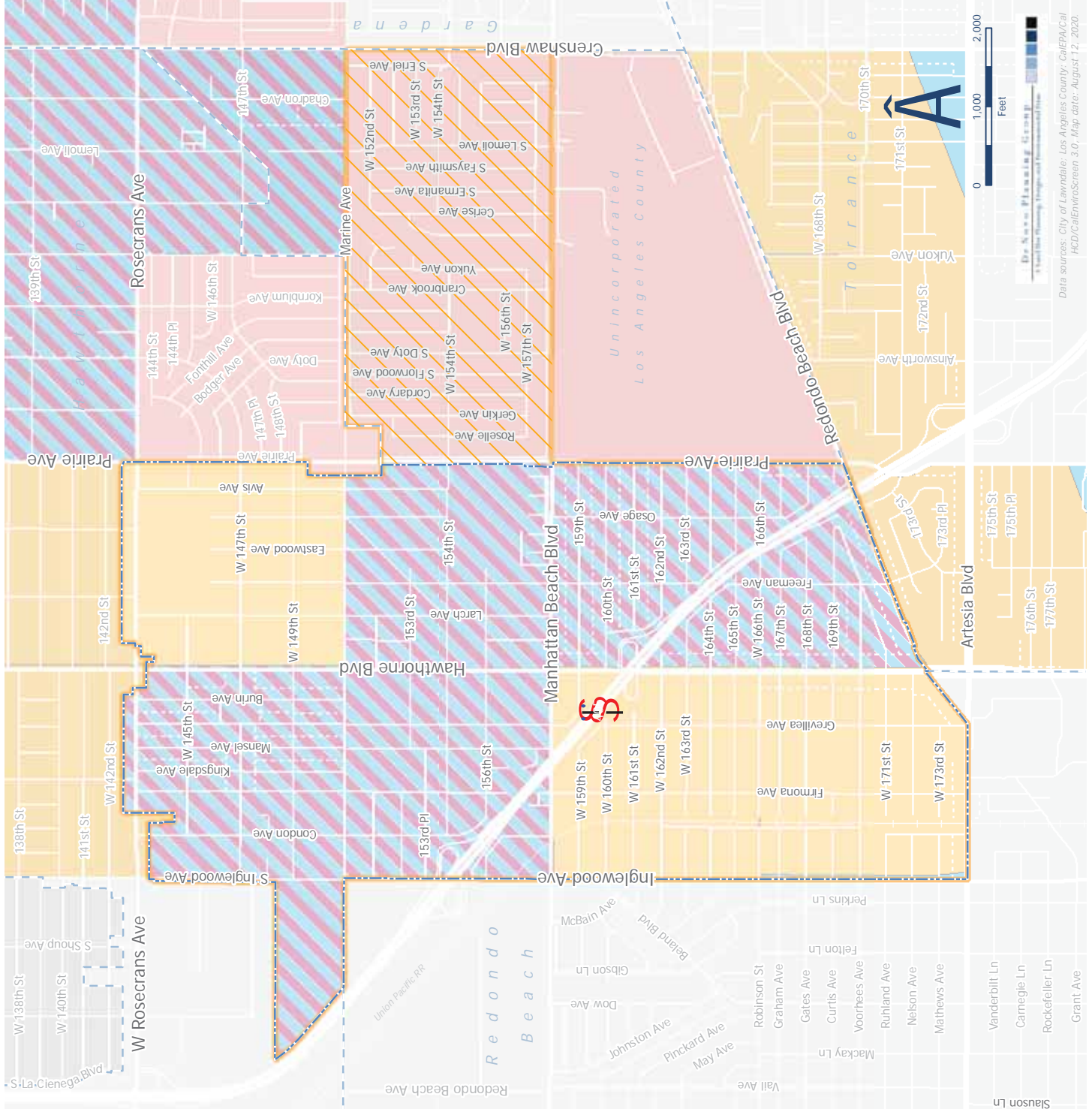
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Figure 9-1.

# Low-Income and Disadvantaged Communities

## LEGEND

- City of Lawndale
- Sphere of Influence
- Planning Area/Sphere of Influence
- Surrounding Jurisdiction
- Unincorporated Los Angeles County
- SB 535 Disadvantaged Community
- AB 1550 Low-Income Community
- SB 535 Disadvantaged Community AND AB 1550 Low-Income Community
- AB 1550 Low-Income Community within 1/2 mile of an SB 535 Disadvantaged Community



















Environmental Justice

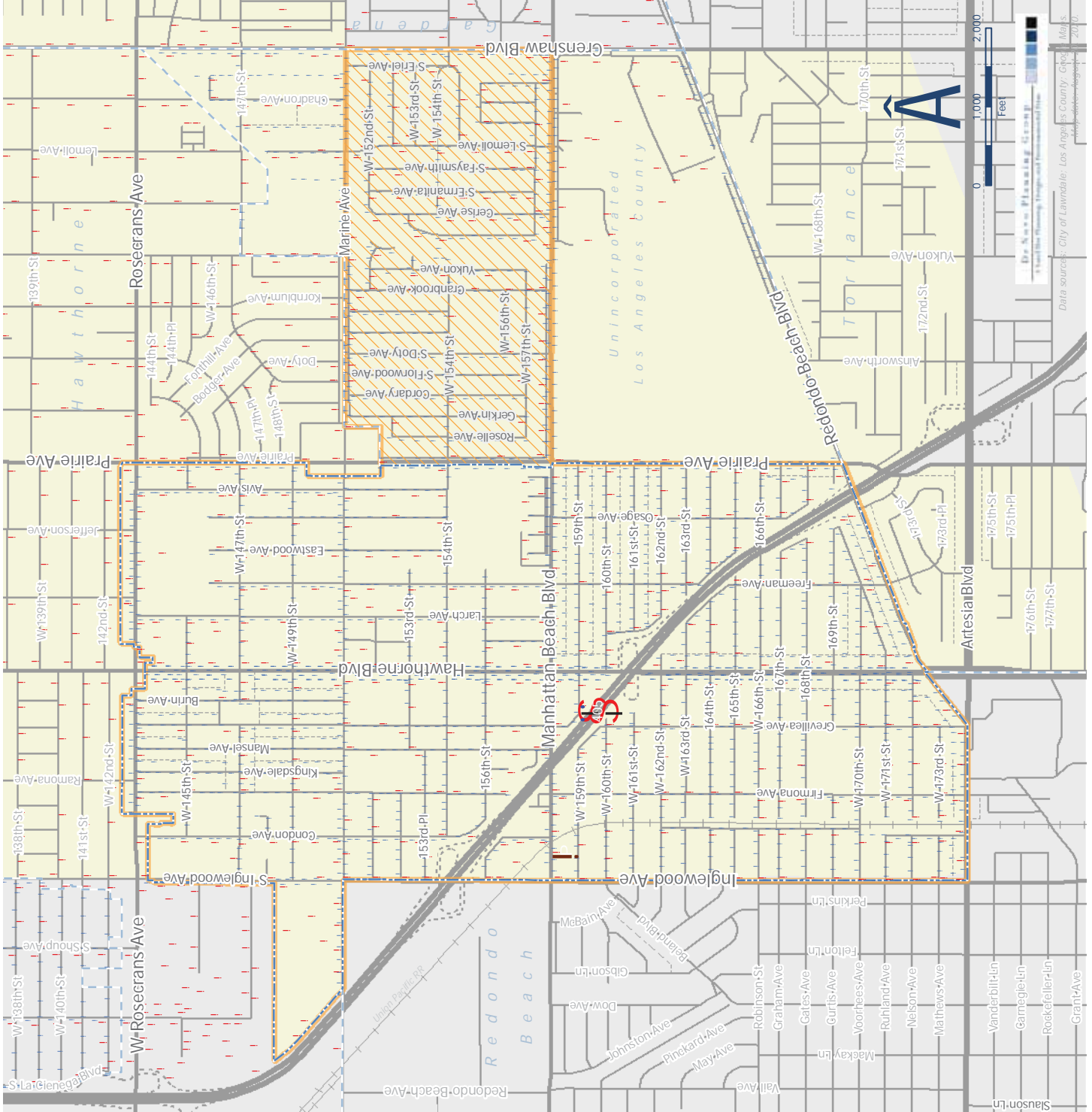
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Figure 9-2.

# Public Improvements Map

## LEGEND

-  City of Lawndale
-  Sphere of Influence
-  Planning Area/Sphere of Influence
-  Surrounding Jurisdiction
-  Unincorporated Los Angeles County
-  Environmental Justice Communities
-  Lawndale Public Works Department
-  Los Angeles County Fire Hydrant
-  Roadway Infrastructure
-  Freeway/Highway
-  Freeway/Highway Ramp
-  Primary Road
-  Secondary/Minor Road
-  Alley
-  Railroad
-  Street Light



Environmental Justice

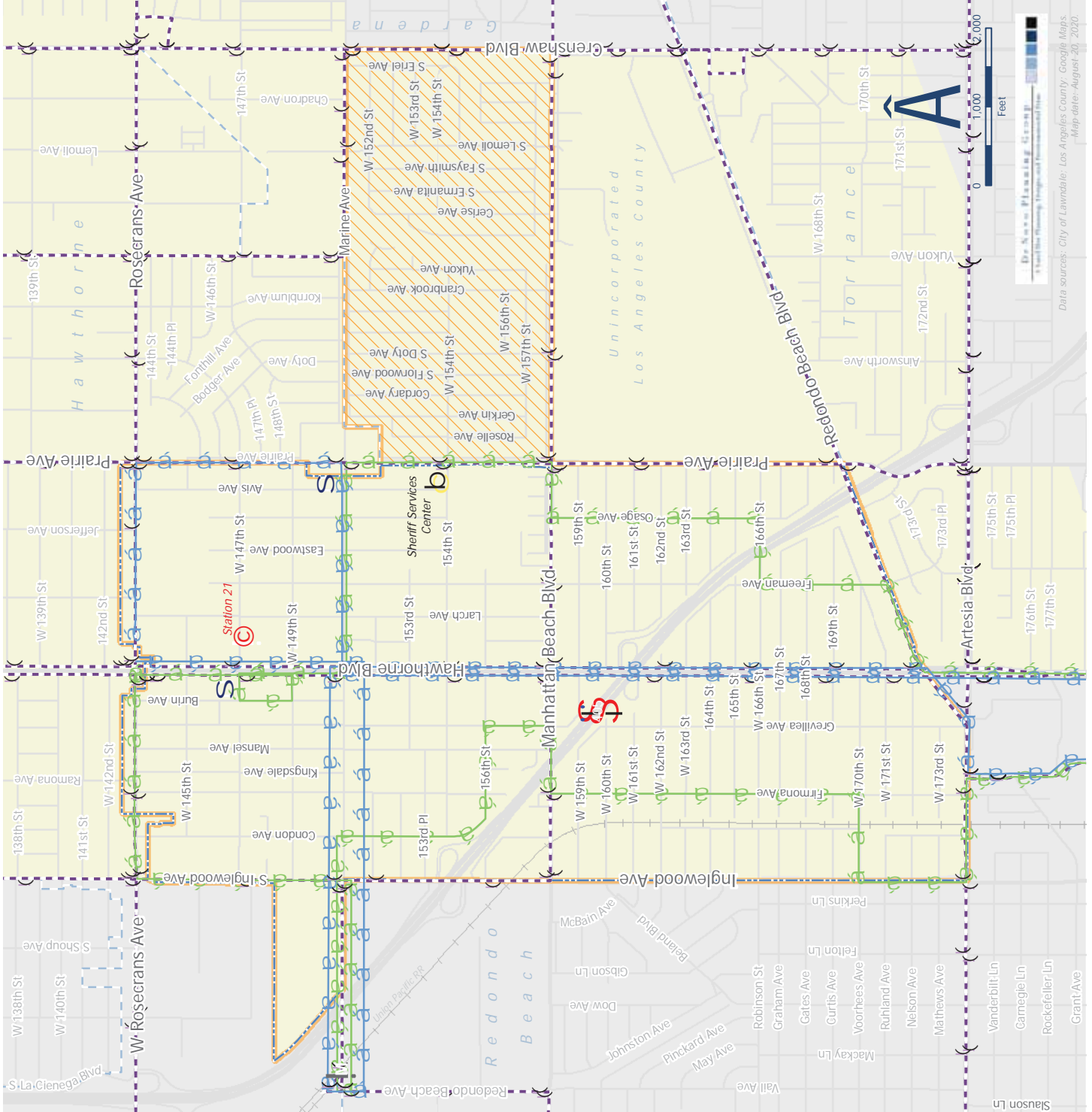
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Figure 9-3.

# Public Services Map

## LEGEND

- City of Lawndale
- Sphere of Influence
- Planning Area/Sphere of Influence
- Surrounding Jurisdiction
- Unincorporated Los Angeles County
- Environmental Justice Communities
- Los Angeles County Fire Station 21
- Medical Facility
- Lawndale Sheriff Services Center
- Lawndale Beat Bus Routes
- Blue Line
- GreenLine
- Los Angeles Metro Routes and Stops
- Metro Route
- Metro Stop
- Redondo Beach Metro Link Station



Environmental Justice

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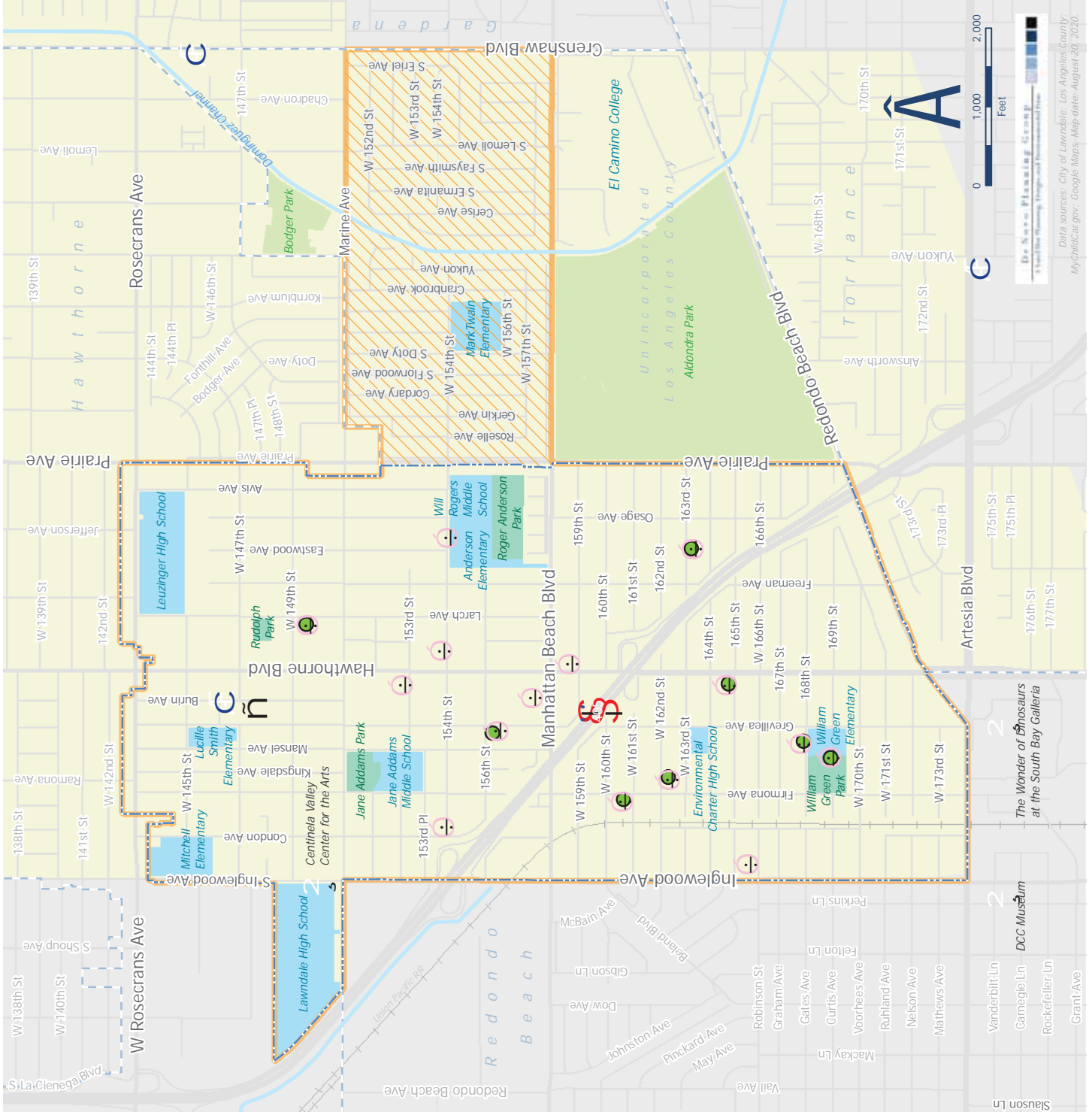


Figure 9-4.

# Community Facilities

LEGEND

- City of Lawndale
- Sphere of Influence
- Planning Area/Sphere of Influence
- Surrounding Jurisdiction
- Unincorporated Los Angeles County
- Environmental Justice Communities
- School
- Lawndale City Park
- Los Angeles County Park
- Library
- Museum or Cultural Facility
- Daycare/Childcare Provider
- Lawndale City Hall



Data sources: City of Lawndale; Los Angeles County; MyChildcar.gov; Google Maps; Map date: August 20, 2020.

Environmental Justice

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# 10 REGULATORY ENVIRONMENT

The vast range of topics addressed in the General Plan are informed by – and respond to – existing regulatory structures at the federal, State, and local levels. This section presents an overview of the myriad of programs and policies that impact the way Lawndale addresses its General Plan topics. The material below is organized by Existing Conditions Report section topics, but a number of regulations inform more than one topic area and may appear more than once.

## 10.1 LAND USE AND COMMUNITY CHARACTER

### State Regulatory Framework

*Land Use*

#### **California General Plan Law**

Government Code Section 65300 requires that each county and city adopt a General Plan “for the physical development of the county or city, and any land outside its boundaries which bears relation to its planning.”

The General Plan is a comprehensive long-term plan for the physical development of the county or city and is considered a "blueprint" for development. The General Plan provides a statement of the community’s development, economic, circulation, and environmental goals and includes diagrams and text setting forth objectives, standards, policies, and programs. The General Plan must contain seven State-mandated elements: Land Use, Open Space, Conservation, Housing, Circulation, Noise, and Safety. Cities and counties that have identified disadvantaged communities must also address environmental justice in their general plans. It may also contain any other elements that the 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 Governor’s Office of Planning and Research (OPR) is required to adopt and periodically revise the State General Plan Guidelines (GPG) for the preparation and content of general plans for all cities and counties in California. The GPG serves as the “how to” resource for drafting a general plan. For mandatory and common optional elements of the general plan, the GPG sets out each statutory requirement in detail, provides OPR recommended policy language, and includes online links to city and county general plans that have adopted similar policies. The GPG was last updated comprehensively in 2017, and OPR continues to monitor relevant legislation and new general plan requirements that have become effective since that time. OPR continues to update the GPG and issue technical advisories that supplement the GPG to reflect new information or requirements. The Lawndale General Plan will be prepared in accordance with all applicable laws and regulations, including the 2017 GPG.

*Land Use*

#### **California Environmental Quality Act**

The California Environmental Quality Act (CEQA) was developed to protect the quality of the environment, and the health and safety of persons from adverse environmental effects. Discretionary projects are required to be reviewed consistent with the requirements of CEQA to determine if there is potential for the project to cause a significant adverse effect on the environment. Depending on the type of project and its potential effects, technical traffic, noise, air quality, biological resources, and geotechnical reports may be needed. If potential adverse effects can be mitigated, a

mitigated negative declaration is required. If potentially adverse effects cannot be mitigated, an environmental impact report is required. These documents have mandated content requirements and public review times. Preparation of CEQA documents can be costly and, despite maximum time limits set forth in the Public Resources Code, can extend the processing time of a project by a year or longer.

*Land Use*

**Subdivision Code**

A subdivision is any division of land for the purpose of sale, lease or finance. The State of California Subdivision Map Act (Government Code § 66410) regulates subdivisions throughout the state. The goals of the Subdivision Map Act are as follows:

- To encourage orderly community development by providing for the regulation and control of the design and improvement of a subdivision with proper consideration of its relationship to adjoining areas.
- To ensure that areas within the subdivision that are dedicated for public purposes will be properly improved by the subdivider so that they will not become an undue burden on the community.
- To protect the public and individual transferees from fraud and exploitation.

The Map Act allows cities some flexibility in the processing of subdivisions. Lawndale controls this process through its subdivision ordinance in the Municipal Code. These regulations ensure that minimum requirements are adopted for the protection of the public health, safety and welfare; and that the subdivision includes adequate community improvements, municipal services and other public facilities. Lawndale’s subdivision provisions support the Subdivision Map Act and, in so doing, also support implementation of the City’s General Plan.

Local Regulatory Framework

*Land Use*

**Local Agency Formation Commission of Los Angeles County**

In 1963, the State Legislature created a local agency formation commission (LAFCO) for each county, with the authority to regulate local agency boundary changes. Subsequently, the State has expanded the authority of a LAFCO. The goals of a LAFCO include preserving agricultural and open space land resources and providing for efficient delivery of services. The Los Angeles County LAFCO has authority over land use decisions in Los Angeles County affecting local agency boundaries. Its authority extends to the incorporated cities, including annexation of County lands into a city, and special districts within the County. The City of Lawndale is adjacent to unincorporated areas of Los Angeles County and some of these areas are within the City’s Sphere of Influence.

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.

*Land Use*

**Los Angeles County General Plan**

Los Angeles County adopted its General Plan on October 6, 2015. The

County's General Plan provides a comprehensive set of goals, policies, and implementing actions to guide the County's growth. The County's General Plan includes the following elements:

- Land Use
- Mobility (including a Bicycle Master Plan)
- Air Quality (including a Community Climate Action Plan)
- Conservation and Natural Resources
- Parks and Recreation
- Noise
- Safety
- Public Services and Facilities
- Economic Development

### *Land Use*

#### **City of Lawndale General Plan**

The City's current General Plan was adopted on December 17, 1991 and last comprehensively updated in 1992. The Safety Element was updated in 2016 and the Housing Element was updated in 2022 in accordance with State housing law. Land uses in Lawndale have been developed based on the Land Use Map, along with the goals, policies, and implementation programs established by the City of Lawndale General Plan.

Housing element law (Government Code Sections 65580 through 65589.8) requires local governments to adopt a Housing Element that addresses existing and projected housing needs, including their share of the regional housing need. A Housing Element must include an analysis of existing and projected housing needs, identification of governmental and non-governmental constraints to the provision of housing, an inventory of sites appropriate to accommodate the City's housing needs, identification of resources available to assist with meeting housing needs, a review of the effectiveness of the previous Housing Element, and a plan to address the identified housing needs and constraints.

### *Land Use*

#### **City of Lawndale Hawthorne Boulevard Specific Plan**

The Hawthorne Boulevard Specific Plan was adopted in 1999 to establish a blueprint for the Hawthorne Boulevard corridor, which serves as the City's primary transportation corridor and central focal point for commerce, employment, and social activity. The Plan outlines a framework for growth and redevelopment of the 103.3-acre specific plan area, which is generally bounded by an area of one-half block depth along Hawthorne Boulevard, the north side of Redondo Beach Boulevard, Artesia Boulevard and along the sides of Rosecrans Avenue, west of Hawthorne Boulevard.

### *Land Use*

#### **City of Lawndale Zoning Ordinance**

The City of Lawndale Zoning Ordinance (Title 17 of the Municipal Code) carries out the policies of the General Plan by classifying and regulating the uses of land and structures within the city, consistent with the General Plan. The Zoning Ordinance is adopted to protect and promote the public health, safety, comfort, convenience, prosperity, and general welfare of residents, and businesses in the city.

Zoning provides a legal mechanism for local government regulation of the land uses described in the General Plan Land Use Map. In addition to providing specific regulations related to minimum lot size, building heights, setbacks, lot coverage, etc., for each zoning district, the Zoning Code also

lists the uses that would be acceptable or could be considered in each district, as well as those that would be considered unacceptable. For some uses, further regulations are established. Zoning regulations designate the process to be used when a permit must be applied for in order to consider approval of a particular land use in a district.

## 10.2 MOBILITY

### Federal Regulatory Framework

#### **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.

#### **Federal Highway Administration**

The Federal Highway Administration (FHWA) is a federal agency that focuses on national highway programs. FHWA administers and manages federal highway programs and establishes national standards. The FHWA publishes the Manual on Uniform Traffic Control Devices (MUTCD) which specifies the standards for street markings, traffic signals, and street signs in the United States. The California Department of Transportation (Caltrans) developed the California MUTCD based on the FHWA MUTCD. Caltrans published the 2014 edition, Revision 5 on March 27, 2020.

### State Regulatory Framework

#### **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. For projects that may physically affect facilities or require access to a state highway, Caltrans requires encroachment permits before such activity may be undertaken. For projects that would not physically affect facilities but may influence traffic flow and levels of services at such facilities, Caltrans may recommend measures to mitigate the traffic impacts of such projects.

Additionally, the following Caltrans procedures and directives are relevant to transportation improvements along the State highway system within Lawndale:

- Level of Service Target. Caltrans maintains a target level of service at the transition between level of service (LOS) C and LOS D for all of its

facilities.<sup>1</sup> Where an existing facility is operating at less than the LOS C/D threshold, the existing measure of effectiveness should be maintained.<sup>2</sup> Caltrans recently updated its guidelines to reflect a statewide shift from LOS to vehicle miles traveled (VMT). VMT is calculated by multiplying the number of vehicle trips that a proposed development will generate by the estimated number of miles driven per trip. For development projects, VMT will be established on a rate basis (e.g., VMT per capita for residential, VMT per employee for employment); for transportation projects, VMT generated by induced demand will be assessed. While LOS is no longer considered an environmental impact that triggers the need for off-site mitigation, locally sponsored and state sponsored improvements to state highways should meet LOS standards.

- Caltrans Project Development Procedures Manual. This 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). This directive 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). This directive 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). This policy 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.
- Environmental Assessment Review and Comment. Caltrans, as a responsible agency under the California Environmental Quality Act (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. Currently, Caltrans is currently developing an updated

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<sup>1</sup> Level of service is explained further in the Study Roadway Segments and Study Intersections subsections.

<sup>2</sup> California Department of Transportation, *Guidelines for the Evaluation of Transportation Impacts* December 2002.

Transportation Impact Study Guide (TISG) to update the Guide for the Preparation of Traffic Impact Studies (December 2002), which established the Measures of Effectiveness as described under “Level of Service Target” above. The TISG will serve as a foundation for agencies to apply VMT metrics and preparing a transportation impact analysis for land use projects or plans that may impact or affect the state highway system.

### **OPR General Plan Guidelines**

The Governor’s Office of Planning and Research (OPR) publishes General Plan Guidelines as a “how to” for cities and counties developing their general plans. OPR released its updated guidelines in 2017, which includes legislative changes, new guidance, policy recommendations, external links to resource documents, and additional resources. For each general plan element, the guidelines discuss statutory requirements in detail, provide recommended policy language, and include examples of city and county general plans that have adopted similar policies.

### **Annual Progress Report Memo**

All counties and general law cities in the state are required to submit an annual report on the status of their general plan and progress in its implementation per Government Code Section 65400. The General Plan Annual Progress Report (APR) is due on April 1 and covers the previous year’s 12-month reporting period.<sup>3</sup>

### **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. The California Air Resources Board (ARB), which is coordinating the response to comply with AB 32, is currently on schedule to meet this deadline. In 2016, Senate Bill (SB) 32 added a new target: reducing statewide emissions to 40 percent below 1990 levels by 2030.

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:

- ARB 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

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<sup>3</sup> This can be either a calendar or fiscal year, depending on the policy of each jurisdiction. For more detailed information regarding the submission of an APR, please see OPR’s guide, accessible through: [http://opr.ca.gov/docs/20190426-APR\\_Memo\\_Post.pdf](http://opr.ca.gov/docs/20190426-APR_Memo_Post.pdf)



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 an update of the circulation element of its general plan must plan for the development of multimodal transportation networks (AB 1358, Chapter 657, Statutes of 2008). In 2010, OPR released guidelines for compliance with this legislation which provide direction on how circulation elements can best plan for a variety of travel modes such as transit, walking, bicycling, and freight.

### **Senate Bill 743**

On September 27, 2013, Senate Bill (SB) 743 was signed into law. The Legislature found that with the adoption of the Sustainable Communities and Climate Protection Act of 2008 (SB 375), the State had signaled its commitment to encourage land use and transportation planning decisions and investments that reduce VMT and thereby contribute to the reduction of greenhouse gas emissions (GHG), as required by the California Global Warming Solutions Act of 2006 (AB 32). Additionally, the Complete Streets Act (AB 1358), requires local governments to plan for a balanced, multimodal transportation network that meets the needs of all users. To further the State's commitment to the goals of SB 375, AB 32 and AB 1358, SB 743 adds Chapter 2.7, Modernization of Transportation Analysis for Transit-Oriented Infill Projects, to Division 13 (Section 21099) of the Public Resources Code.

SB 743 has fundamentally changed transportation impact analysis as part of CEQA compliance. Under current practice, CEQA transportation analyses of individual projects are meant to determine impacts in the circulation system in terms of roadway capacity at specific locations, mostly located in proximity to a project site. These changes include the elimination of auto delay, LOS, and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant. Further, parking impacts will not be considered significant impacts on the environment for select development projects within infill areas with nearby frequent transit service. SB 743 includes amendments that revises the definition of "in-fill opportunity zones" to allow cities and counties to opt out of traditional LOS standards established by congestion management programs (CMPs) and requires OPR to update the CEQA Guidelines and establish "criteria for determining the significance of

transportation impacts of projects within transit priority areas.”<sup>4</sup> As part of the new CEQA Guidelines, the new criteria “shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.” OPR has released several iterations of its technical advisory (the final version released in December 2018) with the key guidance being that VMT is the most appropriate metric for evaluating a project’s transportation impact.

In its Technical Advisory on Evaluating Transportation Impacts in (December 2018), OPR provides recommendations for jurisdictions to implement SB 743-compliant transportation analyses. OPR’s recommendations are not binding and lead agencies ultimately have the discretion to set or apply their own significance thresholds, provided they are based on significant evidence. Key guidance includes:

- VMT is the most appropriate metric to evaluate a project’s transportation impact.
- OPR recommends tour- and trip-based travel models to estimate VMT, but ultimately defers to local agencies to determine the appropriate tools.
- OPR recommends measuring VMT for residential and office projects on a “per rate” basis. Specifically, OPR recommends VMT per capita for residential projects and VMT per employee for office projects.
- OPR’s recommended impact threshold for residential and office projects is VMT per capita fifteen percent below the city or regional average (whichever is applied). In other words, an office project that generates VMT per employee that is more than 85 percent of the regional VMT per employee could result in a significant impact. This threshold is in line with statewide greenhouse gas emission reduction targets.
- For retail projects, OPR recommends measuring the net decrease or increase in VMT in the study area with and without the project. The recommended impact threshold is any increase in total VMT.
- Lead agencies ultimately have the discretion to set or apply their own significance thresholds, provided they are based on significant evidence.
- Cities and counties still can use metrics such as LOS for other plans, studies, or network monitoring. However, LOS and similar metrics cannot constitute the sole basis for CEQA impacts.

For land use and transportation projects, SB 743-compliant CEQA analysis became mandatory on July 1, 2020.

### **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

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<sup>4</sup> A “transit priority area” is defined in as an area within one-half mile of an existing or planned major transit stop

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
- 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).

### 10.3 COMMUNITY SERVICES AND FACILITIES

This section addresses the regulations associated with utilities and community services. Utility services include the provision of water services, wastewater (sewer) services, stormwater and drainage, solid waste disposal, electricity, and natural gas. Community services include fire protection, law enforcement, parks and recreation, schools, libraries, and other public facilities.

#### Federal Regulatory Framework

*Stormwater and Drainage*

#### **Clean Water Act (CWA)**

The CWA, initially passed in 1972, regulates the discharge of pollutants into watersheds throughout the nation. Section 402(p) of the act establishes a framework for regulating municipal and industrial stormwater discharges under the NPDES Program. Section 402(p) requires that stormwater associated with industrial activity that discharges either directly to surface waters or indirectly through municipal separate storm sewers must be regulated by an NPDES permit.

The State Water Resources Control Board (SWRCB) is responsible for implementing the Clean Water Act 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).

*Stormwater and Drainage*

#### **National Pollutant Discharge Elimination System (NPDES)**

National Pollutant Discharge Elimination System (NPDES) permits are required for discharges to navigable waters of the United States, which includes any discharge to surface waters, including lakes, rivers, streams, bays, oceans, dry stream beds, wetlands, and storm sewers that are tributary to any surface water body. NPDES permits are issued under the Federal Clean Water Act, Title IV, Permits and Licenses, Section 402 (33 USC 466 et seq.).

The Regional Water Quality Control Board (RWQCB) issues these permits in lieu of direct issuance by the Environmental Protection Agency, subject to review and approval by the EPA Regional Administrator (EPA Region 9). The terms of these NPDES permits implement pertinent provisions of the Federal Clean Water Act and the Act’s implementing regulations, including pre-treatment, sludge management, effluent limitations for specific industries, and anti-degradation. In general, the discharge of pollutants is to be eliminated or reduced as much as practicable so as to achieve the Clean Water Act’s goal of “fishable and swimmable” navigable (surface) waters. Technically, all NPDES permits issued by the RWQCB are also Waste Discharge Requirements issued under the authority of the CWA.

These NPDES permits regulate discharges from publicly owned treatment

works, industrial discharges, stormwater runoff, dewatering operations, and groundwater cleanup discharges. NPDES permits are issued for five years or less, and therefore must be updated regularly. To expedite the permit issuance process, the RWQCB has adopted several general NPDES permits, each of which regulates numerous discharges of similar types of wastes. The SWRCB has issued general permits for stormwater runoff from construction sites statewide. Stormwater discharges from industrial and construction activities in La Verne can be covered under these general permits, which are administered jointly by the SWRCB and RWQCB.

Construction activities in the Planning Area that could disturb more than one acre of land surface are subject to the National Pollutant Discharge Elimination System (NPDES) General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Order 2009-0009-DWQ, NPDES No. CAS000002, Construction General Permit [CGP]), as amended by Order 2010-0014-DWQ and Order 2012-0006-DWQ). The CGP 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 CGP requires the development and implementation of a Stormwater Pollution Prevention Plan (SWPPP) that includes specific BMPs designed to prevent pollutants from contacting stormwater and keep all products of erosion from moving off-site into receiving waters. The SWPPP BMPs are intended to protect surface water quality by preventing the off-site migration of eroded soil and construction-related pollutants from the construction area.

*Solid Waste*

**Resource Conservation and Recovery Act (RCRA)**

The Resource Conservation and Recovery Act (RCRA) was enacted in 1976 to address the huge volumes of municipal and industrial solid waste generated nationwide. After several amendments, the current Act governs the management of solid and hazardous waste and underground storage tanks (USTs). RCRA was 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 (HSWA) of 1984. RCRA is a combination of the first solid waste statutes and all subsequent amendments. RCRA authorizes the Environmental Protection Agency (EPA) to regulate waste management activities. RCRA authorizes states to develop and enforce their own waste management programs, in lieu of the Federal program, if a state's waste management program is substantially equivalent to, consistent with, and no less stringent than the Federal program.

State Regulatory Framework

*Water Services*

**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 ("SRF") and Proposition 50 programs. The Drinking Water Program also oversees water recycling projects, permits water treatment devices, supports and promotes water system security, and

oversees the Drinking Water Treatment and Research Fund for MTBE (Methyl Tertiary Butyl Ether) and other oxygenates.

*Water  
Services*

### **Consumer Confidence Report Requirements**

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.

*Water  
Services*

### **Urban Water Management Planning Act**

The Urban Water Management Planning Act has as its objectives the management of urban water demands and the efficient use of urban water. Under its provisions, every urban water supplier is required to prepare and adopt an urban water management plan. An "urban water supplier" is a public or private water supplier that provides water for municipal purposes either directly or indirectly to more than 3,000 customers or supplying more than 3,000 acre-feet of water annually. The plan must identify and quantify the existing and planned sources of water available to the supplier, quantify the projected water use for a period of 20 years, and describe the supplier's water demand management measures. The urban water supplier should make every effort to ensure the appropriate level of reliability in its water service sufficient to meet the needs of its various categories of customers during normal, dry, and multiple dry years. The Department of Water Resources (DWR) must receive a copy of an adopted urban water management plan.

*Water  
Services*

### **Senate Bill (SB) 610 and Assembly Bill (AB) 901**

The State Legislature passed SB 610 and AB 901 in 2001. Both measures modified the Urban Water Management Planning Act. SB 610 requires additional information in an urban water management plan if groundwater is identified as a source of water available to an urban water supplier. It also requires that the plan include a description of all water supply projects and programs that may be undertaken to meet total projected water use. SB 610 requires a city or county that determines a project is subject to CEQA to identify any public water system that may supply water to the project and to request identified public water systems to prepare a specified water supply assessment. The assessment must include, among other information, an identification of existing water supply entitlements, water rights, or water service contracts relevant to the identified water supply for the proposed project, and water received in prior years pursuant to these entitlements, rights, and contracts.

AB 901 requires an urban water management plan to include information, to the extent practicable, relating to the quality of existing sources of water available to an urban water supplier over given time periods. AB 901 also requires information on the manner in which water quality affects water management strategies and supply reliability. The bill requires a plan to describe plans to supplement a water source that may not be available at a consistent level of use, to the extent practicable. Additional findings and

declarations relating to water quality are required.

*Water Services*

**Senate Bill (SB) 221**

SB 221 adds Government Code Section 66455.3, requiring that the local water agency be sent a copy of any proposed residential subdivision of more than 500 dwelling units within five days of the subdivision application being accepted as complete for processing by the city or county. It also adds Government Code Section 66473.7, establishing detailed requirements for establishing whether a “sufficient water supply” exists to support any proposed residential subdivisions of more than 500 dwellings, including any such subdivision involving a development agreement. When approving a qualifying subdivision tentative map, the city or county must include a condition requiring availability of a sufficient water supply. The applicable public water system must provide proof of availability. If there is no public water system, the city or county must undertake the analysis described in Government Code Section 66473.7. The analysis must include consideration of effects on other users of water and groundwater.

*Wastewater*

**State Water Resources Control Board (SWRCB)/Regional Water Quality Control Board (RWQCB)**

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 City 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 policy direction, organizational and technical assistance, and a communications link to the State legislature.

The RWQCBs may waive or delegate regulatory authority for on-site sewage disposal systems to counties, cities, or special districts. Although not mandatory, it is commonly done and has proven to be administratively efficient. In some cases, this is accomplished through a Memorandum of Understanding (MOU), whereby the local agency commits to enforcing the Basin Plan requirements or other specified standards that may be more restrictive. The RWQCBs generally elect to retain permitting authority over large and/or commercial or industrial on-site sewage disposal systems, depending on the volume and character of the wastewater.

*Stormwater and Drainage*

**California Water Code**

California’s primary statute governing water quality and water pollution issues with respect to both surface waters and groundwater is the Porter-Cologne Water Quality Control Act of 1970 (Division 7 of the California Water Code) (Porter-Cologne Act). The Porter-Cologne Act grants the SWRCB and each of the RWQCBs power to protect water quality, and is the primary vehicle for implementation of California’s responsibilities under the Federal Clean Water Act. The Porter-Cologne Act grants the SWRCB and the RWQCBs authority and

responsibility to adopt plans and policies, to regulate discharges to surface and groundwater, to regulate waste disposal sites, and to require cleanup of discharges of hazardous materials and other pollutants. The Porter-Cologne Act also establishes reporting requirements for unintended discharges of any hazardous substance, sewage, or oil or petroleum product.

Each RWQCB must formulate and adopt a Water Quality Control Plan (Basin Plan) for its region. The regional plans are to conform to the policies set forth in the Porter-Cologne Act and established by the SWRCB in its State water policy. The Porter-Cologne Act also provides that a RWQCB may include within its regional plan water discharge prohibitions applicable to particular conditions, areas, or types of waste.

*Stormwater  
and Drainage*

**State Water Resources Control Board (State Water Board) Storm Water Strategy**

The Storm Water Strategy is founded on the results of the Storm Water Strategic Initiative, which served to direct the State Water Board's role in storm water resources management and evolve the Storm Water Program by a) developing guiding principles to serve as the foundation of the storm water program, b) identifying issues that support or inhibit the program from aligning with the guiding principles, and c) proposing and prioritizing projects that the Water Boards could implement to address those issues. The State Water Board staff created a strategy-based document called the Strategy to Optimize Management of Storm Water (STORMS). STORMS includes a program vision, missions, goals, objectives, projects, timelines, and consideration of the most effective integration of project outcomes into the Water Board's Storm Water Program.

*Solid Waste*

**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 in the state 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% by 1995 and 50% by 2000. The purpose of AB 939 and SB 1322 is to "reduce, recycle, and re-use solid waste generated in the state to the maximum extent feasible." The term "integrated waste management" refers to the use of a variety of waste management practices to safely and effectively handle the municipal solid waste stream with the least adverse impact on human health and the environment. The Act has established a waste management hierarchy, as follows: Source Reduction; Recycling; Composting; Transformation; and Disposal.

*Solid Waste*

**California Integrated Waste Management Board Model Ordinance**

Subsequent to the Integrated Waste Management Act, additional legislation was passed to assist local jurisdictions in accomplishing the goals of AB 939. The California Solid Waste Re-use and Recycling Access Act of 1991 (§42900-42911 of the Public Resources Code) directs the California Integrated Waste Management Board (CIWMB) 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.

*Solid Waste*

**California’s Mandatory Commercial Recycling Law (AB 341)**

Assembly Bill (AB) 341 directed CalRecycle to develop and adopt regulations for mandatory commercial recycling. CalRecycle initiated formal rulemaking with a 45-day comment period beginning Oct. 28, 2011. The final regulation was approved by the Office of Administrative Law on May 7, 2012. The purpose of AB 341 is to reduce GHG emissions by diverting commercial solid waste to recycling efforts, and to expand the opportunity for additional recycling services and recycling manufacturing facilities in California.

Beginning on July 1, 2012, businesses have been required to recycle, and each jurisdiction has implemented programs that include education, outreach, and monitoring. Jurisdictions were required to start reporting on their 2012 Electronic Annual Report (due Aug. 1, 2013) on their initial education, outreach, and monitoring efforts, and, if applicable, on any enforcement activities or exemptions implemented by the jurisdiction.

In addition to Mandatory Commercial Recycling, AB 341 sets a statewide goal for 75 percent disposal reduction by the year 2020. This is not written as a 75 percent diversion mandate for each jurisdiction. The 50 percent disposal reduction mandate still stands for cities, counties, and State agencies (including community colleges) under AB 939. CalRecycle continues to evaluate program implementation as it has in the past through the Annual Report review process for entities subject to either AB 939.

*Electricity and Natural Gas*

**Public Utilities Commission**

The California Public Utilities Commission (PUC) is the primary State agency that regulates privately owned public utilities in California. These utilities include telecommunications, electricity, natural gas, water, railroad, rail transit, and passenger transportation companies. A primary role of the PUC is to authorize utility rate changes. It also establishes service standards and safety rules, monitors the safety of utility and transportation operations, prosecutes unlawful marketing and billing activities, and oversees the merger and restructure of utility corporations.

*Electricity and Natural Gas*

**Bioenergy Action Plan – Executive Order #S-06-06**

Executive Order #S-06-06 establishes targets for the use and production of biofuels and biopower, and directs State agencies to work together to advance biomass programs in California while providing environmental protection and mitigation. The executive order 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% of its biofuels within California by 2010, 40% by 2020, and 75% by 2050. The executive order also calls for the State to meet a target for use of biomass electricity, including biomass cogeneration facilities.

*Electricity and Natural Gas*

**Senate Bill 14 and Assembly Bill 64**

Prior to the passage of SB 14 and AB 64 in 2009, California law required investor-owned utilities (IOUs) and energy service providers (ESPs) to increase their existing purchases of renewable energy by 1% of sales per year such that 20% of their retail sales, as measured by usage, are procured from eligible renewable resources (including biomass cogeneration) by December 31, 2010. This is known as the Renewable Portfolio Standard (RPS).



SB 14 and AB 64 require IOUs, publicly-owned utilities (POUs), and ESPs to increase their purchases of renewable energy such that at least 33% of retail sales are procured from renewable energy resources by December 31, 2020. For IOUs and ESPs, this is required only if the PUC determines that achieving these targets will result in just and reasonable rates.

*Electricity and Natural Gas*

**Title 24**

Title 24, Part 6, of the California Code of Regulations is also known as California’s Energy Efficiency Standards for Residential and non-residential Buildings. Title 24 was established in 1978 in response to a legislative mandate to reduce California’s energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. The 2008 Energy Efficiency Standards went into effect on January 1, 2010. Title 24, Part 11, of the California Code of Regulations establishes the California Green Building Standards Code (CalGreen). Initially, the code requirements were voluntary; however, CalGreen became mandatory in 2011. CalGreen addresses five areas of green building: 1) planning and design, 2) energy efficiency, 3) water efficiency and conservation, 4) material conservation and resources efficiency, and 5) environmental quality. The mandatory requirements are separated into non-residential and residential projects. CalGreen also includes two optional tiers: Tier 1 and Tier 2. The tiers employ higher thresholds that jurisdictions may adopt or that projects may meet voluntarily.

*Fire Protection*

**California Occupational Safety and Health Administration**

In accordance with California Code of Regulations Title 8 Sections 1270 "Fire Prevention" and 6773 "Fire Protection and Fire Equipment," the California Occupational Safety and Health Administration (Cal/OSHA) has established minimum standards for fire suppression and emergency medical services. The standards include, but are not limited to, 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 all firefighting and emergency medical equipment.

*Fire Protection*

**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.

*Parks and Recreation*

**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 is

evaluated on a case-by-case basis with new residential development.

*Schools,  
Libraries, and  
Other Public  
Facilities*

### **Leroy F. Greene School Facilities Act of 1998 (SB 50)**

The “Leroy F. Greene School Facilities Act of 1998,” also known as Senate Bill No. 50 or SB 50 (Chapter 407, Statutes of 1998), governs a school district’s authority to levy school impact fees. This comprehensive legislation, together with the \$9.2 billion education bond act approved by the voters in November 1998 known as “Proposition 1A,” reformed methods of school construction financing in California. SB 50 instituted a new school facility program by which school districts can apply for State construction and modernization funds. It imposed limitations on the power of cities and counties to require mitigation of school facilities impacts as a condition of approving new development, and provided the authority for school districts to levy fees at three different levels:

- Level I fees are the current statutory fees allowed under Education Code 17620. This code section provides the basic authority for school districts to levy a fee against residential and commercial construction for the purpose of funding school construction or reconstruction of facilities. These fees vary by district for residential construction and commercial construction, and are increased biannually.
- Level II fees are outlined in Government Code Section 65995.5, allowing school districts to impose a higher fee on residential construction if certain conditions are met. These conditions include having a substantial percentage of students on multi-track year-round scheduling, having an assumed debt equal to 15–30% of the district’s bonding capacity (percentage is based on revenue sources for repayment), having at least 20% of the district’s teaching stations housed in relocatable classrooms, and having placed a local bond on the ballot in the past four years which received at least 50% plus one of the votes cast. A Facility Needs Assessment must demonstrate the need for new school facilities for unhoused pupils is attributable to projected enrollment growth from the construction of new residential units over the next five years.
- Level III fees are outlined in Government Code Section 65995.7. If State funding becomes unavailable, this code section authorizes a school district that has been approved to collect Level II fees to collect a higher fee on residential construction. This fee is equal to twice the amount of Level II fees. However, if a district eventually receives State funding, this excess fee may be reimbursed to the developers or subtracted from the amount of State funding.

*Schools,  
Libraries, and  
Other Public  
Facilities*

### **The Kindergarten-University Public Education Facilities Bond Act of 2002 (Prop 47)**

This act was approved by California voters in November 2002 and provides for a bond issue of \$13.05 billion 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.

*Schools,  
Libraries, and*

### **California Department of Education**

The California Department of Education (CDE) School Facilities Planning

*Other Public Facilities*

Division (SFPD) prepared a School Site Selection and Approval Guide that provides criteria for locating appropriate school sites in the State of California. School site and size recommendations were changed by the CDE in 2000 to reflect various changes in educational conditions, such as lowering of class sizes and use of advanced technology. The expanded use of school buildings and grounds for community and agency joint use, and concern for the safety of the students and staff members also influenced the modification of the CDE recommendations.

Specific recommendations for school size are provided in the School Site Analysis and Development Guide. This document suggests a ratio of 1:2 between buildings and land. CDE is aware that in a number of cases, primarily in urban settings, smaller sites cannot accommodate this ratio. In such cases, the SFPD may approve an amount of acreage less than the recommended gross site size and building-to-ground ratio.

Certain health and safety requirements for school site selection are governed by State regulations and the policies of the SFPD relating to:

- Proximity to airports, high-voltage power transmission lines, railroads, and major roadways;
- Presence of toxic and hazardous substances;
- Hazardous facilities and hazardous air emissions within one-quarter mile;
- Proximity to high-pressure natural gas lines, propane storage facilities, gasoline lines, pressurized sewer lines, or high-pressure water pipelines;
- Noise;
- Results of geological studies or soil analyses; and
- Traffic and school bus safety issues.

## Local Regulatory Framework

*Water*

### **Golden State Water Company, Southwest – 2020 Urban Water Management Plan**

The Golden State Water Company, Southwest Service Area 2020 Urban Water Management Plan (UWMP) was prepared to fulfill the requirements of the Urban Water Management Planning Act requirements for urban water suppliers. As required by the Urban Water Management Planning Act, the 2020 UWMP specifically assesses the availability of supplies to meet forecast water uses during average, single-dry and five consecutive drought years through 2045.

In addition to compliance with state mandate, the Golden State Water Company, Southwest Service Area 2020 UWMP is a living document whose contents fulfill a variety of planning, informational and legal requirements. The UWMP serves as an important source document for cities and counties as they update their General Plans. Conversely, General Plans are source documents as water suppliers update their UWMPs.

*Wastewater*

### **Los Angeles County Sanitation District Act (1923)**

The Los Angeles County Sanitation District Act was passed in 1923 by the California State Legislature, which allowed for the formation of the Sanitation Districts of Los Angeles County. The Sanitation Districts of Los Angeles County are a group of special districts serving over five million people and 3,000 industrial users in Los Angeles County. This Act provides for the formation of

sewerage authorities based not on political boundaries but rather on the geographic boundaries of the waste disposal problems to be solved.

*Wastewater*

**Sanitation Districts of Los Angeles County Sewer System Management Plan (2015)**

On May 2, 2006 the State Water Resources Control Board (SWRCB) adopted Order No. 2006-003 (Order) which established General Waste Discharge Requirements (WDRs) for all publicly owned or operated sanitary sewer systems within the State of California. The WDRs require that owners and operators of sewer collection systems: 1) report sanitary sewer overflows (SSOs) in the California Integrated Water Quality System (CIWQS), an electronic reporting system developed by the SWRCB, and 2) develop and implement a Sewer System Management Plan (SSMP) with the goal of reducing sanitary sewer overflows (SSOs). In short, the SSMP is a document that details how a specific sewer collection system is operated, maintained, repaired, and funded. On July 30, 2013, SWRCB adopted Order No. WQ 2013-0058-EXEC amending the monitoring and reporting procedures listed in the original Order (Amendments).

The SSMP developed by the County Sanitation Districts of Los Angeles County (Sanitation Districts) is organized into 11 chapters to parallel the requirements included in the WDRs. Each section or subsection of each chapter addresses the individual elements of the SSMP. The goals of the SSMP ensures that:

- Collection system facilities are properly managed, operated, and maintained to eliminate preventable sanitary sewer overflows (SSOs);
- Response measures are in place and that all feasible steps are taken to mitigate the impacts of SSOs to public health and the environment when they occur;
- Reporting procedures are in place to notify the appropriate regulatory and health authorities of SSOs within the required time frames; and
- SSO events, mitigation measures, and corrective actions are documented.

The Sanitation Districts' first SSMP was certified in May 2009. The WDRs require that the SSMP be updated and recertified a minimum of once every 5 years. The SSMP was updated and certified in February 2014. This SSMP was revised in October 2015 to update current practices and contact information.

*Wastewater*

**Sanitation Districts of Los Angeles County Wastewater Ordinances**

The Sanitation Districts of Los Angeles County maintain several wastewater ordinances that provide wastewater authority to the Sanitation Districts of Los Angeles County. These are summarized as follows:

- Wastewater Ordinance §§305 and 406: prevents illicit discharges into its sanitary sewer system.
- Wastewater Ordinance §§302, 303, and 308: requires that sewers and connections be properly designed and constructed.
- Wastewater Ordinance §§301, 302, 303, and 308: Ensure access for maintenance, inspection, or repairs for portions of the lateral owned or maintained by the Sanitation Districts.
- Wastewater Ordinance §§304 and 406: Limit the discharge of fats, oils, and grease and other debris that may cause blockages.

*Stormwater*

**Los Angeles County 2014 Low Impact Development (LID) Standards**

*and Drainage* **Manual**

The County of Los Angeles 2014 LID Standards Manual is designed to comply with the requirements of the NPDES MS4 Permit for stormwater and non-stormwater discharges from the MS4 within the coastal watersheds of Los Angeles County. The LID Standards Manual provides guidance for the implementation of stormwater quality control measures in new development and redevelopment projects in unincorporated areas of Los Angeles County, with the intention of improving water quality and mitigating potential water quality impacts from stormwater and non-stormwater discharges.

*Stormwater  
and Drainage***Municipal NPDES Permit Waste Discharge Requirements Order Number R4-2012-0175-A01) as amended by State Water Board Order WQ-2015-0075 and NPDES Permit No. CAS004001**

In response to the Federal Clean Water Act, the West Valley Clean Water Program regulates waste dischargers under a National Pollutant Discharge Elimination System (NPDES) Permit administered by the appropriate Regional Water Quality Control Board (RWQCB). Specifically, the municipalities are regulated with regard to their jurisdiction over and/or maintenance responsibility for municipal storm drain systems and watercourses that they own or operate. The NPDES Permit is concerned primarily with regulating trash, pollutants of concern, and excessive hydrologic runoff which can carry sediment and cause flooding.

On November 8, 2012, the RWQCB adopted Order R4-2012-0175 (Waste Discharge Requirements for Municipal Separate Storm Sewer System) (MS4) Discharges within Coastal Watersheds of Los Angeles County (MS4 Permit). Order R4-2012-0175 became effective on December 28, 2013 and serves as the NPDES permit for coastal watershed stormwater and non-stormwater discharges originating from the Los Angeles County region. The permit covers the land areas in the Los Angeles County Flood Control jurisdiction, unincorporated areas of Los Angeles County, and 84 cities in the County. The City of Lawndale is included in the MS4 Permit as a permittee under Order R4-2012-0175.

In order to comply with the updated MS4 Permit, a "Low Impact Development (LID) Standards Manual" was developed by Los Angeles County (2014) in advance of the final permit that details actions for compliance with the LID regulations, such as land development policies pertaining to LID and hydromodification for new development and significant redevelopment projects. The term "hydromodification" refers to the changes in runoff characteristics from a watershed caused by changes in land use condition. More specifically, hydromodification refers to "the change in the natural watershed hydrologic processes and runoff characteristics (i.e., interception, infiltration, overland flow, interflow, and groundwater flow) caused by urbanization or other land use changes that result in increased stream flows and sediment transport." The use of LID Best Management Practices (BMPs) in project planning and design is to preserve a site's predevelopment hydrology by minimizing the loss of natural hydrologic processes such as infiltration, evapotranspiration, and runoff detention. LID BMPs try to offset these losses by introducing structural and non-structural design components that restore these water quality functions into the project's land plan.

*Stormwater  
and Drainage***Dominguez Channel Watershed Management Area – Enhanced**

### **Watershed Management Program**

The Dominguez Channel Watershed Management Area Enhanced Watershed Management Program (EWMP) was developed pursuant to the requirements set forth by Order No. R4-2012-0175, Los Angeles County Municipal Separate Storm Sewer System (MS4) National Pollutant Discharge Elimination System (NPDES) Permit (MS4 Permit). The EWMP identifies water quality priorities and watershed control measures for compliance with all Dominguez Channel TMDLs. The EWMP Plan, along with a Coordinated Monitoring Plan, serves as a guiding document for implementing water quality improving infrastructure, policies, and programs. The City of Lawndale is a participating member in the Dominguez Channel Watershed Management Area EWMP.

## **10.4 HAZARDS, SAFETY, AND NOISE**

### **Federal Regulatory Framework**

*Hazardous Materials and Waste*

#### **Comprehensive Environmental Response, Compensation & Liability Act (CERCLA)**

This act, commonly associated with the term “Superfund,” established:

- Regulations concerning closed and abandoned hazardous waste sites
- Liability of parties responsible for any releases of hazardous waste at these sites
- Funding for cleanup when responsible parties cannot be identified

*Hazardous Materials and Waste*

#### **Resource Conservation and Recovery Act (RCRA)**

This act established EPA’s “cradle to grave” control (generation, transportation, treatment, storage, and disposal) over hazardous materials and wastes. In California, the Department of Toxic Substances Control (DTSC) has RCRA authorization.

*Hazardous Materials and Waste*

#### **Clean Air Act**

According to the Clean Air Act, the EPA has established National Emissions Standards for Hazardous Air Pollutants. Exceeding the emissions standard for a given air pollutant may cause an increase in illnesses and/or fatalities.

*Hazardous Materials and Waste*

#### **Clean Water Act (CWA)**

The CWA, which amended the Water Pollution Control Act (WPCA) of 1972, sets forth the §404 program to regulate the discharge of dredged and fill material into waters of the U.S., and the §402 National Pollutant Discharge Elimination System (NPDES) to regulate the discharge of pollutants into waters of the U.S. The §401 Water Quality Certification program establishes a framework of water quality protection for activities requiring a variety of Federal permits and approvals (including CWA §404, CWA §402, FERC Hydropower and §10 Rivers and Harbors).

*Air Traffic*

#### **Aviation Act of 1958**

The Federal Aviation Act resulted in the creation of the Federal Aviation Administration (FAA). The FAA was charged with the creation and maintenance of a National Airspace System.

<i>Air Traffic</i>	<p><b>Federal Aviation Regulations (CFR, Title 14)</b></p> <p>The Federal Aviation Regulations (FAR) establish regulations related to aircraft, aeronautics, and inspections and permitting.</p>
<i>Fire Hazards</i>	<p><b>FY 2001 Appropriations Act</b></p> <p>Title IV of the Appropriations Act required the identification of “Urban Wildland Interface Communities in the Vicinity of Federal Lands that are at High Risk from Wildfire” by the U.S. Departments of the Interior and Agriculture.</p>
<i>Fire Hazards</i>	<p><b>Disaster Mitigation Act (2000–present)</b></p> <p>Section 104 of the Disaster Mitigation Act of 2000 (Public Law 106-390) enacted Section 322, Mitigation Planning of the Robert T. Stafford Disaster Relief and Emergency Assistance Act, which created incentives for state and local entities to coordinate hazard mitigation planning and implementation efforts and is an important source of funding for fuels mitigation efforts through hazard mitigation grants.</p>
<i>Fire Hazards</i>	<p><b>National Incident Management System (NIMS)</b></p> <p>The City adopted NIMS, which provides a systematic, proactive approach to guide government agencies, nongovernmental organizations, and the private sector to work together to prevent, respond to, recover from, and mitigate the effects of incidents, regardless of cause, size, location, or complexity, in order to reduce the loss of life and property and harm to the environment. NIMS improves the City’s ability to prepare for and respond to potential incidents and hazard scenarios.</p>
<i>Fire Hazards</i>	<p><b>National Fire Plan (NFP) 2000</b></p> <p>The summer of 2000 marked a historic milestone in wildland fire records for the United States. Dry conditions (across the western United States), led to destructive wildfire events on an estimated 7.2 million acres, nearly double the 10-year average. Costs in damages including fire suppression activities were approximately 2.1 billion dollars. Congressional direction called for substantial new appropriations for wildland fire management. This resulted in action plans, interagency strategies, and the Western Governor's Association's “A Collaborative Approach for Reducing Wildland Fire Risks to Communities and the Environment - A 10-Year Comprehensive Strategy - Implementation Plan,” which collectively became known as the National Fire Plan. This plan places a priority on collaborative work within communities to reduce their risk from large-scale wildfires.</p>
<i>Fire Hazards</i>	<p><b>Healthy Forest Initiative (HFI) 2002/Healthy Forest Restoration Act (HFRA) 2003</b></p> <p>In August 2002, the Healthy Forests Initiative (HFI) was launched with the intent to reduce the severe wildfires risks that threaten people, communities, and the environment. Congress then passed the Healthy Forests Restoration Act (HFRA) on December 3, 2003 to provide the additional administrative tools needed to implement the HFI. The HFRA strengthened efforts to restore healthy forest conditions near communities by authorizing measures such as expedited environmental assessments for hazardous fuels projects on federal land. This Act emphasized the need for federal agencies to work collaboratively with communities in developing hazardous fuel reduction</p>

projects and places priority on fuel treatments identified by communities themselves in their Community Wildfire Protection Plans.

*Flooding*

**Federal Emergency Management Agency (FEMA)**

FEMA operates the National Flood Insurance Program (NFIP). Participants in the NFIP must satisfy certain mandated floodplain management criteria. The National Flood Insurance Act of 1968 has adopted as a desired level of protection, an expectation that developments should be protected from floodwater damage of the Intermediate Regional Flood (IRF). The IRF is defined as a flood that has an average frequency of occurrence on the order of once in 100 years, although such a flood may occur in any given year. Communities are occasionally audited by the California Department of Water Resources to insure the proper implementation of FEMA floodplain management regulations.

*Flooding*

**Rivers and Harbors Appropriation Act of 1899**

One of the country's first environmental laws, this Act established a regulatory program to address activities that could affect navigation in waters of the United States.

*Flooding*

**Water Pollution Control Act of 1972**

The Water Pollution Control Act (WPCA) established a program to regulate activities that result in the discharge of pollutants to waters of the United States.

*Flooding*

**Clean Water Act of 1977**

The CWA, which amended the WPCA of 1972, sets forth the §404 program to regulate the discharge of dredged and fill material into waters of the U.S., and the §402 National Pollutant Discharge Elimination System (NPDES) to regulate the discharge of pollutants into waters of the U.S. The §401 Water Quality Certification program establishes a framework of water quality protection for activities requiring a variety of Federal permits and approvals (including CWA §404, CWA §402, FERC Hydropower and §10 Rivers and Harbors).

*Flooding*

**Flood Control Act**

The Flood Control Act (1917) established survey and cost estimate requirements for flood hazards in the Sacramento Valley. All levees and structures constructed per the Act were to be maintained locally but controlled federally. All rights-of-way necessary for the construction of flood control infrastructure were to be provided to the Federal government at no cost.

Federal involvement in the construction of flood control infrastructure, primarily dams and levees, became more pronounced upon passage of the Flood Control Act of 1936.

*Flooding*

**National Flood Insurance Program (NFIP)**

Per the National Flood Insurance Act of 1968, the NFIP has three fundamental purposes: better indemnify individuals for flood losses through insurance; reduce future flood damages through State and community floodplain management regulations; and reduce Federal expenditures for disaster assistance and flood control.



While the Act provided for subsidized flood insurance for existing structures, the provision of flood insurance by FEMA became contingent on the adoption of floodplain regulations at the local level.

### *Flooding*

#### **Flood Disaster Protection Act (FDPA)**

The FDPA of 1973 was a response to the shortcomings of the NFIP, which were experienced during the flood season of 1972. The FDPA prohibited Federal assistance, including acquisition, construction, and financial assistance, within delineated floodplains in non-participating NFIP communities. Furthermore, all Federal agencies and/or federally insured and federally regulated lenders must require flood insurance for all acquisitions or developments in designated Special Flood Hazard Areas (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.

### *Noise*

#### **Federal Highway Administration (FHWA)**

The FHWA has developed noise abatement criteria that are used for federally funded roadway projects or projects that require federal review. These criteria are discussed in detail in Title 23 Part 772 of the Federal Code of Regulations (23CFR772).

### *Noise*

#### **Environmental Protection Agency (EPA)**

The EPA has identified the relationship between noise levels and human response. The EPA has determined that over a 24-hour period, an Leq of 70 dBA will result in some hearing loss. Interference with activity and annoyance will not occur if exterior levels are maintained at an Leq of 55 dBA and interior levels at or below 45 dBA. Although these levels are relevant for planning and design, and useful for informational purposes, they are not land use planning criteria because they do not consider economic cost, technical feasibility, or the needs of the community.

The EPA has set 55 dBA Ldn as the basic goal for residential environments. However, other federal agencies, in consideration of their own program requirements and goals, as well as difficulty of actually achieving a goal of 55 dBA Ldn, have generally agreed on the 65 dBA Ldn level as being appropriate for residential uses. At 65 dBA Ldn activity interference is kept to a minimum, and annoyance levels are still low. It is also a level that can realistically be

achieved.

The Department of Housing and Urban Development (HUD) was established in response to the Urban Development Act of 1965 (Public Law 90-448). HUD was tasked by the Housing and Urban Development Act of 1965 (Public Law 89-117) "to determine feasible methods of reducing the economic loss and hardships suffered by homeowners as a result of the depreciation in the value of their properties following the construction of airports in the vicinity of their homes."

HUD first issued formal requirements related specifically to noise in 1971 (HUD Circular 1390.2). These requirements contained 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 the following three zones:

- 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.
- Exceeding 75 dBA Ldn - an unacceptable zone in which projects would not, as a rule, be approved.

HUD's regulations do not include interior noise standards. Rather a goal of 45 dBA Ldn is set forth and attenuation requirements are geared towards achieving that goal. HUD assumes that using standard construction techniques, any building will provide sufficient attenuation so that if the exterior level is 65 dBA Ldn or less, the interior level will be 45 dBA Ldn or less. Thus, structural attenuation is assumed at 20 dBA. However HUD regulations were promulgated solely for residential development requiring government funding and are not related to the operation of schools or churches.

The federal government regulates occupational noise exposure common in the workplace through the Occupational Health and Safety Administration (OSHA) under the EPA. Noise exposure of this type is dependent on work conditions and is addressed through a facility's or construction contractor's health and safety plan. With the exception of construction workers involved in facility construction, occupational noise is irrelevant to this study and is not addressed further in this document.

## State Regulatory Framework

*Hazardous  
Materials and  
Waste*

### **California Health & Safety Code**

Division 20 of the Health and Safety Code establishes Department of Toxic Substances Control (DTSC) authority and sets forth hazardous waste and underground storage tank regulations. In addition, the division creates a State superfund framework that mirrors the Federal program.

Division 26 of the Health and Safety Code establishes California Air Resources Board (CARB) authority. The division designates CARB as the air pollution control agency per Federal regulations and charges the Board with meeting

Clean Air Act requirements.

*Hazardous  
Materials and  
Waste*

**Food and Agriculture Code**

Division 6 of the California Food and Agricultural Code (FAC) establishes pesticide application regulations. The division establishes training standards for pilots conducting aerial applications as well as permitting and certification requirements.

*Hazardous  
Materials and  
Waste*

**Water Code**

Division 7 of the California Water Code, commonly referred to as the Porter-Cologne Water Quality Control Act, created the State Water Resources Control Board (SWRCB) and the Regional Water Quality Control Boards (RWQCB). In addition, water quality responsibilities are established for the SWRCB and RWQCBs.

*Hazardous  
Materials and  
Waste*

**California Code of Regulations**

Title 3 of the CCR pertains to the application of pesticides and related chemicals. Parties applying regulated substances must continuously evaluate application equipment, the weather, the treated lands, and all surrounding properties. Title 3 prohibits any application that would:

- Contaminate persons not involved in the application
- Damage non-target crops or animals, or any other public or private property
- Contaminate public or private property, or create health hazards on said property

Title 8 of the CCR establishes California Occupational Safety and Health Administration (Cal OSHA) requirements related to public and worker protection. Topics addressed in Title 8 include materials exposure limits, equipment requirements, protective clothing, hazardous materials, and accident prevention. Construction safety and exposure standards for lead and asbestos are set forth in Title 8.

Title 14 of the CCR establishes minimum standards for solid waste handling and disposal.

Title 17 of the CCR establishes regulations relating to the use and disturbance of materials containing naturally occurring asbestos.

Title 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 medley of State regulations pertaining to hazardous materials and waste that are presented in other regulatory sections. Title 26 mandates specific management criteria related to hazardous materials identification, packaging, and disposal. In addition, Title 26 establishes requirements for hazardous materials transport, containment, treatment, and disposal. Finally, staff training standards are set forth in Title 26.

Title 27 of the CCR sets forth a variety of regulations relating to the construction, operation, and maintenance of the State’s landfills. The title establishes a landfill classification system and categories of waste. Each class of landfill is constructed to contain specific types of waste (household, inert,

special, and hazardous).

*Air Traffic*

**Aeronautics Act (Public Utilities Code §21001)**

The Caltrans Division of Aeronautics bases the majority of its aviation policies on the Aeronautics Act. Policies include permits and annual inspections for public airports and hospital heliports, and recommendations for schools proposed within two miles of airport runways.

*Air Traffic*

**Airport Land Use Commission Law (Public Utilities Code §21670 et seq.)**

The law, passed in 1967, authorized the creation of Airport Land Use Commissions (ALUC) 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 easements that minimize the possibility of excessive noise and safety hazards within a easement on public airports to the extent that these easements are not already adopted in incompatible uses (§21670). Furthermore, each ALUC must prepare an Airport Land Use Compatibility Plan (ALUCP). Each ALUCP, which must be based on a twenty-year planning horizon, should focus on broadly defined noise and safety impacts.

*Fire Hazards*

**California Strategic Fire Plan**

This statewide plan is a strategic document, which guides fire policy for much of California. The plan is aimed at reducing wildfire risk through pre-fire mitigation efforts tailored to local areas through assessments of fuels, hazards, and risks.

*Fire Hazards*

**California State Multi-Hazard Mitigation Plan**

The purpose of the State Multi-Hazard Mitigation Plan (SHMP) is to significantly reduce deaths, injuries, and other losses attributed to natural- and human-caused hazards in California. The SHMP provides guidance for hazard mitigation activities emphasizing partnerships among local, state, and federal agencies as well as the private sector.

*Fire Hazards*

**California Government Code**

California Government Code Section 65302.5 requires the State Board of Forestry and Fire Protection to provide recommendations to a local jurisdiction's General Plan fire safety element at the time that the General Plan is amended. While not a direct and binding fire prevention requirement for individuals, General Plans that adopt the Board's recommendations will include goals and policies that provide for contemporary fire prevention standards for the jurisdiction.

California Government Code Section 51175 defines Very High Fire Hazard Severity Zones and designates lands considered by the State to be a very high fire hazard.

California Government Code Section 51189 directs the Office of the State Fire Marshal to create building standards for wildland fire resistance. The code includes measures that increase the likelihood of a structure withstanding intrusion by fire (such as building design and construction requirements that use fire-resistant building materials), provides protection of structure projections (such as porches, decks, balconies, and eaves), and structure

openings (such as attics, eave vents, and windows).

*Fire Hazards*

**California Public Resources Code**

The State’s Fire Safe Regulations are set forth in Public Resources Code §4290, which include the establishment of State Responsibility Areas (SRA).

Public Resources Code §4291 sets forth defensible space requirements, which are applicable to anyone that ...owns, leases, controls, operates, or maintains a building or structure in, upon, or adjoining a mountainous area, forest-covered lands, brush-covered lands, grass-covered lands, or land that is covered with flammable material (§4291(a)).

Public Resources Code § 4292-4296 and 14 CCR 1256: Fire Prevention for Electrical Utilities address the vegetation clearance standards for electrical utilities. They include the standards for clearing around energy lines and conductors, such as power-line hardware and power poles. These regulations are critical to wildland fire safety because of the substantial number of power lines in wildlands, the historic source of fire ignitions associated with power lines, and the extensive damage that results from power line caused wildfires in severe wind conditions.

*Fire Hazards*

**Assembly Bill 337**

Per AB 337, local fire prevention authorities and the California Department of Forestry and Fire Protection (CalFire) are required to identify “Very High Fire Hazard Severity Zones” (VHFHSZ) in Local Responsibility Areas (LRA). Standards related to brush clearance and the use of fire resistant materials in fire hazard severity zones are also established.

*Fire Hazards*

**Uniform Fire Code**

The Uniform Fire Code (UFC) establishes standards related to the design, construction, and maintenance of buildings. The standards set forth in the UFC range from designing for access by firefighters and equipment, and minimum requirements for automatic sprinklers and fire hydrants, to the appropriate storage and use of combustible materials.

*Fire Hazards*

**CA Code of Regulations Title 8**

In accordance with CCR, Title 8, §1270 and §6773 ( i e e e ntion and i e e e ntion an i e e e ip ent), the Occupational Safety and Health Administration (Cal OSHA) establishes fire suppression service standards. The standards range from fire hose size requirements to the design of emergency access roads.

*Fire Hazards*

**CA Code of Regulations Title 14 (Natural Resources)**

Division 1.5 (Department of Forestry and Fire Protection), Title 14 of the CCR establishes a variety of wildfire preparedness, prevention, and response regulations.

*Fire Hazards*

**CA Code of Regulations Title 19 (Public Safety)**

Title 19 of the CCR establishes a variety of emergency fire response, fire prevention, and construction and construction materials standards.

*Fire Hazards*

**CA Code of Regulations Title 24 (CA Building Standards Code)**

The California Fire Code is set forth in Part 9 of the Building Standards Code.

The CA Fire Code, which is pre-assembled with the International Fire Code by the ICC, contains fire-safety building standards referenced in other parts of Title 24.

*Fire Hazards*      **CA Health and Safety Code and Uniform Building Code (UBC) Section 13000 et seq.**

State fire regulations are set forth in §13000 et seq. of the California Health and Safety Code, which is divided into “Fires and Fire Protection” and “Buildings Used by the Public.” The regulations provide for the enforcement of the UBC and mandate the abatement of fire hazards.

The code establishes broadly applicable regulations, such as standards for buildings and fire protection devices, in addition to regulations for specific land uses, such as childcare facilities and high-rise structures.

*Fire Hazards*      **CA Health and Safety Code Division 11 (Explosives)**

Division 11 of the Health and Safety Code establishes regulations related to a variety of explosive substances and devices, including high explosives and fireworks. Section 12000 et seq. establishes regulations related to explosives and explosive devices, including permitting, handling, storage, and transport (in quantities greater than 1,000 pounds).

*Fire Hazards*      **CA Health and Safety Code Division 12.5 (Buildings Used by the Public)**

This Division establishes requirements for buildings used by the public, including essential services buildings, earthquake hazard mitigation technologies, school buildings, and postsecondary buildings.

*Fire Hazards*      **CA Vehicle Code §31600 (Transportation of Explosives)**

Establishes requirements related to the transportation of explosives in quantities greater than 1,000 pounds, including licensing and route identification.

*Flooding*            **Assembly Bill 162**

This bill requires a general plan’s land use element to identify and annually review those areas covered by the general plan that are subject to flooding as identified by flood plain mapping prepared by the Federal Emergency Management Agency (FEMA) or the Department of Water Resources (DWR). The bill also requires, upon the next revision of the housing element, on or after January 1, 2009, the conservation element of the general plan to identify rivers, creeks, streams, flood corridors, riparian habitat, and land that may accommodate floodwater for purposes of groundwater recharge and stormwater management. By imposing new duties on local public officials, the bill creates a State-mandated local program.

This bill also requires, upon the next revision of the housing element, on or after January 1, 2009, the safety element to identify, among other things, information regarding flood hazards and to establish a set of comprehensive goals, policies, and objectives, based on specified information for the protection of the community from, among other things, the unreasonable risks of flooding.

*Flooding*            **Assembly Bill 70**

This bill provides that a city or county may be required to contribute its fair and reasonable share of the property damage caused by a flood to the extent that it has increased the State's exposure to liability for property damage by unreasonably approving, as defined, new development in a previously undeveloped area, as defined, that is protected by a State flood control project, unless the city or county meets specified requirements.

### *Flooding*

#### **CA Government Code**

The Senate and Assembly bills identified above have resulted in various changes and additions to the California Government Code. California Government Code §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 National Flood Insurance Program (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 (OES). Sellers of real estate within inundation zones are required to disclose this information to prospective buyers.

### *Climate Change and Resiliency Planning*

#### **Assembly Bill 2140**

Under the Federal Disaster Mitigation Act of 2000, each municipality must develop a Local Hazard Mitigation Plan (LHMP) or participate in a multi-jurisdictional LHMP in order to be eligible for pre-disaster mitigation grants or post-disaster recovery assistance from the federal government. AB 2140 authorizes local governments to adopt their LHMP's with the safety elements of their general plans. Integration or incorporation by reference is encouraged through a post-disaster financial incentive which authorizes the State to use available California Disaster Assistance Act funds to cover local shares of the 25% non-federal portion of grant-funded post-disaster projects.

### *Climate Change and Resiliency Planning*

#### **Senate Bill 379**

As California confronts climate change impacts, local governments are now required, in accordance with Senate Bill 379, to include a climate change vulnerability assessment, measures to address vulnerabilities, and comprehensive hazard mitigation and emergency response strategy within their Land Use and Safety Elements. Communities may use the safety element as a vehicle for defining "acceptable risk" and the basis for determining the level of necessary mitigation. Policies may include methods of minimizing risks, as well as ways to minimize economic disruption and expedite recovery following disasters.

### *Wildlife Hazards*

#### **Section 1801 of the Fish and Game Code**

Section 1801 of the Fish and Game Code establishes state policy regarding wildlife resources. The ultimate goal of this policy is to maintain sufficient wildlife populations to accomplish the following goals:

- To provide for the beneficial use and enjoyment of wildlife by all citizens of the state;
- To perpetuate all species for their intrinsic and ecological values;
- To provide for aesthetic, educational, and non-appropriative uses;

## Regulatory Environment

- To maintain diversified recreational uses of wildlife including sport hunting;
- To provide for economic contributions to the citizens of the state through the recognition that wildlife is a renewable resource; and,
- To alleviate economic losses or public health and safety problems caused by wildlife.

### *Noise*

#### **California Department of Transportation (Caltrans)**

Caltrans has adopted policy and guidelines relating to traffic noise as outlined in the Traffic Noise Analysis Protocol (Caltrans 2011). The noise abatement criteria specified in the protocol are the same as those specified by Federal Highway Administration (FHWA).

### *Noise*

#### **Governor’s Office of Planning and Research (OPR)**

OPR has developed guidelines for the preparation of general plans (Office of Planning and Research, 2017). The guidelines include land use compatibility guidelines for noise exposure.

## Local Regulatory Framework

### *Hazards*

#### **2020 County of Los Angeles All-Hazards Mitigation Plan**

The 2020 All-Hazards Mitigation Plan (AHMP) assess risks posed by natural hazards and to develop a mitigation action plan for reducing the risks in Los Angeles County. The primary focus of the 2020 AHMP is preparation for natural hazards and secondary hazards, that follow as a result of a natural hazard. In addition, potential climate change impacts are addressed in the plan as increasing surface temperatures will likely result in more droughts and subsequently the risk of wildfires. Therefore, climate change, dam failure, drought, earthquake, flood, landslide, tsunami, and wildfire are the main focuses in the 2020 AHMP.

### *Hazards*

#### **City of Lawndale Local Hazard Mitigation Plan 2016**

The City of Lawndale developed the 2016 Local Hazard Mitigation Plan (LHMP) in an effort to reduce future loss of life and property resulting from natural disasters and to provide increased resiliency for the City, allowing Lawndale to return to “the norm” sooner, with fewer impacts to people and infrastructure. The purpose of the Lawndale LHMP is to provide the City with a blueprint for hazard mitigation action planning. The plan identifies resources, information, and strategies for risk reduction, and provides a tool to measure the success of mitigation implementation on a continual basis.

### *Hazard Response*

#### **City of Lawndale Emergency Operations Plan (EOP)**

The City of Lawndale adopted the EOP in 2011, which was updated in 2015. The EOP addresses the City’s planned response to natural or human-caused disasters, provides an overview of operational concepts, and identifies components of the City’s emergency/disaster management organization within the Standardized Emergency Management System (SEMS), the National Incident Management System (NIMS) and the Incident Command System (ICS). The EOP also describes the organizational structures, roles, responsibilities, policies and protocols for providing emergency support.

### *Hazards and Hazardous*

#### **City of Lawndale Municipal Code**

Chapter 8.16 – Hazards Generally; this chapter adopts and incorporates the



*Materials* General Hazards Ordinance of the County of Los Angeles (Los Angeles County Ordinance No. 96-0017) as the general hazards code of the City.

Title 15, Buildings and Construction; this title 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.

## 10.5 CONSERVATION

### Federal Regulatory Framework

*Cultural Resources* **National Historic Preservation Act**

The National Historic Preservation Act (NHPA) is the primary federal law governing the preservation of cultural and historic resources in the United States. The law establishes a national preservation program and a system of procedural protections which encourage the identification and protection of cultural and historic resources of national, state, tribal, and local significance. A primary component of the act requires that federal agencies take into consideration actions that could adversely affect historic properties listed or eligible for listing on the National Register of Historic Places, known as the Section 106 Review Process.

*Cultural Resources* **National Register of Historic Places**

The National Register of Historic Places is the nation's official list of buildings, structures, objects, sites, and districts worthy of preservation because of their significance in American history, architecture, archeology, engineering, and culture. The National Register recognizes resources of local, state, and national significance which have been documented and evaluated according to uniform standards and criteria.

Authorized under the National Historic Preservation Act of 1966, the National Register is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect historic and archeological resources. The National Register is administered by the National Park Service, which is part of the U.S. Department of the Interior.

To be eligible for listing in the National Register, a resource must meet at least one of the following criteria:

- A. Is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Is associated with the lives of persons significance in our past.
- C. Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction.
- D. Has yielded, or may be likely to yield, information important in history or prehistory.

*Cultural Resources* **American Indian Religious Freedom Act and Native American Graves and Repatriation Act**

The American Indian Religious Freedom Act recognizes that Native American

religious practices, sacred sites, and sacred objects have not been properly protected under other statutes. It establishes as national policy that traditional practices and beliefs, sites (including right of access), and the use of sacred objects shall be protected and preserved. Additionally, Native American remains are protected by the Native American Graves and Repatriation Act of 1990.

*Cultural Resources*

**Other Federal Legislation**

Historic preservation legislation was initiated by the Antiquities Act of 1966, which aimed to protect important historic and archaeological sites. It established a system of permits for conducting archaeological studies on Federal land, as well as setting penalties for noncompliance. This permit process controls the disturbance of archaeological sites on Federal land. New permits are currently issued under the Archeological Resources Protection Act (ARPA) of 1979. The purpose of ARPA is to enhance preservation and protection of archaeological resources on public and Native American lands. The Historic Sites Act of 1935 declared that it is national policy to "preserve for public use historic sites, buildings, and objects of national significance."

*Biological Resources*

**Federal Endangered Species Act**

The Federal Endangered Species Act, passed in 1973, defines an endangered species as any species or subspecies that is in danger of extinction throughout all or a significant portion of its range. A threatened species is defined as any species or subspecies that is likely to become an endangered species within the foreseeable future throughout all or a significant portion of its range.

Once a species is listed it is fully protected from a "take" unless a take permit is issued by the United States Fish and Wildlife Service. A take is defined as the harassing, harming, pursuing, hunting, shooting, wounding, killing, trapping, capturing, or collecting of wildlife species or any attempt to engage in such conduct, including modification of its habitat (16 USC 1532, 50 CFR 17.3). Proposed endangered or threatened species are those species for which a proposed regulation, but not a final rule, has been published in the Federal Register.

*Biological Resources*

**Migratory Bird Treaty Act**

To kill, possess, or trade a migratory bird, bird part, nest, or egg is a violation of the Federal Migratory Bird Treaty Act (FMBTA: 16 U.S.C., §703, Supp. I, 1989), unless it is in accordance with the regulations that have been set forth by the Secretary of the Interior.

*Biological Resources*

**Bald and Golden Eagle Protection Act**

The Bald and Golden Eagle Protection Act (16 USC Section 668) protects these birds from direct take, and prohibits the take or commerce of any part of these species. The USFWS administers the act, and reviews Federal agency actions that may affect these species.

*Biological Resources*

**Clean Water Act – Section 404**

Section 404 of the Clean Water Act (CWA) regulates all discharges of dredged or fill material into waters of the U.S. Discharges of fill material includes the placement of fill that is necessary for the construction of any structure, or impoundment requiring rock, sand, dirt, or other material for its construction;

site-development fills for recreational, industrial, commercial, residential, and other uses; causeways or road fills; and fill for intake and outfall pipes and subaqueous utility lines [33 C.F.R. §323.2(f)].

Waters of the U.S. include lakes, rivers, streams, intermittent drainages, mudflats, sandflats, wetlands, sloughs, and wet meadows [33 C.F.R. §328.3(a)]. Wetlands are defined as “those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions” [33 C.F.R. §328.3(b)]. 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)].

The USACE is the agency responsible for administering the permit process for activities that affect waters of the U.S. Executive Order 11990 is a Federal implementation policy, which is intended to result in no net loss of wetlands.

*Biological Resources*

**Clean Water Act - Section 401**

Section 401 of the CWA (33 U.S.C. 1341) requires an applicant who is seeking a 404 permit to first obtain a water quality certification from the Regional Water Quality Control Board. To obtain the water quality certification, the Regional Water Quality Control Board must indicate that the proposed fill would be consistent with the standards set forth by the State.

*Biological Resources*

**Department of Transportation Act - Section 4(f)**

Section 4(f) has been part of Federal law since 1966. It was enacted as Section 4(f) of the Department of Transportation (DOT) Act of 1966 and set forth in Title 49 United States Code (U.S.C.), Section 1653(f). In January 1983, as part of an overall recodification of the DOT Act, Section 4(f) was amended and codified in 49 U.S.C. Section 303. This law established policy on Lands, Wildlife, and Waterfowl Refuges, and Historic Sites as follows:

It is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites. The Secretary of Transportation shall cooperate and consult with the Secretaries of the Interior, Housing and Urban Development, and Agriculture, and with the States, in developing transportation plans and programs that include measures to maintain or enhance the natural beauty of lands crossed by transportation activities or facilities. The Secretary of Transportation may approve a transportation program or project (other than any project for a park road or parkway under section 204 of title 23) requiring the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance, or land of a historic site of national, State, or local significance (as determined by the Federal, State, or local officials having jurisdiction over the park, area, refuge, or site) only if:

- a) There is no prudent and feasible alternative to using that land; and
- b) The program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use.

*Air Quality*

**U.S. Environmental Protection Agency**

At the Federal level, the EPA has been charged with implementing national air quality programs. The EPA's air quality mandates are drawn primarily from the Federal Clean Air Act (FCAA), which was enacted in 1963. The FCAA was amended in 1970, 1977, and 1990.

The FCAA required the EPA to establish primary and secondary national ambient air quality standards (NAAQS). The FCAA also required each state to prepare an air quality control plan referred to as a State Implementation Plan (SIP). The Federal Clean Air Act Amendments of 1990 (FCAAA) added requirements for states with nonattainment areas to revise their SIPs to incorporate additional control measures to reduce air pollution. The SIP is periodically modified to reflect the latest emissions inventories, planning documents, and rules and regulations of the air basins as reported by their jurisdictional agencies. The EPA has responsibility to review all state SIPs to determine conformity to the mandates of the FCAAA and determine if implementation will achieve air quality goals. If the EPA determines a SIP to be inadequate, a Federal Implementation Plan (FIP) may be prepared for the nonattainment area that imposes additional control measures. Failure to submit an approvable SIP or to implement the plan within the mandated timeframe may result in sanctions being applied to transportation funding and stationary air pollution sources in the air basin.

*Air Quality*

**Federal Hazardous Air Pollutant Program**

Title III of the FCAA requires the EPA to promulgate national emissions standards for hazardous air pollutants (NESHAPs). The NESHAP may differ for major sources than for area sources of HAPs (major sources are defined as stationary sources with potential to emit more than 10 tons per year [TPY] of any HAP, or more than 25 TPY of any combination of HAPs; all other sources are considered area sources). The emissions standards are to be promulgated in two phases. In the first phase (1992–2000), the EPA developed technology-based emission standards designed to produce the maximum emission reduction achievable. These standards are generally referred to as requiring maximum available control technology (MACT). These Federal rules are also commonly referred to as MACT standards, because they reflect the Maximum Achievable Control Technology. For area sources, the standards may be different, based on generally available control technology. In the second phase (2001–2008), the EPA is required to promulgate health risk-based emissions standards where deemed necessary to address risks remaining after implementation of the technology-based NESHAP standards. The FCAAA required the EPA to promulgate vehicle or fuel standards containing reasonable requirements that control toxic emissions, at a minimum to benzene and formaldehyde. Performance criteria were established to limit mobile-source emissions of toxics, including benzene, formaldehyde, and 1,3-butadiene. In addition, §219 required the use of reformulated gasoline in selected U.S. cities (those with the most severe ozone nonattainment conditions) to further reduce mobile-source emissions.

*Greenhouse Gases*

**Clean Air Act**

The Federal Clean Air Act (FCAA) was first signed into law in 1970. In 1977, and again in 1990, the law was substantially amended. The FCAA is the foundation for a national air pollution control effort, and it is composed of the following basic elements: national ambient air quality standards (NAAQS) for

criteria air pollutants, hazardous air pollutant standards, state attainment plans, motor vehicle emissions standards, stationary source emissions standards and permits, acid rain control measures, stratospheric ozone protection, and enforcement provisions.

The 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.

*Greenhouse  
Gases*

**Energy Policy and Conservation Act**

The Energy Policy and Conservation Act of 1975 sought to ensure that all vehicles sold in the U.S. would meet certain fuel economy goals. Through this Act, Congress established the first fuel economy standards for on-road motor vehicles in the United States. Pursuant to the Act, the National Highway Traffic and Safety Administration, which is part of the U.S. Department of Transportation (USDOT), is responsible for establishing additional vehicle standards and for revising existing standards.

Compliance with federal fuel economy standards is determined on the basis of each manufacturer's average fuel economy for the portion of its vehicles produced for sale in the U.S. The Corporate Average Fuel Economy (CAFE) program, which is administered by the EPA, was created to determine vehicle manufacturers' compliance with the fuel economy standards. The EPA calculates a CAFE value for each manufacturer based on city and highway fuel economy test results and vehicle sales. Based on the information generated under the CAFE program, the USDOT is authorized to assess penalties for noncompliance.

*Greenhouse  
Gases*

**Energy Policy Act of 1992 (EPAct)**

The Energy Policy Act of 1992 (EPAct) was passed to reduce the country's dependence on foreign petroleum and improve air quality. EPAct includes several parts intended to build an inventory of alternative fuel vehicles (AFVs) in large, centrally fueled fleets in metropolitan areas. EPAct requires certain federal, state, and local government, and private fleets, to purchase a percentage of light duty AFVs capable of running on alternative fuels each year. In addition, financial incentives are included in EPAct. Federal tax deductions will be allowed for businesses and individuals to cover the incremental cost of AFVs. States are also required by the act to consider a variety of incentive programs to help promote AFVs.

*Greenhouse  
Gases*

**Energy Policy Act of 2005**

The Energy Policy Act of 2005 was signed into law on August 8, 2005. Generally, the act provides for renewed and expanded tax credits for electricity generated by qualified energy sources, such as landfill gas; provides bond financing, tax incentives, grants, and loan guarantees for a clean renewable energy and rural community electrification; and establishes a federal purchase requirement for renewable energy.

*Greenhouse  
Gases*

**Intermodal Surface Transportation Efficiency Act (ISTEA)**

ISTEA (49 U.S.C. § 101 et seq.) promoted the development of intermodal transportation systems to maximize mobility as well as address national and

local interests in air quality and energy. ISTEA contained factors that metropolitan planning organizations (MPOs), such as the Southern California Association of Governments (SCAG), 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.

*Greenhouse Gases*

### **The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)**

SAFETEA-LU (23 U.S.C. § 507), renewed the Transportation Equity Act for the 21st Century (TEA-21) of 1998 (23 U.S.C.; 49 U.S.C.) through FY 2009. SAFETEA-LU authorized the federal surface transportation programs for highways, highway safety, and transit. SAFETEA-LU addressed the many challenges facing our transportation system today—such as improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment—as well as laying the groundwork for addressing future challenges. SAFETEA-LU promoted more efficient and effective federal surface transportation programs by focusing on transportation issues of national significance, while giving state and local transportation decision makers more flexibility to solve transportation problems in their communities. SAFETEA-LU was extended in March of 2010 for nine months, and expired in December of the same year. In June 2012, SAFETEA-LU was replaced by the Moving Ahead for Progress in the 21st Century Act (MAP-21), which will take effect October 1, 2012.

*Greenhouse Gases*

### **U.S. Federal Climate Change Policy**

The U.S. EPA published the latest version of the climate change indicators report in 2016, in collaboration with more than 40 government agencies, academic institutions, and other organizations, to compile a key set of indicators related to the causes and effects of climate change. The U.S. EPA also currently 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.

*Greenhouse Gases*

### **Presidential Executive Order 13783**

Presidential Executive Order 13783, Promoting Energy Independence and Economic Growth (March 28, 2017), orders all Federal agencies to apply cost-benefit analyses to regulations of GHG emissions and evaluations of the social cost of carbon, nitrous oxide, and methane.

*Geology, Soils, and Seismicity*

### **International Building Code (IBC)**

The purpose of the International Building Code (IBC) is to provide minimum standards to preserve the public peace, health, and safety by regulating the design, construction, quality of materials, certain equipment, location, grading, use, occupancy, and maintenance of all buildings and structures. IBC standards address foundation design, shear wall strength, and other

structurally related conditions.

*Hydrology and Water Quality*

**Clean Water Act (CWA)**

The Federal Water Pollution Control Act, also known as the Clean Water Act (CWA), is the primary statute governing water quality. The CWA establishes the basic structure for regulating the discharges of pollutants into the waters of the United States and gives the US Environmental Protection Agency (EPA) the authority to implement pollution control programs. The statute’s goal is to regulate all discharges into the nation’s waters and to restore, maintain, and preserve the integrity of those waters. The CWA sets water quality standards for all contaminants in surface waters and mandates permits for wastewater and stormwater discharges. The CWA also requires states to establish site-specific water quality standards for navigable bodies of water, and regulates other activities that affect water quality, such as dredging and the filling of wetlands. The following CWA sections assist in ensuring water quality for the water of the United States:

- CWA Section 208 requires the use of best management practices (BMPs) to control the discharge of pollutants in stormwater during construction.
- CWA Section 303(d) requires the creation of a list of impaired water bodies by states, territories, and authorized tribes; evaluation of lawful activities that may impact impaired water bodies; and preparation of plans to improve the quality of these water bodies. CWA Section 303(d) also establishes total maximum daily loads (TMDLs), which is the maximum amount of a pollutant that a water body can receive and still safely meet water quality standards.
- CWA Section 404 authorizes the US Army Corps of Engineers to require permits that will discharge dredge or fill materials into waters in the US, including wetlands.

In California, the EPA has designated the State Water Resources Control Board (SWRCB) and its nine Regional Water Quality Control Boards (RWQCBs) with the authority to identify beneficial uses and adopt applicable water quality objectives.

*Hydrology and Water Quality*

**National Pollutant Discharge Elimination System (NPDES)**

National Pollutant Discharge Elimination System (NPDES) permits are required for discharges to navigable waters of the United States, which includes any discharge to surface waters, including lakes, rivers, streams, bays, oceans, dry stream beds, wetlands, and storm sewers that are tributary to any surface water body. NPDES permits are issued under the Federal Clean Water Act, Title IV, Permits and Licenses, Section 402 (33 USC 466 et seq.)

The RWQCB issues these permits in lieu of direct issuance by the Environmental Protection Agency, subject to review and approval by the EPA Regional Administrator (EPA Region 9). The terms of these NPDES permits implement pertinent provisions of the Federal Clean Water Act and the Act’s implementing regulations, including pre-treatment, sludge management, effluent limitations for specific industries, and anti-degradation. In general, the discharge of pollutants is to be eliminated or reduced as much as practicable so as to achieve the Clean Water Act’s goal of “fishable and swimmable” navigable (surface) waters. Technically, all NPDES permits issued by the RWQCB are also Waste Discharge Requirements issued under the authority of the CWA.

NPDES permitting authority is administered by the California State Water Resources Control Board (SWRCB) and its nine Regional Water Quality Control Boards (RWQCB). The Plan Area is in a watershed administered by the Los Angeles Regional Water Quality Control Board (LARWQCB). Individual projects in the city that disturb more than one acre would be required to obtain NPDES coverage under the California General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit). The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP) describing Best Management Practices (BMP) the discharger would use to prevent and retain storm water runoff. The SWPPP must contain a visual monitoring program; a chemical monitoring program for “non-visible” pollutants to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the site discharges directly to a waterbody listed on the 303(d) list for sediment.

## State Regulatory Framework

### *Cultural Resources*

#### **California Register of Historic Resources (CRHR)**

The California Register of Historical Resources (CRHR) is a listing of all properties considered to be significant historical resources in the state. The California Register includes all properties listed or determined eligible for listing on the National Register, including properties evaluated under Section 106, and State Historical Landmarks number 770 and above. The California Register statute specifically provides that historical resources listed, determined eligible for listing on the California Register by the State Historical Resources Commission, or resources that meet the California Register criteria are resources which must be given consideration under CEQA (see above). Other resources, such as resources listed on local registers of historic registers or in local surveys, may be listed if they are determined by the State Historic Resources Commission to be significant in accordance with criteria and procedures to be adopted by the Commission, and are nominated; their listing in the California Register is not automatic.

Resources eligible for listing include buildings, sites, structures, objects, or historic districts that retain historical integrity and are historically significant at the local, state, or national level under one or more of the following four criteria:

- 1) It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States;
- 2) It is associated with the lives of persons important to local, California, or national history;
- 3) It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values; or
- 4) It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

In addition to having significance, resources must have integrity for the period of significance. The period of significance is the date or span of time within which significant events transpired, or significant individuals made their important contributions. Integrity is the authenticity of a historical resource’s physical identity as evidenced by the survival of characteristics or



historic fabric that existed during the resource's period of significance.

Alterations to a resource or changes in its use over time may have historical, cultural, or architectural significance. Simply, resources must retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. A resource that has lost its historic character or appearance may still have sufficient integrity for the California Register, if, under Criterion 4, it maintains the potential to yield significant scientific or historical information, or specific data.

*Cultural  
Resources*

**Public Resources Code Section § 5097.5**

Section 5097.5: No person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, or any other archaeological, paleontological, or historical feature, situated on public lands (lands under state, county, city, district or public authority jurisdiction, or the jurisdiction of a public corporation), except with the express permission of the public agency having jurisdiction over such lands. Violation of this section is a misdemeanor. As used in this section, "public lands" means lands owned by, or under the jurisdiction of, the state, or any city, county, district, authority, or public corporation, or any agency thereof.

*Cultural  
Resources*

**California Environmental Quality Act (CEQA)**

CEQA requires that lead agencies determine whether projects may have a significant effect on archaeological and historical resources. This determination applies to those resources which meet specific criteria qualifying them as "unique," "important," listed on the California Register of Historic Resources (CRHR), or eligible for listing on the CRHR. If the agency determines that a project may have a significant effect on a significant resource, the project is determined to have a significant effect on the environment, and these effects must be addressed. If a cultural resource is found not to be significant under the qualifying criteria, it need not be considered further in the planning process.

CEQA emphasizes avoidance of archaeological and historical resources as the preferred means of reducing potential significant environmental effects resulting from projects. If avoidance is not feasible, an excavation program or some other form of mitigation must be developed to mitigate the impacts. In order to adequately address the level of potential impacts, and thereby design appropriate mitigation measures, the significance and nature of the cultural resources must be determined. The following are steps typically taken to assess and mitigate potential impacts to cultural resources for the purposes of CEQA:

- Identify cultural resources;
- Evaluate the significance of the cultural resources found;
- Evaluate the effects of the project on cultural resources; and
- Develop and implement measures to mitigate the effects of the project on cultural resources that would be significantly affected.

Treatment of paleontological resources under CEQA is generally similar to treatment of cultural resources, requiring evaluation of resources in a project's area of potential affect, assessment of potential impacts on significant or unique resources, and development of mitigation measures for potentially significant impacts, which may include monitoring combined with

data recovery and/or avoidance.

*Cultural Resources*

**State Laws Pertaining to Human Remains**

Section 7050.5 of the California Health and Safety Code requires that construction or excavation be stopped in the vicinity of discovered human remains until the county coroner can determine whether the remains are those of a Native American. If the remains are determined to be Native American, the coroner must contact the California Native American Heritage Commission. CEQA Guidelines (Section 15064.5) specify the procedures to be followed in case of the discovery of human remains on non-Federal land. The disposition of Native American burials falls within the jurisdiction of the Native American Heritage Commission.

Several sections of the California Public Resources Code protect paleontological resources.

Section 5097.5 prohibits “knowing and willful” excavation, removal, destruction, injury, and defacement of any “vertebrate paleontological site, including fossilized footprints,” on public lands, except where the agency with jurisdiction has granted express permission. “As used in this section, ‘public lands’ means lands owned by, or under the jurisdiction of, the state, or any city, county, district, authority, or public corporation, or any agency thereof.”

California Public Resources Code, Section 30244 requires reasonable mitigation for impacts on paleontological resources that occur as a result of development on public lands.

The sections of the California Administrative Code relating to the State Division of Beaches and Parks afford protection to geologic features and “paleontological materials” but grant the director of the State park system authority to issue permits for specific activities that may result in damage to such resources, if the activities are in the interest of the State park system and for State park purposes (California Administrative Code, Title 14, Section 4307 – 4309).

*Cultural Resources*

**Senate Bill 18 (Burton, Chapter 905, Statutes 2004)**

SB 18, authored by Senator John Burton and signed into law by Governor Arnold Schwarzenegger in September 2004, requires local (city and county) governments to consult with California Native American tribes to aid in the protection of traditional tribal cultural places (“cultural places”) through local land use planning. This legislation, which amended §65040.2, §65092, §65351, §65352, and §65560, and added §65352.3, §653524, and §65562.5 to the Government Code, also requires the Governor’s Office of Planning and Research (OPR) to include in the General Plan Guidelines advice to local governments on how to conduct these consultations. The intent of SB 18 is to provide California Native American tribes an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting, or mitigating impacts to, cultural places. These consultation and noticing requirements apply to adoption and amendment of both general plans (defined in Government Code §65300 et seq.) and specific plans (defined in Government Code §65450 et seq.).

*Cultural Resources*

**Assembly Bill 52**

Assembly Bill (AB) 52, approved in September 2014, creates a formal role for California Native American tribes by creating a formal consultation process

and establishing that a substantial adverse change to a tribal cultural resource has a significant effect on the environment. Tribal cultural resources are defined as:

- 1) Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
  - A) Included or determined to be eligible for inclusion in the CRHR.
  - B) Included in a local register of historical resources as defined in PRC Section 5020.1(k).
- 2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in PRC Section 5024.1 (c). In applying the criteria set forth in PRC Section 5024.1 (c) the lead agency shall consider the significance of the resource to a California Native American tribe.

A cultural landscape that meets the criteria above is also a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape. In addition, a historical resource described in PRC Section 21084.1, a unique archaeological resource as defined in PRC Section 21083.2(g), or a "non-unique archaeological resource" as defined in PRC Section 21083.2(h) may also be a tribal cultural resource if it conforms with above criteria.

AB 52 requires a lead agency, prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report for a project, to begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project if: (1) the California Native American tribe requested to the lead agency, in writing, to be informed by the lead agency through formal notification of proposed projects in the geographic area that is traditionally and culturally affiliated with the tribe, and (2) the California Native American tribe responds, in writing, within 30 days of receipt of the formal notification, and requests the consultation.

*Cultural Resources*

**California Administrative Code, Title 14, Section 4307**

This section states that "No person shall remove, injure, deface, or destroy any object of paleontological, archeological, or historical interest or value."

*Cultural Resources*

**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 Act allow the County Tax Assessor to assess the property using a different formula which typically results in a lower tax bill.

*Biological Resources*

**Fish and Game Code §2050-2097 - California Endangered Species Act**

The California Endangered Species Act (CESA) protects certain plant and animal species when they are of special ecological, educational, historical, recreational, aesthetic, economic, and scientific value to the people of the

State. CESA established that it is State policy to conserve, protect, restore, and enhance endangered species and their habitats.

CESA was expanded upon the original Native Plant Protection Act and enhanced legal protection for plants. To be consistent with Federal regulations, CESA created the categories of "threatened" and "endangered" species. It converted all "rare" animals into the Act as threatened species, but did not do so for rare plants. Thus, there are three listing categories for plants in California: rare, threatened, and endangered. Under State law, plant and animal species may be formally designated by official listing by the California Fish and Game Commission.

*Biological Resources*

**Fish and Game Code §1900-1913 - California Native Plant Protection Act**

In 1977 the State Legislature passed the Native Plant Protection Act (NPPA) in recognition of rare and endangered plants of the State. The intent of the law was to preserve, protect, and enhance endangered plants. The NPPA gave the California Fish and Game Commission the power to designate native plants as endangered or rare, and to require permits for collecting, transporting, or selling such plants. The NPPA includes provisions that prohibit the taking of plants designated as "rare" from the wild, and a salvage mandate for landowners, which requires notification of the CDFW 10 days in advance of approving a building site.

*Biological Resources*

**Fish and Game Code §3503, 3503.5, 3800 - Predatory Birds**

Under the California Fish and Game Code, all predatory birds in the order Falconiformes or Strigiformes in California, generally called "raptors," are protected. The law indicates that it is unlawful to take, possess, or destroy the nest or eggs of any such bird unless it is in accordance with the code. Any activity that would cause a nest to be abandoned, or cause a reduction or loss in a reproductive effort, is considered a take. This generally includes construction activities.

*Biological Resources*

**Fish and Game Code §1601-1603 - Streambed Alteration**

Under the California Fish and Game Code, CDFW has jurisdiction over any proposed activities that would divert or obstruct the natural flow or change the bed, channel, or bank of any lake or stream. Private landowners or project proponents must obtain a "Streambed Alteration Agreement" from CDFW prior to any alteration of a lake bed, stream channel, or their banks. Through this agreement, the CDFW may impose conditions to limit and fully mitigate impacts on fish and wildlife resources. These agreements are usually initiated through the local CDFW warden and will specify timing and construction conditions, including any mitigation necessary to protect fish and wildlife from impacts of the work.

*Biological Resources*

**Public Resources Code § 21000 - California Environmental Quality Act**

The California Environmental Quality Act (CEQA) identifies that a species that is not listed on the Federal or State endangered species list may be considered rare or endangered if the species meets certain criteria. Under CEQA public agencies must determine if a project would adversely affect a species that is not protected by FESA or CESA. Species that are not listed under FESA or CESA, but are otherwise eligible for listing (i.e., candidate or

proposed) may be protected by the local government until the opportunity to list the species arises for the responsible agency.

Species that may be considered for review are included on a list of "Species of Special Concern," developed by the CDFW. Additionally, the California Native Plant Society (CNPS) maintains a list of plant species native to California that have low numbers, limited distribution, or are otherwise threatened with extinction. This information is published in the Inventory of Rare and Endangered Vascular Plants of California. List 1A contains plants that are believed to be extinct. List 1B contains plants that are rare, threatened, or endangered in California and elsewhere. List 2 contains plants that are rare, threatened, or endangered in California, but more numerous elsewhere. List 3 contains plants where additional information is needed. List 4 contains plants with a limited distribution.

*Biological Resources*

**California Wetlands Conservation Policy**

In August 1993, the Governor announced the "California Wetlands Conservation Policy." The goals of the policy are to establish a framework and strategy that will:

- Ensure no overall net loss and to achieve a long-term net gain in the quantity, quality, and permanence of wetland acreage and values in California in a manner that fosters creativity, stewardship, and respect for private property.
- Reduce procedural complexity in the administration of State and Federal wetland conservation programs.
- Encourage partnerships to make landowner incentive programs and cooperative planning efforts the primary focus of wetland conservation and restoration.

The Governor also signed Executive Order W-59-93, which incorporates the goals and objectives contained in the new policy and directs the Resources Agency to establish an Interagency Task Force to direct and coordinate administration and implementation of the policy.

*Air Quality*

**California Air Resources Board (CARB)**

CARB is the agency responsible for coordination and oversight of State and local air pollution control programs in California and for implementing the California Clean Air Act (CCAA), which was adopted in 1988. The CCAA requires that all air districts in the State endeavor to achieve and maintain the California Ambient Air Quality Standards (CAAQS) by the earliest practical date. The act specifies that districts should focus particular attention on reducing the emissions from transportation and area-wide emission sources, and provides districts with the authority to regulate indirect sources.

CARB is primarily responsible for developing and implementing air pollution control plans to achieve and maintain the U.S. National Ambient Air Quality Standards (NAAQS). CARB is primarily responsible for statewide pollution sources and produces a major part of the State Implementation Plan (SIP). Local air districts are still relied upon to provide additional strategies for sources under their jurisdiction. The CARB combines this data and submits the completed SIP to EPA.

Other CARB duties include monitoring air quality (in conjunction with air

monitoring networks maintained by air pollution control and air quality management districts), establishing CAAQS (which in many cases are more stringent than the NAAQS), determining and updating area designations and maps, and setting emissions standards for new mobile sources, consumer products, small utility engines, and off-road vehicles.

*Air Quality*

**Transport of Pollutants**

The California Clean Air Act, Section 39610 (a), directs the CARB to “identify each district in which transported air pollutants from upwind areas outside the district cause or contribute to a violation of the ozone standard and to identify the district of origin of transported pollutants.” The information regarding the transport of air pollutants from one basin to another was to be quantified to assist interrelated basins in the preparation of plans for the attainment of State ambient air quality standards. Numerous studies conducted by the CARB have identified air basins that are impacted by pollutants transported from other air basins (as of 1993). Among the air basins affected by air pollution transport from the South Coast Air Basin (SCAB) are the South Central Coast Air Basin, the Mojave Desert Air Basin, the Salton Sea Air Basin, and the San Diego County Air Basin. The SCAB was also identified as an area impacted by the transport of air pollutants from the South Central Coast region.

*Air Quality*

**State Toxic Air Contaminant Programs (TAC)**

California regulates toxic air contaminants (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 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 over 21 TACs, and adopted the EPA’s list of HAPs as TACs. Most recently, diesel exhaust particulate was added to the CARB list of TACs. Once a TAC is identified, CARB then adopts an Airborne Toxics Control Measure 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. None of the TACs identified by CARB have a safe threshold.

The Hot Spots Act requires that existing facilities that emit toxic substances above a specified level:

1. Prepare a toxic emission inventory;
2. Prepare a risk assessment if emissions are significant;
3. Notify the public of significant risk levels; and
4. Prepare and implement risk reduction measures.

CARB has adopted diesel exhaust control measures and more stringent emission standards for various on-road mobile sources of emissions, including transit buses and off-road diesel equipment (e.g., tractors and generators). In February 2000, CARB adopted a new public transit bus fleet rule and emission standards for new urban buses. These new 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 with which transit agencies must demonstrate

compliance with the urban transit bus fleet rule. Upcoming 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. Over time, the replacement of older vehicles will result in a vehicle fleet that produces substantially less TACs than under current conditions. Mobile-source emissions of TACs (e.g., benzene, 1-3-butadiene, and diesel PM) have been reduced significantly over the last decade, and will be reduced further in California through a progression of regulatory measures (e.g., Low Emission Vehicle/Clean Fuels and Phase II reformulated gasoline regulations) and control technologies. With implementation of CARB's Risk Reduction Plan, it is expected that diesel PM concentrations will be reduced by 85% in 2020 from the estimated year 2000 level. Adopted regulations are also expected to continue to reduce formaldehyde emissions from cars and light-duty trucks. As emissions are reduced, it is expected that risks associated with exposure to the emissions will also be reduced.

*Greenhouse  
Gases*

**Assembly Bill 1493**

In response to AB 1493, CARB approved amendments to the California Code of Regulations (CCR) adding GHG emission standards to California's existing motor vehicle emission standards. Amendments to CCR Title 13 Sections 1900 (CCR 13 1900) and 1961 (CCR 13 1961), and adoption of Section 1961.1 (CCR 13 1961.1), require automobile manufacturers to meet fleet average GHG emission limits for all passenger cars, light-duty trucks within various weight criteria, and medium-duty passenger vehicle weight classes beginning with the 2009 model year. Emission limits are further reduced each model year through 2016. For passenger cars and light-duty trucks 3,750 pounds or less loaded vehicle weight (LVW), the 2016 GHG emission limits are approximately 37 percent lower than during the first year of the regulations in 2009. For medium-duty passenger vehicles and light-duty trucks 3,751 LVW to 8,500 pounds gross vehicle weight (GVW), GHG emissions are reduced approximately 24 percent between 2009 and 2016.

CARB requested a waiver of Federal preemption of California's Greenhouse Gas Emissions Standards. The intent of the waiver is to allow California to enact emissions standards to reduce carbon dioxide and other greenhouse gas emissions from automobiles in accordance with the regulation amendments to the CCRs that fulfill the requirements of AB 1493. The EPA granted a waiver to California to implement its greenhouse gas emissions standards for cars.

*Greenhouse  
Gases*

**California Executive Orders S-3-05 and S-20-06, and Assembly Bill 32**

On June 1, 2005, Governor Arnold Schwarzenegger signed Executive Order S-3-05. The goal of this Executive Order is to reduce California's GHG emissions to: 1) 2000 levels by 2010, 2) 1990 levels by 2020, and 3) 80% below 1990 levels by 2050.

In 2006, this goal was further reinforced with the passage of Assembly Bill 32 (AB 32), the Global Warming Solutions Act of 2006. AB 32 sets the same overall GHG emissions reduction goals while further mandating that CARB create a plan, which includes market mechanisms, and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases." Executive Order S-20-06 further directs State agencies to begin implementing AB 32, including the recommendations made by the State's Climate Action

Team.

*Greenhouse  
Gases*

**Assembly Bill 1007**

Assembly Bill 1007 (Pavley, Chapter 371, Statutes of 2005) directed the CEC to prepare a plan to increase the use of alternative fuels in California. As a result, the CEC prepared the State Alternative Fuels Plan in consultation with State, Federal, and local agencies. The plan presents strategies and actions California must take to increase the use of alternative non-petroleum fuels in a manner that minimizes costs to California and maximizes the economic benefits of in-state production. The Plan assessed various alternative fuels and developed fuel portfolios to meet California’s goals to reduce petroleum consumption, increase alternative fuels use, reduce greenhouse gas emissions, and increase in-state production of biofuels without causing a significant degradation of public health and environmental quality.

*Greenhouse  
Gases*

**Bioenergy Action Plan – Executive Order #S-06-06**

Executive Order #S-06-06 establishes targets for the use and production of biofuels and biopower, and directs state agencies to work together to advance biomass programs in California while providing environmental protection and mitigation. The executive order establishes the following target to increase the production and use of bioenergy, including ethanol and biodiesel fuels made from renewable resources: produce a minimum of 20 percent of its biofuels within California by 2010, 40 percent by 2020, and 75 percent by 2050. The executive order also calls for the state to meet a target for use of biomass electricity.

*Greenhouse  
Gases*

**Governor’s Low Carbon Fuel Standard (Executive Order S-01-07)**

Executive Order (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 CARB pursuant to AB 32.

*Greenhouse  
Gases*

**Executive Order B-30-15**

On April 29, 2015, Governor Jerry Brown issued Executive Order (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 2 degrees Celsius – the warming threshold at which scientists say there will likely be major climate disruptions. EO B-30-15 also addresses the need for climate adaptation and directs State government to:

- Incorporate climate change impacts into the State’s Five-Year Infrastructure Plan;
- Update the Safeguarding California Plan, the State climate adaptation strategy, to identify how climate change will affect California infrastructure and industry, and what actions the State can take to reduce the risks posed by climate change;
- Factor climate change into State agencies’ planning and investment decisions; and



- Implement measures under existing agency and departmental authority to reduce GHG emissions.

*Greenhouse  
Gases*

### **Climate Action Program at Caltrans**

Caltrans prepared a Climate Action Program in response to new regulatory directives. The goal of the Climate Action Program is to promote clean and energy efficient transportation, and provide guidance for mainstreaming energy and climate change issues into business operations. The overall approach to lower fuel consumption and CO<sub>2</sub> from transportation is twofold: (1) reduce congestion and improve efficiency of transportation systems through smart land use, operational improvements, and Intelligent Transportation Systems; and (2) institutionalize energy efficiency and GHG emission reduction measures and technology into planning, project development, operations, and maintenance of transportation facilities, fleets, buildings, and equipment.

The reasoning underlying the Climate Action Program is the conclusion that "the most effective approach to addressing GHG reduction, in the short-to-medium term, is strong technology policy and market mechanisms to encourage innovations. Rapid development and availability of alternative fuels and vehicles, increased efficiency in new cars and trucks (light and heavy duty), and super clean fuels are the most direct approach to reducing GHG emissions from motor vehicles (emission performance standards and fuel or carbon performance standards)."

*Greenhouse  
Gases*

### **Senate Bill 97**

Senate Bill 97 (Chapter 185, 2007) required the Governor's Office of Planning and Research (OPR) to develop recommended amendments to the State CEQA Guidelines for addressing greenhouse gas emissions. OPR prepared its recommended amendments to the State CEQA Guidelines to provide guidance to public agencies regarding the analysis and mitigation of greenhouse gas emissions, and the effects of greenhouse gas emissions, in draft CEQA documents. The Amendments became effective on March 18, 2010.

*Greenhouse  
Gases*

### **Senate Bill 375**

SB 375 requires CARB to develop regional greenhouse gas emission reduction targets to be achieved from the automobile and light truck sectors for 2020 and 2035. The 18 metropolitan planning organizations (MPO) in California will prepare a "sustainable communities strategy" to reduce the amount of greenhouse gas emission in their respective regions and demonstrate the ability for the region to attain CARB's reduction targets. CARB would later determine if each region is on track to meet their reduction targets. In addition, cities would have extra time -- eight years instead of five -- to update housing plans required by the State.

*Greenhouse  
Gases*

### **Senate Bill 32**

An update to Assembly Bill 32 was passed in August 2016, which extends the state's targets for reducing greenhouse gases from 2020 to 2030. Under Senate Bill (SB) 32, the state would reduce its greenhouse gas emissions to 40 percent below 1990 levels by 2030.

*Geology, Soils,  
and Seismicity*

### **California Building Standards Code**

Title 24 of the California Code of Regulations, known as the California Building

Standards Code (CBSC) or simply "Title 24," contains the regulations that govern the construction of buildings in California. The CBSC includes 12 parts: California Building Standards Administrative Code, California Building Code, California Residential Building Code, California Electrical Code, California Mechanical Code, California Plumbing Code, California Energy Code, California Historical Building Code, California Fire Code, California Existing Building Code, California Green Building Standards Code (CALGreen Code), and the California Reference Standards Code. Through the CBSC, the State provides a minimum standard for building design and construction. The CBSC contains specific requirements for seismic safety, excavation, foundations, retaining walls, and site demolition. It also regulates grading activities, including drainage and erosion control.

*Geology, Soils,  
and Seismicity*

**Alquist-Priolo Earthquake Fault Zoning Act**

The Alquist-Priolo Earthquake Fault Zoning Act of 1972 sets forth the policies and criteria of the State Mining and Geology Board, which governs the exercise of governments' responsibilities to prohibit the location of developments and structures for human occupancy across the trace of active faults. The policies and criteria are limited to potential hazards resulting from surface faulting or fault creep within Earthquake Fault Zones, as delineated on maps officially issued by the State Geologist. Working definitions include:

- Fault – a fracture or zone of closely associated fractures along which rocks on one side have been displaced with respect to those on the other side;
- Fault Zone – a zone of related faults, which commonly are braided and sub parallel, but may be branching and divergent. A fault zone has a significant width (with respect to the scale at which the fault is being considered, portrayed, or investigated), ranging from a few feet to several miles;
- Sufficiently Active Fault – a fault that has evidence of Holocene surface displacement along one or more of its segments or branches (last 11,000 years); and
- Well-Defined Fault – a fault whose trace is clearly detectable by a trained geologist as a physical feature at or just below the ground surface. The geologist should be able to locate the fault in the field with sufficient precision and confidence to indicate that the required site-specific investigations would meet with some success.

"Sufficiently Active" and "Well Defined" are the two criteria used by the State to determine if a fault should be zoned under the Alquist-Priolo Earthquake Fault Zoning Act.

*Geology, Soils,  
and Seismicity*

**Seismic Hazards Mapping Act**

The Seismic Hazards Mapping Act, passed in 1990, addresses non-surface fault rupture earthquake hazards, including liquefaction and seismically-induced landslides. Under the Act, seismic hazard zones are to be mapped by the State Geologist to assist local governments in land use planning. The program and actions mandated by the Seismic Hazards Mapping Act closely resemble those of the Alquist-Priolo Earthquake Fault Zoning Act (which addresses only surface fault-rupture hazards) and are outlined below:

- The State Geologist is required to delineate the various "seismic hazard zones."
  - Cities and counties, or other local permitting authority, must regulate

certain development “projects” within the zones. They must withhold the development permits for a site within a zone until the geologic and soil conditions of the site are investigated and appropriate mitigation measures, if any, are incorporated into development plans.

- The State Mining and Geology Board provides additional regulations, policies, and criteria to guide cities and counties in their implementation of the law. The Board also provides guidelines for preparation of the Seismic Hazard Zone Maps and for evaluating and mitigating seismic hazards.
- Sellers (and their agents) of real property within a mapped hazard zone must disclose that the property lies within such a zone at the time of sale.

*Geology, Soils,  
and Seismicity*

**Caltrans Seismic Design Criteria**

The California Department of Transportation (Caltrans) has Seismic Design Criteria (SDC), which is an encyclopedia of new and currently practiced seismic design and analysis methodologies for the design of new bridges in California. The SDC adopts a performance-based approach specifying minimum levels of structural system performance, component performance, analysis, and design practices for ordinary standard bridges. The SDC has been developed with input from the Caltrans Offices of Structure Design, Earthquake Engineering and Design Support, and Materials and Foundations. Memo 20-1 Seismic Design Methodology (Caltrans 1999) outlines the bridge category and classification, seismic performance criteria, seismic design philosophy and approach, seismic demands and capacities on structural components, and seismic design practices that collectively make up Caltrans’ seismic design.

*Mineral and  
Energy  
Resources*

**Surface Mining and Reclamation Act of 1975**

The California Department of Conservation Surface Mining and Reclamation Act of 1975 (§ 2710), also known as SMARA, provides a comprehensive surface mining and reclamation policy that permits the continued mining of minerals, as well as the protection and subsequent beneficial use of the mined and reclaimed land. The purpose of SMARA is to ensure that adverse environmental effects are prevented or minimized, and that mined lands are reclaimed to a usable condition and readily adaptable for alternative land uses. The production and conservation of minerals are encouraged, while giving consideration to values relating to recreation, wildlife, range, and forage, as well as aesthetic enjoyment. Residual hazards to public health and safety are eliminated. These goals are achieved through land use planning by allowing a jurisdiction to balance the economic benefits of resource reclamation with the need to provide other land uses.

If a use is proposed that might threaten the potential recovery of minerals from an area that has been classified mineral resource zone 2 (MRZ-2), SMARA would require the jurisdiction to prepare a statement specifying its reasons for permitting the proposed use, provide public notice of these reasons, and forward a copy of the statement to the State Geologist and the State Mining and Geology Board (Cal. Pub. Res. Code Section 2762). Lands classified MRZ-2 are areas that contain identified mineral resources.

*Hydrology and  
Water Quality*

**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.

*Hydrology and Water Quality*

**California Water Code**

California’s primary statute governing water quality and water pollution issues with respect to both surface waters and groundwater is the Porter-Cologne Water Quality Control Act of 1970 (Division 7 of the California Water Code) (Porter-Cologne Act). The Porter-Cologne Act grants the SWRCB and each of the RWQCBs power to protect water quality, and is the primary vehicle for implementation of California’s responsibilities under the Federal Clean Water Act. The Porter-Cologne Act grants the SWRCB and the RWQCBs authority and responsibility to adopt plans and policies, to regulate discharges to surface and groundwater, to regulate waste disposal sites, and to require cleanup of discharges of hazardous materials and other pollutants. The Porter-Cologne Act also establishes reporting requirements for unintended discharges of any hazardous substance, sewage, or oil or petroleum product.

Each RWQCB must formulate and adopt a Water Quality Control Plan (Basin Plan) for its region. The regional plans are to conform to the policies set forth in the Porter-Cologne Act and established by the SWRCB in its State water policy. The Porter-Cologne Act also provides that a RWQCB may include within its regional plan water discharge prohibitions applicable to particular conditions, areas, or types of waste.

*Hydrology and Water Quality*

**State Updated Model Landscape Ordinance**

Under Assembly Bill (AB) 1881, the updated Model Landscape Ordinance requires cities and counties to adopt landscape water conservation ordinances by January 31, 2010 or to adopt a different ordinance that is at least as effective in conserving water as the updated Model Ordinance (MO). The Lawndale Municipal Code includes a section addressing landscaping water use standards.

*Hydrology and Water Quality*

**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 (“SRF”) and Proposition 50 programs. The Drinking Water Program also oversees water recycling projects, permits water treatment devices, supports and promotes water system security, and oversees the Drinking Water Treatment and Research Fund for MTBE and other oxygenates.

*Hydrology and*

**Consumer Confidence Report Requirements**

*Water Quality* 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.

*Hydrology and Water Quality*

### **Urban Water Management Planning Act**

The Urban Water Management Planning Act has as its objectives the management of urban water demands and the efficient use of urban water. Under its provisions, every urban water supplier is required to prepare and adopt an urban water management plan. An "urban water supplier" is a public or private water supplier that provides water for municipal purposes either directly or indirectly to more than 3,000 customers, or supplying more than 3,000 acre-feet of water annually. The plan must identify and quantify the existing and planned sources of water available to the supplier, quantify the projected water use for a period of 20 years, and describe the supplier's water demand management measures. The urban water supplier should make every effort to ensure the appropriate level of reliability in its water service sufficient to meet the needs of its various categories of customers during normal, dry, and multiple dry years. The Department of Water Resources must receive a copy of an adopted urban water management plan.

*Hydrology and Water Quality*

### **Senate Bill (SB) 610 and Assembly Bill (AB) 901**

The State Legislature passed SB 610 and AB 901 in 2001. Both measures modified the Urban Water Management Planning Act.

SB 610 requires additional information in an urban water management plan if groundwater is identified as a source of water available to an urban water supplier. It also requires that the plan include a description of all water supply projects and programs that may be undertaken to meet total projected water use. SB 610 requires a city or county that determines a project is subject to CEQA to identify any public water system that may supply water to the project and to request identified public water systems to prepare a specified water supply assessment. The assessment must include, among other information, an identification of existing water supply entitlements, water rights, or water service contracts relevant to the identified water supply for the proposed project, and water received in prior years pursuant to these entitlements, rights, and contracts.

AB 901 requires an urban water management plan to include information, to the extent practicable, relating to the quality of existing sources of water available to an urban water supplier over given time periods. AB 901 also requires information on the manner in which water quality affects water management strategies and supply reliability. The bill requires a plan to describe plans to supplement a water source that may not be available at a consistent level of use, to the extent practicable. Additional findings and declarations relating to water quality are required.

*Hydrology and Water Quality*

### **Senate Bill (SB) 221**

SB 221 adds Government Code Section 66455.3, requiring that the local

water agency be sent a copy of any proposed residential subdivision of more than 500 dwelling units within five days of the subdivision application being accepted as complete for processing by the city or county. It also adds Government Code Section 66473.7, establishing detailed requirements for establishing whether a "sufficient water supply" exists to support any proposed residential subdivisions of more than 500 dwellings, including any such subdivision involving a development agreement. When approving a qualifying subdivision tentative map, the city or county must include a condition requiring availability of a sufficient water supply. The applicable public water system must provide proof of availability. If there is no public water system, the city or county must undertake the analysis described in Government Code Section 66473.7. The analysis must include consideration of effects on other users of water and groundwater.

*Visual  
Resources and  
Community  
Image*

### **California Department of Transportation – California Scenic Highway Program**

California's Scenic Highway Program was created by the Legislature in 1963 to preserve and protect scenic highway corridors from change, which would diminish the aesthetic value of lands adjacent to highways. The State laws governing the Scenic Highway Program are found in the Streets and Highways Code, Section 260 et seq.

The State Scenic Highway System includes a list of highways that are either eligible for designation as scenic highways or have been so designated. These highways are identified in Section 263 of the Streets and Highways Code. A list of California's scenic highways and map showing their locations may be obtained from the Caltrans Scenic Highway Coordinators.

If a route is not included on a list of highways eligible for scenic highway designation in the Streets and Highways Code Section 263 et seq., it must be added before it can be considered for official designation. A highway may be designated scenic depending on the extent of the natural landscape that 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.

When a local jurisdiction nominates an eligible scenic highway for official designation, it must identify and define the scenic corridor of the highway. A scenic corridor is the land generally adjacent to and visible from the highway. A scenic highway designation protects the scenic values of an area. Jurisdictional boundaries of the nominating agency are also considered, and the agency must also adopt ordinances to preserve the scenic quality of the corridor, or document such regulations that already exist in various portions of local codes. These ordinances make up the scenic corridor protection program.

To receive official designation, the local jurisdiction must follow the same process required for official designation of State Scenic Highways. The minimum requirements for scenic corridor protection include:

- Regulation of land use and density of development;
- Detailed land and site planning;
- Control of outdoor advertising (including a ban on billboards);
- Careful attention to and control of earthmoving and landscaping; and
- Careful attention to design and appearance of structures and equipment.

## Local Regulatory Framework

### *Air Quality*

#### **South Coast Air Quality Management District**

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

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 South Coast Air Basin. 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 South Coast Air Basin. An AQMP is a plan prepared and implemented by an air pollution district for a county or region designated as nonattainment of the national and/or California ambient air quality standards.

In 2003, an AQMP was prepared by SCAQMD to bring the South Coast Air Basin, as well as portions of the Salton Sea Air Basin under SCAQMD jurisdiction, into compliance with the 1-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 South Coast Air Basin has met since 1992.

A subsequent AQMP for the Basin was adopted by SCAQMD on June 1, 2007. The goal of the 2007 AQMP was to lead the South Coast Air Basin into compliance with the national 8-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 8-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> federal ambient air quality standard with all feasible control measures and demonstrates attainment of the standard by 2014. The 2012 AQMP also updates the 8-hour 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 Basin into compliance with the national 8-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 includes transportation control measures developed by SCAG from the 2016–2040 RTP/SCS, as well as the integrated strategies and measures needed to meet the NAAQS. The 2016 AQMP demonstrates attainment of the 1-hour and 8-hour O<sub>3</sub> NAAQS as well as the latest 24-hour and annual PM<sub>2.5</sub> standards.

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

Among the SCAQMD rules applicable to the project are Rule 403 (Fugitive Dust), Rule 1113 (Architectural Coatings), and Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities). 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. Compliance with SCAQMD Rule 1403 requires the owner or operator of any demolition or renovation activity to have an asbestos survey performed prior to demolition and to provide notification to the SCAQMD prior to commencing demolition activities.

*Air Quality/  
Greenhouse  
Gases*

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

SCAG is the metropolitan planning organization (MPO) for the region in which the City is located. In 2020, SCAG adopted Connect SoCal, the 2020-2045 RTP/SCS, which is an update to the previous 2016 RTP/SCS.

The 2020 RTP/SCS considers the role of transportation in the broader context of economic, environmental, and quality-of-life goals for the future, identifying regional transportation strategies to address mobility needs. The 2020 RTP/SCS describes how the region can attain the GHG emission-reduction targets set by CARB by achieving a 19 percent reduction by 2035 compared to the 2005 level. Although the focus of the 2020 RTP/SCS is on GHG emission-reduction, compliance with and implementation of 2020 RTP/SCS policies and strategies would also have co-benefits of reducing per capita criteria air pollutant and TAC emissions associated with reduced per capita vehicle miles traveled (VMT). Improved air quality with implementation of the 2020 RTP/SCS policies would decrease reactive organic gases (ROG) (similar to VOCs), CO, NO<sub>x</sub>, and PM<sub>2.5</sub>.

SCAG's 2020 RTP/SCS builds on the land use policies that were incorporated into the 2016 RTP/SCS, and provides specific strategies for successful implementation. These strategies include implementing the Sustainable



Communities Program (SCP) – Housing and Sustainable Development (HSD) which will both accelerate housing production as well as enable implementation of the Sustainable Communities Strategy of Connect SoCal; encouraging use of active transportation, or human powered transportation such as bicycles, tricycles, wheelchairs, electric wheelchairs/scooters, skates, and skateboards; and supporting alternative fueled vehicles. The 2020 RTP/SCS overall land use pattern reinforces the trend of focusing new housing and employment in infill areas well served by transit.

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

*Greenhouse  
Gases*

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

SCAQMD adopted a “Policy on Global Warming and Stratospheric Ozone Depletion” on April 6, 1990. The policy commits the SCAQMD to consider global impacts in rulemaking and in drafting revisions to the Air Quality Management Plan. 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 chlorofluorocarbons, 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 hydrochlorofluorocarbons by the year 2000.
- Develop recycling regulations for hydrochlorofluorocarbons (e.g., SCAQMD Rules 1411 and 1415).
- Develop an emissions inventory and control strategy for methyl bromide
- Support the adoption of a California GHG emission reduction goal.

SCAQMD released draft guidance regarding interim CEQA GHG significance thresholds in 2008. Within its October 2008 document, SCAQMD proposed the use of a percent emission reduction target to determine significance for commercial/residential projects that emit greater than 3,000 MT CO<sub>2</sub>e per year. On December 5, 2008, the SCAQMD Governing Board adopted the staff proposal for an interim GHG significance threshold for stationary source/industrial projects where SCAQMD is the lead agency.

*Greenhouse  
Gases*

### **City of Lawndale Energy Efficiency Climate Action Plan 2015**

The City of Lawndale, in cooperation with the South Bay Cities Council of Governments, has developed a Climate Action Plan (CAP) to reduce GHG emissions within the City. The City’s CAP serves as a guide for action by setting GHG emission reduction goals and establishing strategies and policies to achieve desired outcomes over a 20-year period (2035). The CAP identifies community-wide strategies to conserve energy and reduce GHG emissions from a range of sources within the jurisdiction, including transportation, land

use, energy generation and consumption, water, and waste.

## 10.6 COMMUNITY HEALTH AND WELLNESS

### Federal Regulatory Framework

*Access to Health Care and Health Facilities*

#### **Affordable Care Act**

The Affordable Care Act (ACA) is a comprehensive federal health care reform law that was enacted in March of 2010. The ACA expanded the Medicaid program to cover more adults by adjusting income requirements and provides consumers with subsidies that lower costs for households with incomes between 100% and 400% of the federal poverty level. Consumer subsidies are paid in the form of "premium tax credits". The Internal Revenue Service (IRS) is responsible for tax provisions of the current ACA law and the Center for Consumer Information and Insurance Oversight (CCIIO) is responsible for overseeing the implementation of current private health insurance legislation within the ACA.

*Access to Health Care and Health Facilities*

#### **Medicaid/Medicare**

Medicaid is a federal program that provides health coverage to Americans. Medicaid was established in July 1965, authorized by Title XIX of the Social Security Act. The program is a federal program that also functions at the state level. Each state uses unique financial eligibility guidelines to determine if you are eligible for Medicaid coverage. In general, the Medicaid program is intended to provide health coverage for people with limited income and assets. There are Medicaid funded programs for various subgroups of people including; Older adults, People with disabilities, Children, Pregnant people, and Parents and/or caretakers of children.

Medicare is a federal health insurance program established under Title XIX in July of 1965. Medicare insurance benefits are intended for:

- People who are 65 and older
- Certain younger people with disabilities
- People with End-Stage Renal Disease

Different components of Medicare help cover specific health-related services. These services include: hospital Insurance (Medicare Part A), medical Insurance (Medicare Part B), and prescription drug coverage (Medicare Part D).

*Food Access*

#### **Supplemental Nutrition Assistance Program (SNAP)**

SNAP is a federal aid program administered by the United States Department of Agriculture under the Food and Nutrition Service (FNS) agency. Benefits are distributed in the form of basic nutritional needs to low-income persons who qualify. SNAP benefits are administered through electronic debit cards (EBT), which may be used to purchase groceries at authorized SNAP retailers. The regulation is targeted toward at-risk citizens within the United States, and eligibility is limited based on income. SNAP is administered by the states, which may adapt the program to best meet their needs.

### State Regulatory Framework

*Food Access***The California Healthy Food Financing Initiative (CHFFI)**

The CHFFI was established in 2011 to increase access to grocery stores and healthy food retailers for underserved communities. Governor Brown signed AB 581 into law, formally creating the California Healthy Food Financing Initiative (CHFFI). The law establishes an advisory group under the California Department of Food and Agriculture to develop recommendations for measures to increase healthy food accessibility within the State. In addition, the law functions as a private-public partnership program. The program includes the CHFFIC Fund within the State Treasurer's Office, which incorporates public and private funds to provide financing for grocery stores and other forms of healthy food retail.

**10.7 ENVIRONMENTAL JUSTICE****State Regulatory Framework***Environmental Justice***California Environmental Quality Act**

The California Environmental Quality Act (CEQA) was developed to protect the quality of the environment, and the health and safety of persons from adverse environmental effects. Discretionary projects are required to be reviewed consistent with the requirements of CEQA to determine if there is potential for the project to cause a significant adverse effect on the environment. Depending on the type of project and its potential effects, technical traffic, noise, air quality, biological resources, and geotechnical reports may be needed. If potential adverse effects can be mitigated, a mitigated negative declaration is required. If potentially adverse effects cannot be mitigated, an environmental impact report is required. These documents have mandated content requirements and public review times. Preparation of CEQA documents can be costly and, despite maximum time limits set forth in the Public Resources Code, can extend the processing time of a project by a year or longer.

*Environmental Justice***SB 1000**

Senate Bill 1000, also known as The Planning for Healthy Communities Act, is a comprehensive state legislation that requires California cities to include an Environmental Justice element or a set of environmental justice policies into their General Plans. The Bill was established as a state regulation on September 24, 2016, with the goal of improving the health of California cities and addressing pertinent issues of environmental justice related to community wellness. SB 1000 outlines strategies to promote the protection of sensitive land uses within the state, and simultaneously mandates that cities address the needs of disadvantaged communities. Through this bill, environmental justice is a mandated consideration in all city's local land-use planning. SB 1000 was authored by Senator Connie Leyva and co-sponsored by the California Environmental Justice Alliance (CEJA) and the Center for Community Action and Environmental Justice (CCA EJ).

Regulatory Environment

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